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

**Agenda - Final**

**Thursday, July 25, 2024**

**10:00 AM**

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# Board of Directors - Regular Board Meeting

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

***Stephanie Wiggins, Chief Executive Officer***

## METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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
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**323.466.3876**
**x2** *Español (Spanish)*
**x3** 中文 *(Chinese)*
**x4** 한국어 *(Korean)*
**x5** Tiếng Việt *(Vietnamese)*
**x6** 日本語 *(Japanese)*
**x7** русский *(Russian)*
**x8** Հայերէն *(Armenian)*

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

## Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 25 de Julio de 2024. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 202-735-3323 y ingrese el codigo
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## Written Public Comment Instruction:

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

## CALL TO ORDER

## ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 10, 12, 13, 14, 19, 23, 24, 25, 26, and 30.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 15.

## NON-CONSENT

**3. SUBJECT: REMARKS BY THE CHAIR** 2024-0485

**RECOMMENDATION**

RECEIVE remarks by the Chair.

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2024-0486

**RECOMMENDATION**

RECEIVE report by the Chief Executive Officer.

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

**5. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE** 2024-0229

**RECOMMENDATION**

CONSIDER:

A. APPROVING $33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;

B. APPROVING the deobligation of $1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

**NAJARIAN AMENDMENT:** Approve item 5 and hold for discussion the recommendations listed in Attachment A regarding the Arroyo Verdugo Operational Improvements.

***Attachments:*** Attachment A - MR Multimodal Highway Subregional Prog.-July '24
Presentation

**EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE JULY 2024 STATE AND FEDERAL LEGISLATIVE REPORT AND RECOMMENDED THE FOLLOWING AMENDMENT (4-0):**

**27. SUBJECT: STATE AND FEDERAL REPORT** 2024-0453

**RECOMMENDATION**

RECEIVE AND FILE July 2024 State and Federal Legislative Report.

**HAHN, BASS, SOLIS, BARGER, DUTRA, AND SANDOVAL AMENDMENT:** We move to reaffirm the Board's previous position that the remaining outstanding $500 million in SB 125 funding designated for our region will be distributed as follows:

- $298 million for the Gold Line Foothill Extension to Montclair; and
- $202 million for the Southeast Gateway Line.

***Attachments:*** Presentation

**33. SUBJECT: BUS OPERATOR SEAT ASSEMBLIES** 2024-0350

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA120707 to Gillig LLC, the lowest responsive and responsible bidder for bus operator seat assemblies in a not-to-exceed (NTE) amount of $1,260,596, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

**34. SUBJECT: TURBOCHARGERS** 2024-0354

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA103954-2000 to Cummins Inc., the lowest responsive and responsible bidder to supply Turbocharger

Assemblies in the not-to-exceed (NTE) amount of $1,624,966.51, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

**35. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM PLANNING AND PROGRAM MANAGEMENT CONSULTANT SERVICES** 2024-0362

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a cost plus fixed fee Contract No. PS112435 to AECOM Technical Services, Inc. to provide as-needed Program Management Support Services (PMSS), and Design and Engineering Support Services (DESS) for Vehicle Engineering and Acquisition (VEA) to support the conversion of Metro's bus fleet to Zero Emission Buses (ZEB) by 2030 in the not-to-exceed (NTE) amount of $8,399,421 for the five (5) year base term, and $5,668,871 for the three (3) one-year option terms, for a total combined not-to-exceed amount of $14,068,292, subject to the resolution of all properly submitted protest(s), if any.

***Attachments:*** Attachment A - Board Motion 50 Strategic Plan for Metro's Transition to ZEB
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

**36. SUBJECT: APPROVE LIFE-OF-PROJECT BUDGET FOR METRO A, B, D, LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE** 2024-0375

**RECOMMENDATION**

ESTABLISH a Life of Project (LOP) Budget of $65,350,000 for the Metro A, B, and D Lines Communication Transmission System Upgrade Project 205692.

***Attachments:*** Attachment A - Project 205692 Expenditure Plan
Presentation

**37. SUBJECT: STAFFING REQUEST FOR LAX/METRO TRANSIT CENTER OPENING AND RELATED C AND K LINE RECONFIGURATION** 2024-0212

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to amend the FY25 Budget to add 108 Full-Time Equivalent (FTE) positions, as shown below:

A. ADD seven (7) non-contract positions to manage customer experience programs, facility maintenance contracts, and provide administrative/financial support; and

B. ADD 101 contract positions to provide daily revenue service as well as supervise, perform ongoing building maintenance, daily security, daily cleaning, custodial work, and customer service in support of planned operations at the new transit center, in addition to the reconfigured C and K lines.

***Attachments:*** Attachment A - Summary of FTE Request
Presentation

**38. SUBJECT: STAFFING REQUEST FOR METRO CENTER** 2024-0213

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to amend the Fiscal Year 2025 (FY25) Budget and add 27 positions as shown below:

A. ADD five non-contract positions for the System Security and Law Enforcement, Information and Technology Services, and the Operations department to manage/perform the day-to-day emergency, security, physical security, and cyber security operations, as well as manage facilities staff to support maintenance/custodial activities within the facility; and

B. ADD 22 contract positions for the System Security and Law Enforcement, Information and Technology Services, and Operations departments to manage calls for security service systemwide, as well as provide technical support of computers, software, and data center for a critical facility, supervise/perform ongoing building maintenance, safety and security, daily cleaning, and custodial work in support of a 24-hour daily operation.

***Attachments:*** Attachment A - Summary of FTE Request

**39. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES** 2024-0385

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP729180008370 with Link-Nilsen Corp, for Fire-Life Safety Systems Testing, Repair and Certification Services, to exercise the one, two-year option in the not-to-exceed (NTE) amount of $1,990,280, and adding testing locations in the NTE amount of $702,452, increasing the total contract NTE amount from $3,911,744 to $6,604,476, inclusive of the option term, and extending the period of performance from September 30, 2024 to September 30, 2026.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

**43. SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESCISSION OF RESOLUTION OF NECESSITY** 2024-0439

**RECOMMENDATION**

RESCIND the Resolutions of Necessity ("RON's") previously adopted on August 25, 2022, which authorized the commencement of eminent domain actions to acquire certain partial permanent and temporary property rights ("Property Interests") in the Canoga Park properties listed along the Metro G Line in the table below as follows:

A. Property: 21339 Saticoy St., Canoga Park, CA 91304
   - APN: 2109-031-017 (MOL-004)
   - Property Owner: Astra Holding, Inc a California Corporation
   - Property Interests: Permanent Partial Acquisition - 185 SF, TCE - 313 SF, 64 months duration

B. Property: 21339 Sherman Way, Canoga Park, CA 91303
   - APN: 2111-030-018 (MOL-006)
   - Property Owner: Spectrum Investment Corporation, a California Corporation
   - Property Interests: Permanent Partial Acquisition - 720 SF, TCE - 400 SF, 66 months duration

C. Property: 21400 Roscoe Blvd, Canoga Park, CA 91304
   - APN: 2110-003-036 (MOL-008)
   - Property Owner: 21400 Roscoe, LLC, a California limited liability

company

- Property Interests: Permanent Street Easement - 177 SF, TCE - 264 SF, 67 months duration

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

***Attachments:*** Attachment A - MOL-004
Attachment B - MOL-006
Attachment C - MOL-008
Presentation

**44. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT RESOLUTIONS OF NECESSITY** 2024-0432

**RECOMMENDATION**

CONSIDER:

A. HOLDING a public hearing on the proposed Resolutions of Necessity; and

B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire fee simple interest, improvements pertaining to realty, and leasehold improvements (Property Interests) for the properties as identified in Attachment A and described as follows:

1. 14546 Raymer St., Van Nuys, CA, APN: 2210-030-029; ESFV-E-004-1
2. 14617 Keswick St., Van Nuys, CA, APN: 2210-030-024; ESFV-E-008-1
3. 14626 Raymer St., Van Nuys, CA, APN: 2210-030-017; ESFV-E-010-1
4. 14635 -14645 Keswick St., Van Nuys, CA, APN: 2210-025-005, 035; ESFV-E-011-1

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

***Attachments:*** Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity
Attachment B-2 - Resolution of Necessity
Attachment B-3 - Resolution of Necessity
Attachment B-4 - Resolution of Necessity
Presentation

**45. SUBJECT: IMPROVING ACCESS CONTROL: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES** 2024-0437

**RECOMMENDATION**

CONSIDER:

A. RECEIVING AND FILING an update on strategies to improve safety for Metro riders and employees, including costs and implementation timelines, in response to Motion 34.1;

B. ESTABLISHING a Life-of-Project (LOP) budget in an amount not-to-exceed $65.1 million for the implementation of Enhanced Access Control strategies, to include:

1. Expansion of the TAP-to-Exit pilot from one end-of-line station to all 10 end-of-line stations;
2. Expansion of the Elevator Open-Door pilot from 21 elevators to 57 elevators;
3. Expansion of the Smart Restroom pilot from 10 stations to 64 stations and transit centers;
4. A new pilot of taller fare gates at up to three rail stations; and
5. A new pilot of two weapons detection technologies at two transit hubs on the rail system, which may include Dual-lane metal detector and Millimeter-Wave radar detection systems

C. AMENDING the FY25 budget by an amount not-to-exceed $15.4 million for TAP-to-Exit at 10 end-of-line stations with gate telephone (GTEL) installations, adding TAP and barcode readers to exit side of gates, and to pilot test upgraded new faregates from different vendors at up to three rail stations; and

D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP.

***Attachments:*** Attachment A - Board Motion 34.1

Attachment B - Types of Weapons Detections Systems

Attachment C - Metro Bias-Free Policing Policy and Data Analytics Policy

Attachment D – Comp w/the Bias-Free Policing & Public Safety Analytics Policy

Attachment E – White House Blueprint on AI Bill of Rights

**46. SUBJECT: A BETTER TRANSIT WATCH MOTION** 2024-0500

**RECOMMENDATION**

APPROVE Motion by Hahn, Barger, Horvath, Najarian, Butts, and Yaroslavsky that the Board direct the Chief Executive Officer to report back by October 2024 on efforts to improve and/or replace the Metro Transit Watch App, including ways to:

- Increase awareness of and access to the app on Metro buses and trains,
- Improve user-friendliness for a more intuitive app; and
- Elevate elements of the app relating to rider experience like cleanliness, graffiti, and other concerns that extend beyond public safety.

**47. SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT** 2024-0463

**RECOMMENDATION**

RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit (Attachment A).

***Attachments:*** Attachment A - Motion 22
Attachment B - Motion 40
Attachment C - LIFE Survey Results
Attachment D - Potential Funding Sources
Presentation

(CARRIED OVER FROM JUNE REGULAR BOARD MEETING)

**48. SUBJECT: ENHANCING THE EFFECTIVENESS OF THE LIFE PROGRAM MOTION** 2024-0499

**RECOMMENDATION**

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

A. Conduct a survey among past and current LIFE participants to identify the greatest barriers and opportunities to increasing utilization of LIFE benefits.

B. Report back in March 2025 with a presentation on the survey's key findings, an analysis of utilization data, and proposed plan for increasing utilization, including any programmatic adjustments based on the data and

survey analysis.

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

C. Utilize the findings from the Metro Free Monthly Pass Program for the Transformative Climate Communities (TCC) grant in South Los Angeles and City of Pomona to evaluate and model a more accurate projection of costs and benefits to an unlimited LIFE program, including but not limited to ridership increases and behaviors, operational costs, quantified socio-economic and climate benefits, and projected regional impacts.

**49. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION** 2024-0497

**RECOMMENDATION**

APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:

A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.

B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:

1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and

2. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:

1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;

2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;

3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;

4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media

D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.

(CARRIED OVER FROM JUNE REGULAR BOARD MEETING)

**50. SUBJECT: COLLECTIVE BARGAINING AGREEMENT** 2024-0493

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE a successor collective bargaining agreement with the Amalgamated Transit Union (ATU) Local 1277, effective July 1, 2024; and

B. AMEND the FY25 budget in the amount of $35.6 million for the implementation for the wage and benefit changes for the approval of the final collective bargaining agreement.

## END OF NON-CONSENT

**51. SUBJECT: CLOSED SESSION** 2024-0489

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

1. Christopher Nieves v. LACMTA, LASC Case No. 19STCV19606

**B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)**

Significant Exposure to Litigation (One case)

**C. Conference with Real Estate Negotiator - Government Code 54956.8**

Property: 1801 Avenue of the Stars, Los Angeles, CA 90067 and 1930 Century Park West, Los Angeles, CA 90067
Agency Negotiator: Craig Justesen
Negotiating Party: Kim Brewer, Senior Vice President - Development
Under Negotiations: Price and Terms

**D. Conference with Labor Negotiator - G.C. 54957.6**

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
Employee Organizations: ATU, AFSCME, SMART TCU, Teamsters

## CONSENT CALENDAR - ITEMS 2, 6, 7, 8, 10, 12, 13, 14, 19, 23, 24, 25, 26, and 30

**2. SUBJECT: MINUTES** 2024-0487

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held June 27, 2024.

***Attachments:*** Regular Board Meeting MINUTES - June 27, 2024

June 2024 RBM Public Comments

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

**6. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE** 2024-0171

**RECOMMENDATION**

CONSIDER:

A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;

B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:

1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and

2. Administratively extend funding agreement lapse dates for Measure M MAT 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 and/or amendments for approved projects.

***Attachments:*** Attachment A - MM MAT Cycle 1 Program Update

Presentation

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

**7. SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS** 2024-0278

**RECOMMENDATION**

CONSIDER:

A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:

1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) shown in Attachment B (Proposed Updated MIP List) to fund new eligible projects recommended for Board approval in Attachment A;

2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and

3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval in Attachment A.

***Attachments:***

Attachment A - Recommended MIPs

Attachment B - Proposed Updated MIP List

Attachment C - Motion 35

Attachment D - Motion 29.1

Attachment E - New MIP Descriptions by Sponsor

Attachment F - Alhambra MIP Request Letter

Attachment G - LA City MIP Request Letter and City Council Motion

Presentation

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

**8. SUBJECT: FUNDING AWARD RECOMMENDATION FOR THE STATE ACCESS FOR ALL GRANT PROGRAM** 2024-0331

**RECOMMENDATION**

CONSIDER:

A. APPROVING the recommended Access for All Program funding award to ButterFLi Technologies, Inc. totaling $1,584,814 (Attachment A); and

B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute funding agreements with the entities receiving awards.

***Attachments:*** Attachment A - FY24 Access for All Funding Award Recs
Presentation

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

**10. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES** 2024-0430

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute the FY25 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

***Attachments:*** Attachment A - FY25 Annual Work Plan Budget for the City of LA
Presentation

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

**12. SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT** 2024-0373

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost plus fixed fee Contract No. AE120356 to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed $50,000,000 for the base three-year term, and $10,000,000 for each of the two, one-year options, for a total contract value not to exceed $70,000,000, subject to resolution of any protest(s), if any; and

B. ISSUE individual Task Orders and modifications within the Board approved contract amount.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

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

**13. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** 2024-0413

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of $74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from $35,514,357 to $110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

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

**14. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT** 2024-0323

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by $382,875,000 from $496,856,000 to $879,731,000; and

B. NEGOTIATE AND EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

***Attachments:*** Attachment A - ESFV LRT Project, Preconstruction Exp. Funding Plan
Presentation

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

**19. SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES** 2024-0405

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. PS60564000B with International Institute of Los Angeles (IILA) for Low Income Fare is Easy (LIFE) Program Administrator Services to include the Southwest, Southeast and Northwest service regions of Los Angeles County, in the amount of $984,603, increasing the total contract value from $ 2,792,333 to $3,776,936 and extending the period of performance from September 30, 2024 to December 31, 2024.

***Attachments:***
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

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

**23. SUBJECT: CUSTODIAL BANKING SERVICES** 2024-0408

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS133590000 with U.S. Bank N.A. in the amount of $500,000 to continue to provide custodial banking services, increasing the contract value from $1,100,370 to $1,600,370 and extending the period of performance from December 31, 2024 to March 31, 2025.

***Attachments:***
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

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

**24. SUBJECT: FIRST AMENDMENT TO LEASE AGREEMENT WITH DWF V WILSHIRE/ VERMONT LP** 2024-0246

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO), or their designee, to execute the First Amendment to the Lease Agreement (First Amendment) or any other documents with DWF V Wilshire/ Vermont LP, (Lessor), to extend the lease by five years (First Option) commencing September 1, 2024, for the Metro Customer Center located at 3183 Wilshire Boulevard, Suite 174 (Site) in Los Angeles consisting of 2,469 square feet at a rate of approximately $10,001.93 per month for a total of $600,115.80 over the First Option term.

***Attachments:*** Attachment A - Location Map
Attachment B - Deal Points
Presentation

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

**25. SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM** 2024-0245

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not to exceed $3.850 million for the 12-month period effective September 1, 2024, to September 1, 2025.

***Attachments:*** Attachment A - Coverage Options and Premiums
Attachment B - Coverage Description
Presentation

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

**26. SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECTS** 2024-0407

**RECOMMENDATION**

CONSIDER:

A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and amendments to enter into a direct loan for a not to exceed disbursement amount of $160,950,000 to be repaid with interest between the Los Angeles County Metropolitan Transportation Authority (Metro) and the San Gabriel Valley Council of Governments (SGVCOG) to fund the Alameda Corridor-East (ACE) Project and the I-605/Valley Boulevard Interchange Improvements (I-605/Valley) Project (the Projects). This direct loan advances partial funding on future anticipated, available funding from the Measure M Multiyear Subregional Programs (MSP) for the Projects. This direct loan will replace the $61.1 million direct loan approved at the August 2022 meeting; and

B. AUTHORIZING the CEO to amend the FY25 Budget by $31,310,000 to accommodate the cashflow requirements of FY25 for the estimated first-year annual not-to-exceed advance of the direct-loan.

***Attachments:*** Attachment A - Motion 44
Attachment B - SGVCOG Request Letter
Presentation

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

**30. SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2 (CITY OF LA)** 2023-0255

**RECOMMENDATION**

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

- Official Station Name: Century City
    - Operational Station Name: Century City

***Attachments:*** Attachment A - Property Naming Policy

Presentation

**SUBJECT: GENERAL PUBLIC COMMENT** 2024-0488

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

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

# Board Report

**File #:** 2024-0486, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

## RECOMMENDATION

RECEIVE report by the Chief Executive Officer.


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# Report by the CEO
# Item #4



Metro

CHIEF EXECUTIVE OFFICER

July 2024





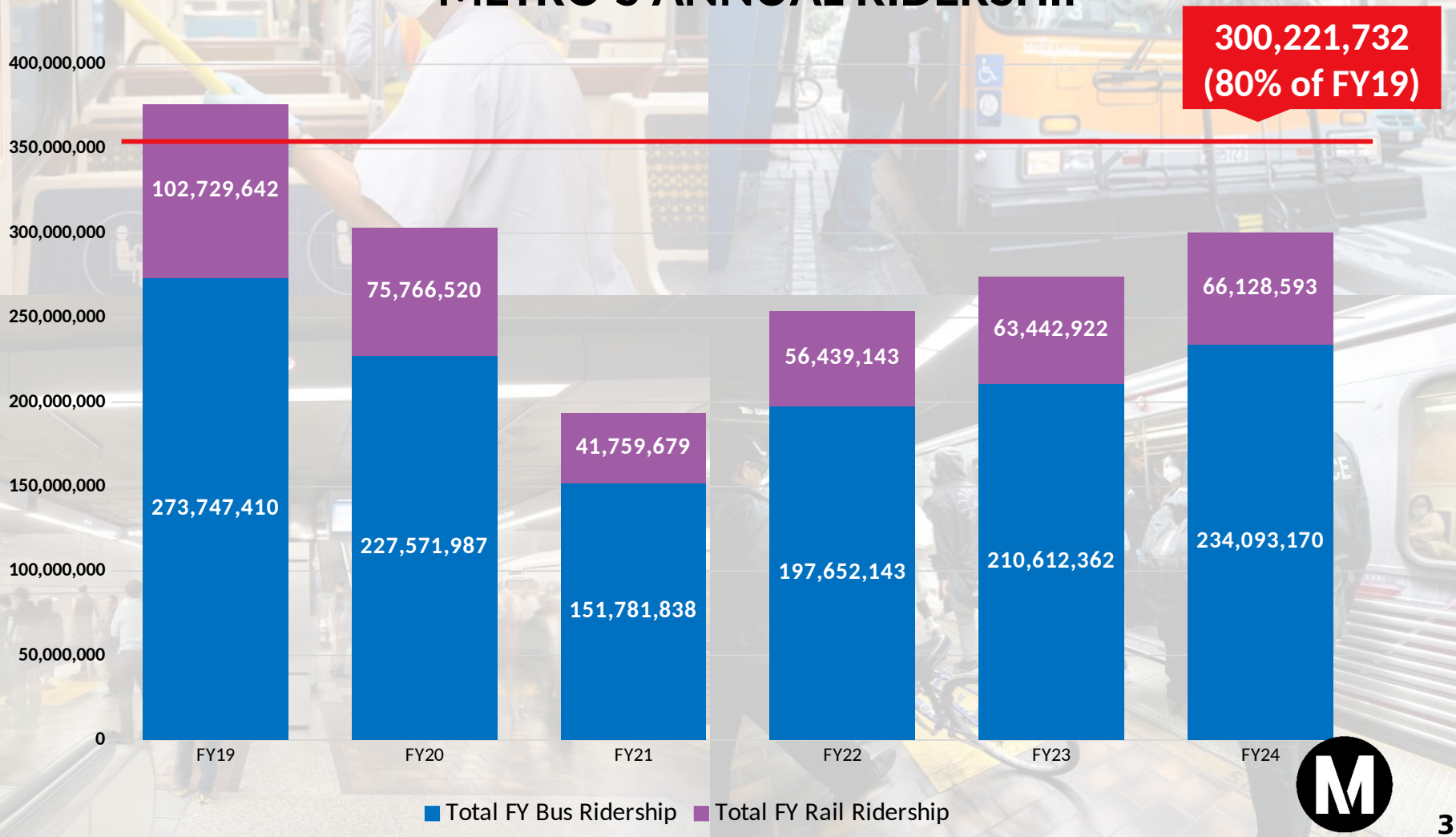
# Thank you for another great State of the Agency!





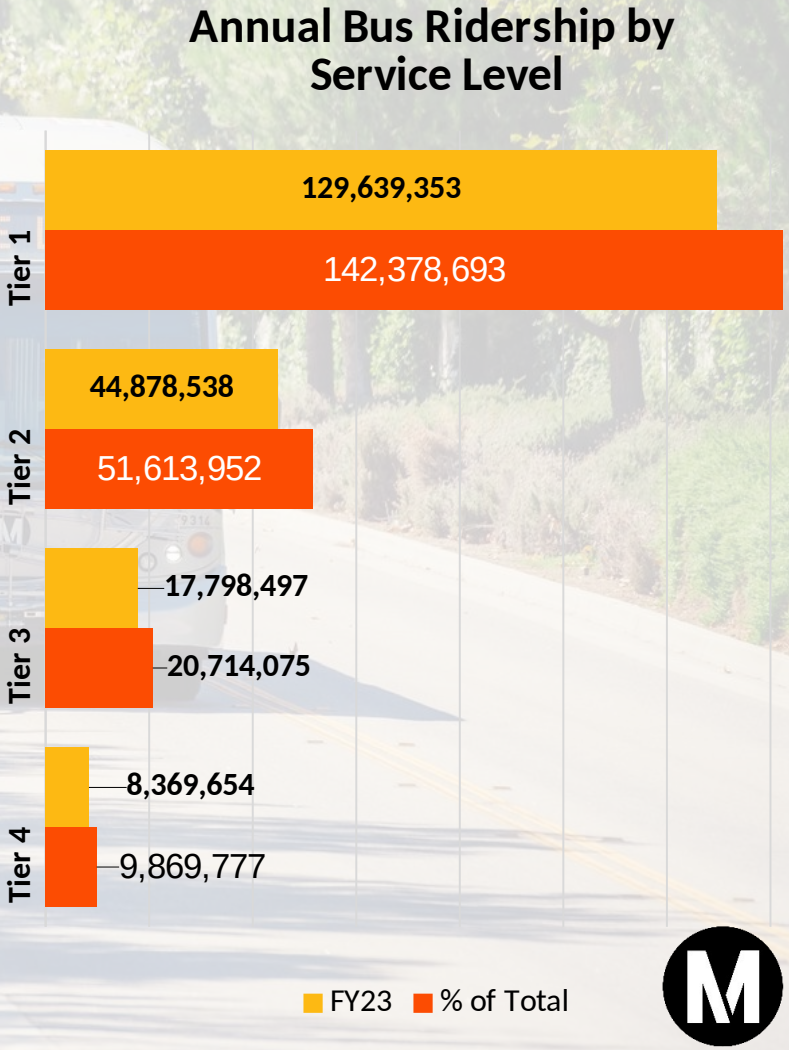

# +300 Million Boardings!

## METRO'S ANNUAL RIDERSHIP

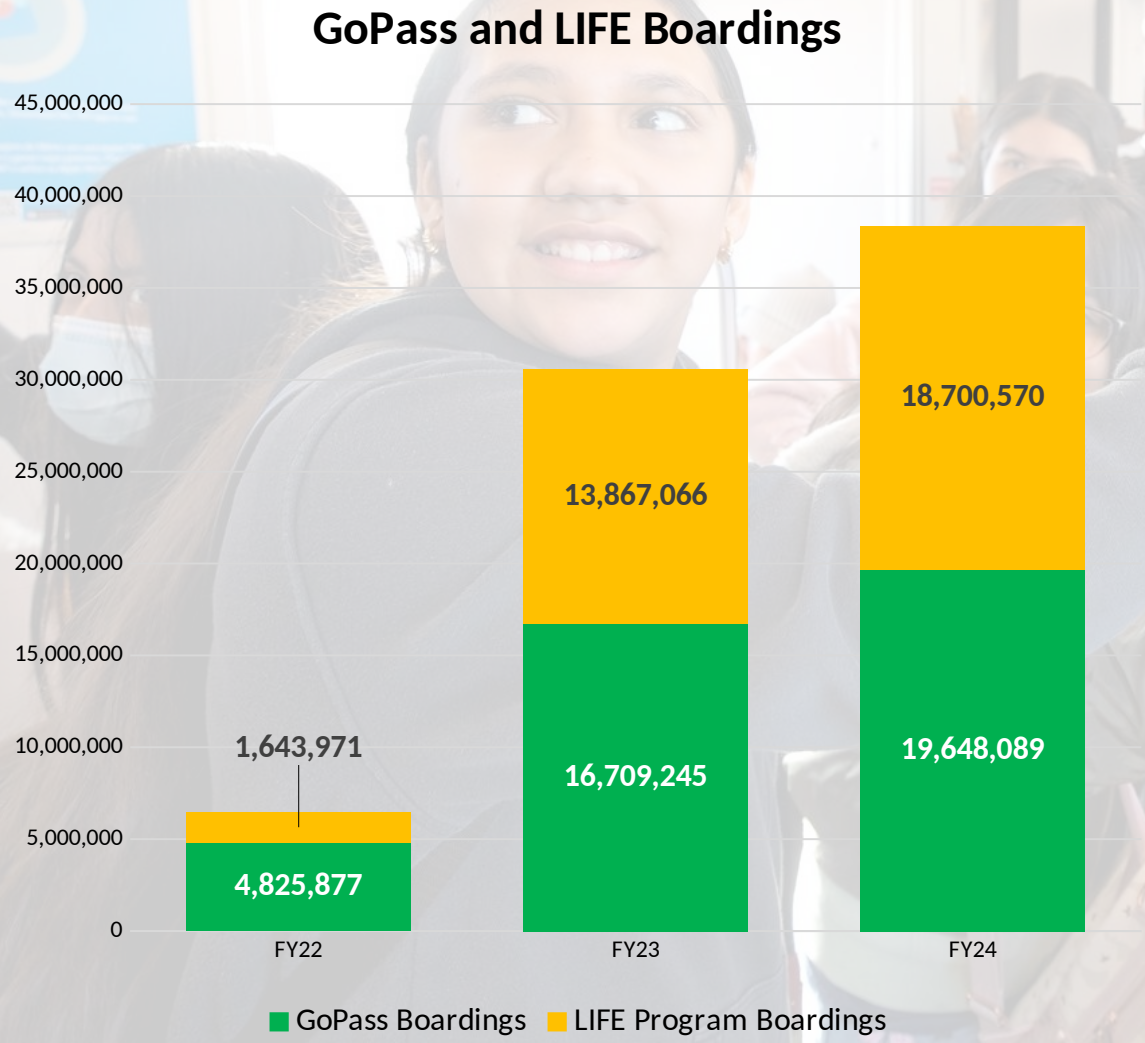


# Broad Based Ridership Growth



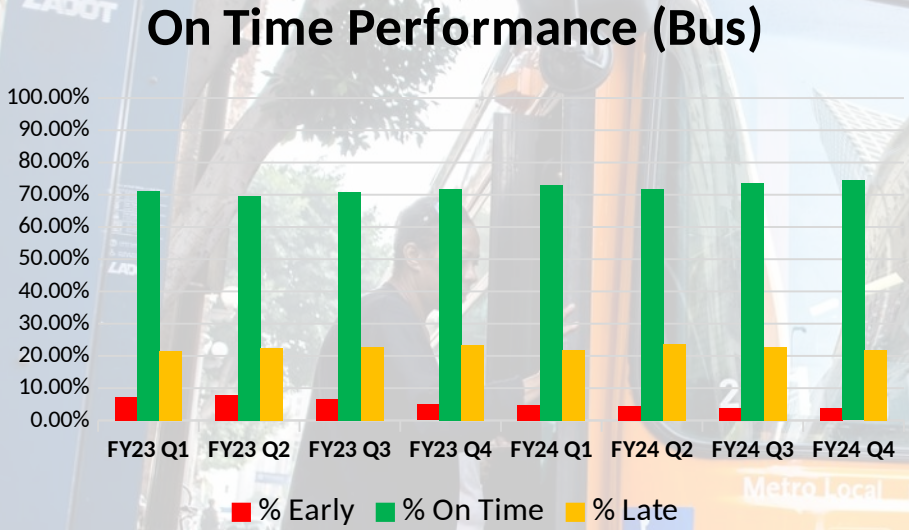
# GoPass and LIFE Grow Ridership



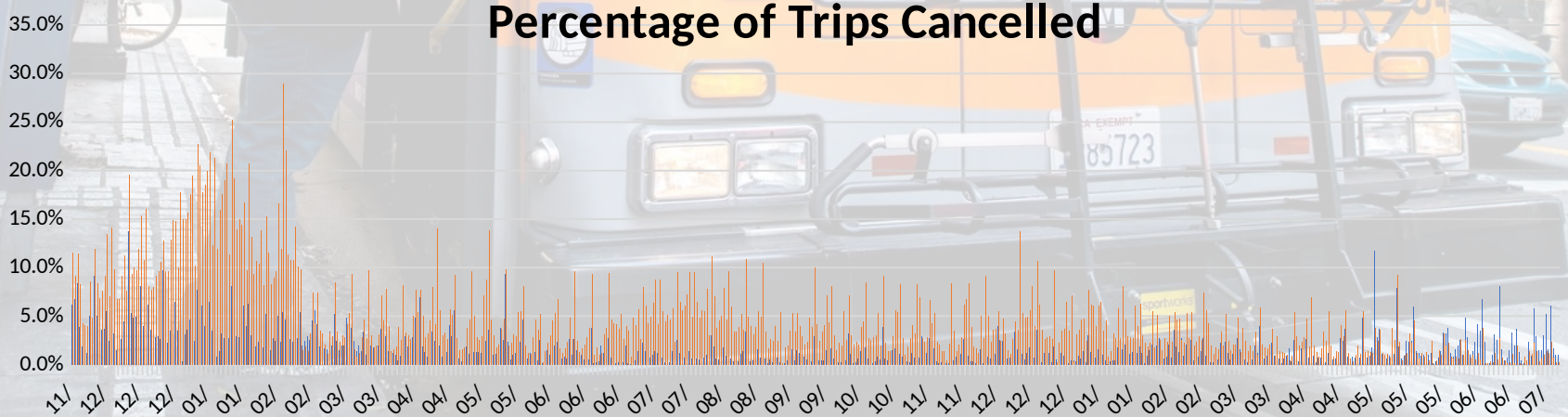

**34.8% increase in LIFE Program Boardings**

**17.6% increase in GoPass Boardings**

# More Consistent and Reliable Bus Service

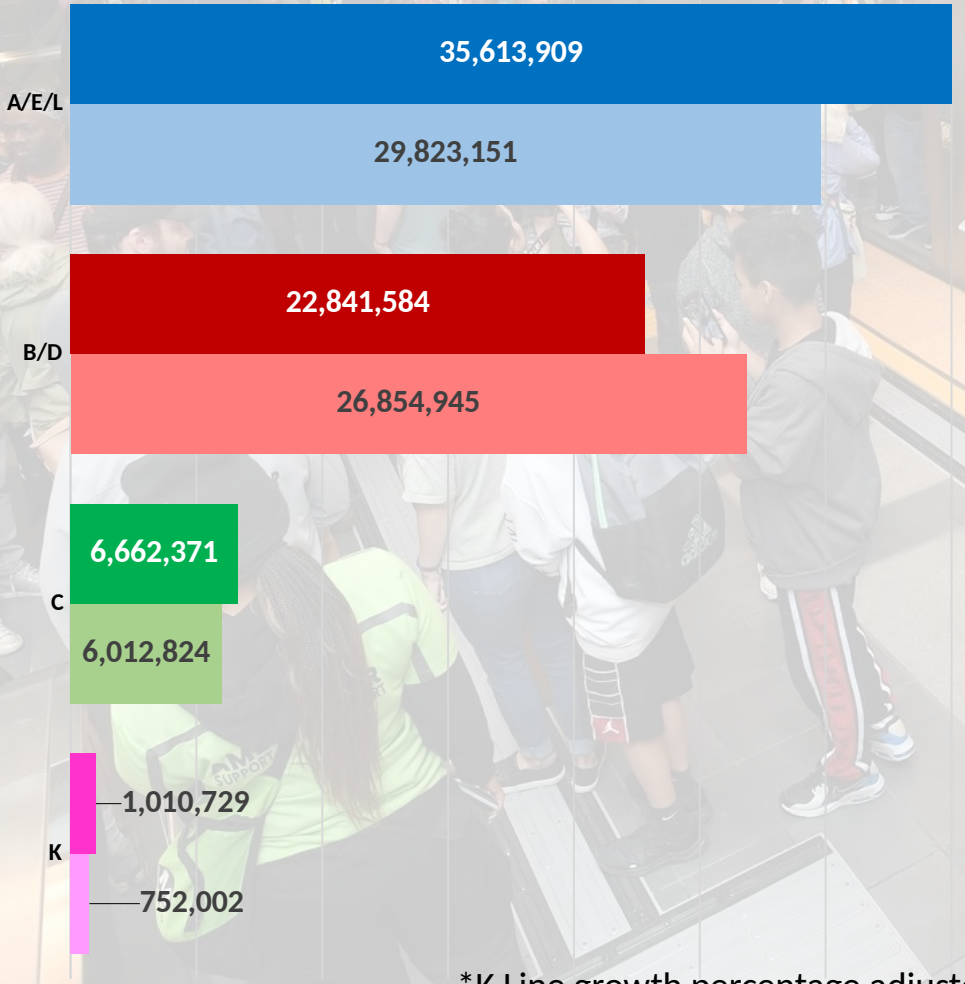



| On-Time Performance | Early | On Time | Late |
|---|---|---|---|
| FY15-19 average | 4.04% | 73.71% | 22.24% |
| FY23 average | 6.68% | 70.79% | 22.53% |
| FY24 average | 4.25% | 73.24% | 22.51% |
| **FY24 Q4** | **3.74%** | **74.42%** | **21.85%** |
| | | | |
| **% Change FY23-FY24** | **-36%** | **3%** | **0%** |



# Rail Ridership Gains

## Ridership Recovery by Line




| Line | % Gain |
|---|---|
| A/E/L | + 19.4% |
| B/D | - 14.9% |
| C | + 10.8% |
| K | + 0.8%* |

*K Line growth percentage adjusted because it opened in October 2022

# FY24 Safety Actions

## Engaged Visible Presence



- Motion 41 Surge of Law Enforcement, TSOs, Ambassadors & Contract Security
- Deployment of Bus Safety Teams
- 1 Million Ambassador Engagements
- Owl Service End-of-Line Deployments
- TCPSD Implementation Plan

## Enhancing Access Control



- Securing the Ancillary Areas of the B/D Lines
- Accelerated Deployment of Retrofit Bus Barriers
- Implemented Station Security & Experience Improvements at 17 Stations
- A Line North CCTV Camera Upgrades
- New Pilot Programs

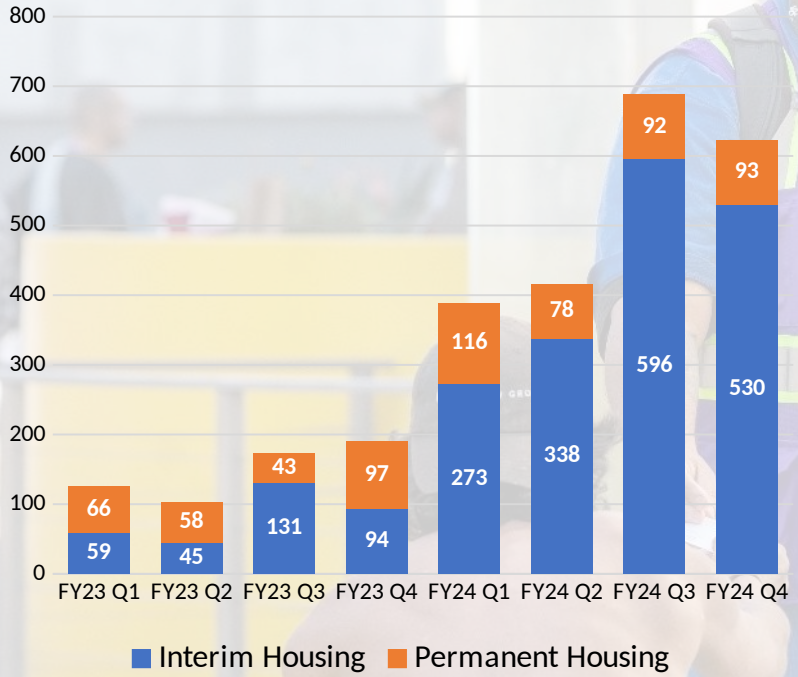
## Addressing Societal Issues




- HOME Outreach partnerships with six nonprofits covering the whole system
- Expanded partnerships with DMH, LAHSA, CEO-HI, DPSS
- 70 Shelter Beds now reserved for Metro 24/7

# Doing Our Part to Address Homelessness

## Metro Housing Placements By Quarter




**5,442**

**New Enrollments into the Homeless Management Information System in FY24**

## Joint Development Program

| COMPLETED | CONSTRUCTION |
|---|---|
| Projects: 16 | Projects: 3 |
| Income-Restricted: 866 | Income-Restricted: 297 |
| Total Homes: 2,298 | Total Homes: 300 |
| Community/Open Space SF: 12,000 | Community/Open Space SF: 29,281 |

# A Year of Progress



Metro

Ride Fares Projects Careers About Metro

Translate




# LA 2028 Olympic and Paralympic Games

## We're on Track

As we approach the 2028 Games, Metro is focused on key transportation projects that promise to be transformational for the region.

We aim to enhance mobility options during the Games and create a lasting legacy of improved transportation for LA's future.

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

**File #:** 2024-0229, **File Type:** Program **Agenda Number:** 5.

**REVISED**
**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 17, 2024**

**SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. APPROVING $33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;

B. APPROVING the deobligation of $1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

**NAJARIAN AMENDMENT:** ~~Approve item 5 and hold for discussion the recommendations listed in Attachment A regarding the Arroyo Verdugo Operational Improvements.~~ Approve the item and all the areas except for project MR310.10.

## ISSUE

The Measure R Multimodal Subregional Programs update allows Metro staff and each lead agency to revise project priorities and amend budgets for implementation of the Measure R multimodal subregional projects. In June 2021, the Board approved the Metro Highway Modernization Program, <https://boardagendas.metro.net/board-report/2022-0302/> expanding funding eligibility for active transportation and complete street projects within Measure R and Measure M guidelines. Metro staff works with local jurisdictions on the inclusion of multimodal elements.

The attached updated project list includes projects that have received prior Board approval and

proposed changes related to schedules, scope, and funding allocations for existing projects (Attachment A). The Board's approval is required as the updated project list serves as the basis for Metro to enter into agreements with the respective implementing agencies.

## BACKGROUND

Per the Measure R Expenditure Plan, Arroyo Verdugo Subregion (Line 31), Las Virgenes/Malibu Subregion (Line 32), South Bay Subregion (Line 33), I-710 South and/or Early Action Projects (Line 37) and SR-138 Capacity Enhancements (Line 38) allocate funds for multimodal highway operational improvement subfund programs. In coordination with local jurisdictions, Metro staff lead the implementation and development of muti-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in developing projects with these subfunds.

Additionally, Metro staff manage grants in the Arroyo Verdugo, Las Virgenes/Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements developed and prioritized locally.

Local jurisdictions prioritize and develop projects that are within the eligibility for both Measure R and Measure M program criteria. Metro staff work with cities, subregions, and grant recipients to review projects for eligibility and compliance with the Board-adopted policies outlined in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. Projects are also further evaluated to ensure that projects aim to reduce congestion, resolve operational deficiencies, improve safety, and incorporate multimodal investments, as determined by Metro and as applicable.

A total allocation of $1.89 billion has been designated from the Measure R Expenditure Plan for multimodal highway operational improvements. This funding supports a diverse assortment of 345 projects across numerous cities, jurisdictions, and agencies in Los Angeles County while at the same time maintaining consistency with Metro's charge towards multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly, and equitable transportation improvements. In addition, each project represents a collaborative effort involving multi-departmental coordination during a project's early implementation phases when viable and warranted.

## DISCUSSION

The Measure R Expenditure Plan provides subregional funding for the implementation of multimodal highway capital projects. The Measure R Expenditure Plan does not individually identify multimodal highway capital projects; rather, local jurisdictions within the subregions identify projects that require Metro staff to validate and approve for funding. Metro staff confirm project eligibility, reconfirm project funding eligibility to projects that request scope changes, and establish a project nexus to the project eligibility criteria. Through this evaluation period, staff will work with local jurisdictions to refine and integrate multimodal elements into a project before being included in Attachment A for Board approval. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.

The changes in this update include $33,688,564 in additional programming for projects in the Arroyo Verdugo, Las Virgenes/Malibu, South Bay, and Gateway Cities. subregions as detailed in Attachment A, in addition to the deobligation of $1,800,000.

**Arroyo Verdugo Operational Improvements**

A total of $129,181,226has been programmed for projects in the subregion. This update includes funding adjustments for seven existing projects.

Burbank

Reprogram $3,897,000 for MR310.10 - Olive Avenue Bridge and Bus Rapid Transit (BRT) Station Project (previously known as the Widen Olive Avenue/I-5 Bridge for Center-Turn Lane). The funds are being reprogrammed as follows: $1,000,000 in FY24-25, and $2,897,000 in FY25-26; the budget remains the same at $3,897,000. The Project is in the PID phase and funds are being reprogrammed to meet current timelines for PID, PA&ED, PS&E phases. This project includes bike and sidewalk improvements to provide connectivity to the planned North Hollywood to Pasadena BRT station stop.

Reprogram $3,455,000 for MR310.11 - Olive Avenue/Verdugo Avenue Intersection Improvements. The funds are being reprogrammed as follows: $900,000 in FY24-25, and $2,555,000 in FY25-26; the budget remains the same at $3,600,000. This project is in the PA&ED phase and funds are being reprogrammed to meet current timelines for PA&ED, PS&E, and construction phases. This project includes bike and pedestrian facilities improvements to improve access to the planned North Hollywood to Pasadena BRT stations.

Reprogram $3,300,000 for MR310.46 - Glenoaks Boulevard Arterial and First Street Signal Improvements. The funds are being reprogrammed as follows: $3,300,000 in FY24-25; the budget remains the same at $6,000,000. The Project is in the construction phase and funds are being reprogrammed due to delays caused by supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes modifying traffic signals and updating obsolete equipment, including traffic signal poles, safety lighting, signal indicators, signal wiring, vehicle detectors, and pedestrian push buttons.

Program an additional $1,500,000 for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3 for a revised budget of $2,900,000. In addition, reprogram $2,900,000 as follows: $1,000,000 in FY24-25 and $1,900,000 in FY25-26. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes the design and reconstruction of four traffic signals, upgrades to traffic signal poles, signal indicators, signal cabinets and controllers, safety lighting, and signal wiring.

Program an additional $125,000 for MR310.56 - Victory Boulevard and Buena Vista Street Signal Synchronization for a revised budget of $375,000. In addition, reprogram $375,000 as follows: $375,000 in FY24-25. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects

during the COVID-19 pandemic. The Project includes upgrading of wiring at three locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

Program an additional $175,000 for MR310.57 - Olive Avenue and Glenoaks Boulevard Signal Synchronization for a revised budget of $525,000. In addition, reprogram $525,000 as follows: $525,000 in FY26-27. The Project is in construction and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The project includes upgrading of wiring at four locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

Program an additional $185,000 for MR310.58 - Downtown Burbank Signal Synchronization for a revised budget of $435,000. In addition, reprogram $435,000 as follows: $435,000 in FY25-26. The Project is in the construction phase and funds are being added and reprogrammed due to supply chain issues, staff shortages, and delays to construction capital projects during the COVID-19 pandemic. The Project includes upgrading of wiring at ten locations and synchronization of intersections which will take place weekday morning, midday afternoon, and Saturday periods.

**Las Virgenes Malibu Operational Improvements**

A total of $173,668,000 has been programmed for projects in the subregion. This update includes funding adjustments for two existing projects.

Malibu

Program an additional $1,800,000 for MR311.11 - PCH Signal Improvements from John Tyler Drive to Topanga Canyon Boulevard in FY24-25 for a revised budget of $17,600,000. The Project is in the construction phase and funds are being programmed to fund pedestrian safety enhancement devices, and upgrade and interconnect the highway intersections and traffic signals to facilitate signal timing and manage traffic flow.

Deobligate $1,800,000 for MR311.26 - PCH Raised Median and Channelization from John Tyler to Puerco for a revised budget of $3,950,000. This project is currently in the construction phase, and funds are being deobligated to fund another high-priority transportation improvement project (MR311.11). This project includes removing and reinstalling the raised medians and reducing the width of the medians to provide additional space for multimodal use.

**South Bay I-405, I-110, I-105 & SR-91 Improvements**

A total of $453,600,337 has been programmed for projects in the subregion. This update includes funding adjustments for seven existing projects.

Hawthorne

Reprogram $1,687,854 for MR312.66 - Imperial Highway Signal Improvements and Intersection

Capacity Enhancements. The funds are being reprogrammed as follows: $300,000 in FY24-25, $300,000 in FY25-26, and $1,087,854 in FY26-27; the budget remains the same at $1,995,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Reprogram $2,914,885 for MR312.67 - Rosecrans Avenue signal Improvements and Intersection Capacity Enhancements. The funds are being reprogrammed as follows: $20,000 in FY24-25, $167,500 in FY25-26, $688,500 in FY26-27, and $2,038,885 in FY27-28; the budget remains the same at $3,200,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Reprogram $1,806,446 for MR312.68 - El Segundo Boulevard Improvements Phase I. The funds are being reprogrammed as follows: $80,000 in FY24-25, $200,000 in FY25-26, $200,000 in FY26-27, and $1,326,446 in FY27-28; the budget remains the same at $2,000,000. The Project includes designing and constructing intersection widening and upgrading traffic signal timing and equipment.

Program an additional $2,837,036 MR312.81 - 120th Street Improvements Crenshaw Boulevard to Felton Avenue in FY24-25 for a revised budget of $6,437,036. The Project is currently in the construction phase and funds are being added to match the increase in construction costs. The Project includes street and intersection widening improvement to improve safety and reduce vehicle conflicts with pedestrians and bicycles.

Manhattan Beach

Program an additional $350,000 for MR312.34 - Aviation Boulevard at Artesia Boulevard Southbound to Westbound Right Turn Lane Improvement Project in FY24-25 for a revised budget of $1,850,000. This project construction is completed, and funds are being added to aid in the remaining right-of-way activities. The Project includes operational improvements that widen the west side of Aviation Boulevard north of Artesia to provide a southbound to westbound right-turn lane.

Metro

Program an additional $3,000,000 for MR312.84 - I-105 Integrated Corridor Management (ICM) in FY24-25 for a revised budget of $22,850,000. This project is currently in the design phase and funds are being added to match the increase in construction costs. This project will develop, design, and construct detection, traffic management, communications, and traffic control systems that will enable real-time traffic management capabilities between Caltrans and local agencies on I-105.

Redondo Beach

Program an additional $1,000,000 for MR312.20 - Aviation Boulevard Intersection Improvements Northbound Right Turn Lane in FY24-25 for a revised budget of $3,457,000. The Project is currently in the right-of-way and construction phases, and funds are being added to match the increase in right-of-way and construction costs. The Project includes the installation of a right-turn lane, traffic striping modification, new signal loop detection, and removal/relocation of an existing sidewalk.

## Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

A total of $424,225,819 has been programmed for projects in the subregion. This update includes funding adjustments for three existing projects.

Metro

Program an additional $841,000 for MR315.73 - I-605/Valley Boulevard Interchange Improvements Project for a revised budget of $6,131,700. The $841,000 funds are to be programmed as follows: $420,000 in FY25-26 and $421,000 in FY26-27. The Project is in the final design phase and funds are being programmed to provide design support services throughout the construction phase. The Project includes operational and safety upgrades that consist of reconfiguring the freeway on- and off -ramps to improve mobility and address operational inefficiencies. In addition, infrastructure upgrades will include curb ramps, sidewalks, driveways, and signals for pedestrians, traffic, and railroads.

Downey

Reprogram $4,220,044 for MR315.27 - Lakewood-Florence Intersection Improvements.
The funds are being reprogrammed as follows: $1,703,000 in FY24-25 and $2,517,044 in FY25-26; the budget remains the same at $4,925,000. This project is in the PS&E, right-of-way acquisition, and utility relocation phase and funds are being reprogrammed to account for delays in right-of-way acquisition and utility relocation. The Project includes the reconstruction of the intersection with a concrete intersection, double left-turn lanes in the north and southbound directions along Lakewood Boulevard, an exclusive westbound right-turn lane on Florence Avenue, traffic signal modification, signing, striping, pavement markings, and right-of-way acquisition and utility relocation as necessary.

Reprogram $3,795,000 for MR315.66 - Lakewood-Firestone Boulevard Intersection Improvements in FY24-25; the budget remains the same at $3,993,000. This project is in the final PS&E phase and funds are being reprogrammed due to a delay in the relocation of utilities, further delaying the construction start date by one year. The Project includes the reconstruction of the intersection, double left-turn lanes in the north and southbound directions along Lakewood Boulevard, traffic signal modifications, signage, striping, and pavement markings.

## Gateway Cities I-710 South Early Action Projects

A total of $348,703,108 has been programmed for projects in the subregion. This update includes funding adjustments for five existing projects.

Metro

Program an additional $592,612 for Long Beach-East Los Angeles Corridor Mobility Improvement Plan (LB-ELA CMIP) in FY24-25 for a revised budget of $1,545,012. The LB-ELA CMIP was approved by the Board in May 2024 and the funds are being added to support the supplemental outreach for the LB-ELA CMIP. The LB-ELA CMIP was directed by the Board in 2021 and staff has been working on the development of the CMIP since 2021, with its culmination in the May 2024 Board approval. The Project features five Modal Programs that aim to improve mobility and efficiency

in the corridor and 15 Community Programs that provide effective growth strategies to supplement the modal programs and allow for micro and macro socio-economic improvements for residents living in the corridor.

Commerce

Program an additional $12,032,800 for MR306.64 - Slauson Corridor Improvements in FY24-25 for a revised budget of $14,262,800. The Project is in the construction phase and funds are being added to complete the full design and match the increased construction costs. The Project includes improving street lighting along the corridor to enhance safety for drivers, cyclists, and pedestrians by installing high-visibility crosswalks, and enhanced bus stops with bus shelters, benches, and trash cans where applicable.

Huntington Park

Program an additional $3,800,000 for MR306.53 - Slauson Avenue Congestion Relief Project in FY24-25 for a revised budget of $9,400,000. The Project is in the construction phase and funds are being added to match the increased construction costs. The Project includes upgrading signalized intersections with the implementation of the County's Traffic Signal Synchronization Program (TSSP) from Santa Fe Avenue eastward through new signal poles, conduit, wiring, and controller cabinets with video detection.

Lynwood

Program an additional $500,000 for MR306.59 - Imperial Highway Capacity Improvements Project in FY24-25 for a revised budget of $6,465,000. This project is in the construction phase and funds are being added to match the increased construction costs. The Project includes providing protected signal phases, signage, striping, raised medians, and visibility improvements to 11 intersections, 6 of which include additional geometric improvements.

South Gate

Program an additional $6,750,000 for MR306.24 - Reconfiguration of Firestone Boulevard On-Ramp to I-710 Southbound Freeway Project for a revised budget of $8,200,000. The Project is in the design phase and funds are being added to complete full design and match the increased construction costs. The Project will widen Firestone Boulevard and realign the southbound on-ramp to add a fourth eastbound travel lane for dedicated access to the I-710 freeway. The project would have added net benefits of modifying drainage systems to allow for on-ramp widening, incorporating a design pollution prevention infiltration area, installing smart irrigation controllers to minimize maintenance, and reducing water usage.

## DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a safer transportation system that will provide high-quality multimodal mobility options to enable people to spend less time traveling.

## FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY25 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY25 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY24 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY24 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Since the Measure R Multimodal Highway Subregional Programs are multiyear programs that contain various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY25 budget. Staff will rebalance the approved FY25 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit capital or operations expenses.

## EQUITY PLATFORM

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the Metro Objectives for Multimodal Highway Investments <https://boardagendas.metro.net/board-report/2022-0302/>. Complete Streets and Highways staff have also provided technical assistance to Equity Focus Communities (EFCs) in various subregions. For example, Metro staff collaborated closely with jurisdictions to review project eligibility, proposed scope of work, schedules, and budget adjustments, aiming to maximize success, optimize resource allocation, and align with other projects and programs. This collaborative approach also facilitated Metro staff and local jurisdiction engagement, promoted knowledge sharing, and enhanced risk management. The Highway Subsidy Grants do not have a direct equity impact; rather, through staff’s technical assistance, they aim to provide context sensitive and more equitable project development through city contracts that could reduce transportation disparities.

Each city and/or agency, independently and in coordination with its subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement it seeks to develop. These locally determined and prioritized projects represent the needs of cities. This update includes additional funding for the EFCs of Commerce, Downey, Huntington Park, Long Beach, and South Gate as well as unincorporated areas of Los Angeles County, including the community of East Los Angeles.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

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

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration.”

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals.”

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the revised project list and funding allocations. However, this option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects initiating or currently in the construction phase will face significant cost implications by delaying the required funding agreements, amendments, or time extensions.

## NEXT STEPS

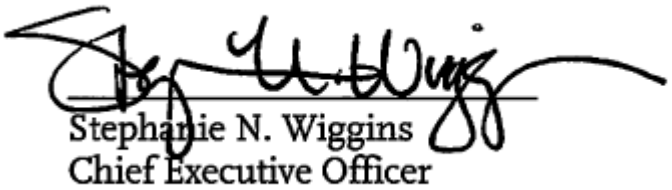
Metro’s staff will continue working with subregions and local jurisdictions for their consideration of multimodal investments within the Measure R Multimodal Highway Subregional Program. Updates will be provided to the Board on a semiannual and as-needed basis.

## ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - July 2024

Prepared by: Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317

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



| Agency | Project ID No. | PROJECT/LOCATION | Funding Phases | Note | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY2024-25 | FY2025-26 | FY2026-27 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Total Measure R Programmed to Date** | | | **1,781,492** | **33,689** | **1,815,181** | **1,685,846** | **97,609** | **25,395** | **2,922** |
| **Arroyo Verdugo Operational Improvements (Expenditure Line 31)** | | | | | **127,196.2** | **1,985.0** | **129,181.2** | **103,069.1** | **10,558.4** | **15,028.7** | **525.0** |
| Burbank | MR310.10 | Widen Olive Ave / I-5 Bridge for center-turn lane | PID, PA&ED, PS&E | **REP** | 3,897.0 | 0.0 | 3,897.0 | 0 | 1,000.0 | 2,897.0 | |
| Burbank | MR310.11 | Olive Ave. / Verdugo Ave. Intersection Improvement | PA&ED, PS&E, Construction | **REP** | 3,600.0 | 0.0 | 3,600.0 | 145.0 | 900.0 | 2,555.0 | |
| Burbank | MR310.46 | Glenoaks Blvd Arterial and First St Signal Improvements | PS&E, Construction | **REP** | 6,000.0 | 0.0 | 6,000.0 | 2,700.0 | 3,300 | | |
| Burbank | MR310.55 | I-5 Corridor Arterial Signal Improvements - Phase 3 | Construction | **CHG/REP** | 1,400.0 | 1,500.0 | 2,900.0 | 0.0 | 1,000.0 | 1,900.0 | |
| Burbank | MR310.56 | Victory Blvd/N Victory Pl and Buena Vista St Signal Sync | PS&E, Construction | **CHG/REP** | 250.0 | 125.0 | 375.0 | 0.0 | 375.0 | | |
| Burbank | MR310.57 | Olive Ave and Glenoaks Blvd Signal Synchronization | PS&E, Construction | **CHG/REP** | 350.0 | 175.0 | 525.0 | 0.0 | | | 525.0 |
| Burbank | MR310.58 | Downtown Burbank Signal Synchronization | PS&E, Construction | **CHG/REP** | 250.0 | 185.0 | 435.0 | 0.0 | | 435.0 | |
| | | **TOTAL PROGRAMMING BURBANK** | | | 36,073.8 | 1,985.0 | 38,058.8 | 23,171.8 | 6,575.0 | 7,787.0 | 525.0 |
| | | **TOTAL ARROYO VERDUGO PROGRAMMING** | | | **127,196.2** | **1,985.0** | **129,181.2** | **103,069.1** | **10,558.4** | **15,028.7** | **525.0** |
| **Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)** | | | | | **173,668.0** | **0.0** | **173,668.0** | **168,980.0** | **4,688.0** | **0.0** | **0.0** |
| Malibu | MR311.11 | PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd | PA&ED, PS&E, Construction | **CHG** | 15,800.0 | 1,800.0 | 17,600.0 | 15,800.0 | 1,800.0 | | |
| Malibu | MR311.26 | PCH Raised Median and Channelization from John Tyler to Puerco Canyon Road. | PA&ED, PS&E, Construction | **DEOB** | 5,750.0 | (1,800.0) | 3,950.0 | 3,950.0 | | | |
| | | **TOTAL PROGRAMMING MALIBU** | | | 39,325.0 | 0.0 | 39,325.0 | 37,525.0 | 1,800.0 | 0.0 | 0.0 |
| | | **TOTAL LAS VIRGENES/MALIBU PROGRAMMING** | | | **173,668.0** | **0.0** | **173,668.0** | **168,980.0** | **4,688.0** | **0.0** | **0.0** |

| Agency | Project ID No. | PROJECT/LOCATION | Funding Phases | Note | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY2024-25 | FY2025-26 | FY2026-27 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Total Measure R Programmed to Date** | | | **1,781,492** | **33,689** | **1,815,181** | **1,685,846** | **97,609** | **25,395** | **2,922** |
| **South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)** | | | | | **446,413.2** | **7,187.1** | **453,600.3** | **427,624.1** | **19,967.0** | **667.5** | **1,976.4** |
| Hawthorne | MR312.66 | Imperial Ave Signal Improvements and Intersection Capacity Project | PS&E, Construction | **REP** | 1,995.0 | 0.0 | 1,995.0 | 307.1 | 300.0 | 300.0 | 1,087.9 |
| Hawthorne | MR312.67 | Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements. | PS&E, Construction | **REP** | 3,200.0 | 0.0 | 3,200.0 | 285.1 | 20.0 | 167.5 | 688.5 |
| Hawthorne | MR312.68 | El Segundo Blvd Improvements Project Phase I | PA&ED, Construction | **REP** | 2,000.0 | 0.0 | 2,000.0 | 193.6 | 80.0 | 200.0 | 200.0 |
| Hawthorne | MR312.81 | 120th St Improvements -- Crenshaw Blvd to Felton Ave | PA&ED, PS&E, ROW, Construction | **CHG** | 3,600.0 | 2,837.0 | 6,437.0 | 3,600.0 | 2,837.0 | | |
| | | **TOTAL HAWTHORNE** | | | 32,983.0 | 2,837.0 | 35,820.1 | 26,573.8 | 3,237.0 | 667.5 | 1,976.4 |
| Manhattan Beach | MR312.34 | Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane) | PS&E, ROW, Construction | **CHG** | 1,500.0 | 350.0 | 1,850.0 | 1,500.0 | 350.0 | | |
| | | **TOTAL MANHATTAN BEACH** | | | 13,992.5 | 350.0 | 14,342.5 | 13,992.5 | 350.0 | 0.0 | 0.0 |
| Metro | MR312.84 | I-105 Integrated Corridor Management | PS&E, Construction | **CHG** | 19,850.0 | 3,000.0 | 22,850.0 | 19,850.0 | 3,000.0 | | |
| | | **TOTAL METRO** | | | 71,381.0 | 3,000.0 | 74,381.0 | 63,381.0 | 11,000.0 | 0.0 | 0.0 |
| Redondo Beach | MR312.20 | Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane) | PS&E, ROW, Construction | **CHG** | 2,457.0 | 1,000.0 | 3,457.0 | 2,457.0 | 1,000.0 | | |
| | | **TOTAL REDONDO BEACH** | | | 15,801.0 | 1,000.0 | 16,801.0 | 15,801.0 | 1,000.0 | 0.0 | 0.0 |
| | | **TOTAL SOUTH BAY PROGRAMMING** | | | **446,413.2** | **7,187.1** | **453,600.3** | **427,624.1** | **19,967.0** | **667.5** | **1,976.4** |
| **Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)** | | | | | **423,384.8** | **841.0** | **424,225.8** | **408,537.8** | **12,318.0** | **2,949.0** | **421.0** |
| Metro | MR315.73 | I-605 at Valley Blvd Interch (PAED, PSE, ROW) | PA&ED, PS&E, ROW | **CHG** | 5,290.7 | 841.0 | 6,131.7 | 5,290.7 | | 420.0 | 421.0 |
| | | **TOTAL METRO** | | | 292,931.9 | 841.0 | 293,772.9 | 289,131.9 | 3,800.0 | 420.0 | 421.0 |
| Downey | MR315.27 | Lakewood - Florence Intersection Improvements | PA&ED, PS&E, ROW, Construction | **REP** | 4,925.0 | 0.0 | 4,925.0 | 705.0 | 1,703.0 | 2,517.0 | |
| Downey | MR315.66 | Lakewood Blvd at Firestone Blvd Intersection Improvm. | PA&ED, PS&E, Construction | **REP** | 3,993.0 | 0.0 | 3,993.0 | 198.0 | 3,795.0 | | |
| | | **TOTAL DOWNEY** | | | 17,838.4 | 0.0 | 17,838.4 | 9,823.4 | 5,498.0 | 2,517.0 | 0.0 |

| Agency | Project ID No. | PROJECT/LOCATION | Funding Phases | Note | Prior Alloc | Alloc Change | Current Alloc | Prior Yr Program | FY2024-25 | FY2025-26 | FY2026-27 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Total Measure R Programmed to Date** | | | **1,781,492** | **33,689** | **1,815,181** | **1,685,846** | **97,609** | **25,395** | **2,922** |
| | | **TOTAL I-605"HOT SPOTS" PROGRAMMING** | | | **423,384.8** | **841.0** | **424,225.8** | **408,537.8** | **12,318.0** | **2,949.0** | **421.0** |
| **Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)** | | | | | **325,027.7** | **23,675.4** | **348,703.1** | **313,648.5** | **0.0** | **0.0** | **0.0** |
| Metro | various | LBC to East LA Mobility Corridor Investment Plan/Outrech CBO Efforts | PID | **CHG** | 952.4 | 592.6 | 1,545.0 | 952.4 | 592.6 | | |
| | | **TOTAL PROGRAMMING METRO** | | | 166,964.4 | 592.7 | 167,557.1 | 162,964.5 | 4,592.6 | 0.0 | 0.0 |
| Commerce | MR306.64 | Slauson Corridor Improvements (PAED/PSE) | PA&ED, PS&E, Construction | **CHG** | 2,230.0 | 12,032.8 | 14,262.8 | 2,230.0 | 12,032.8 | | |
| | | **TOTAL COMMERCE** | | | 17,305.0 | 12,032.8 | 29,337.8 | 17,305.0 | 12,032.8 | 0.0 | 0.0 |
| Huntington Park | MR306.53 | Slauson Ave Congestion Relief Improvements | PA&ED, PA&E, Construction | **CHG** | 5,600.0 | 3,800.0 | 9,400.0 | 5,600.0 | 3,800.0 | | |
| | | **TOTAL HUNTINGTON PARK** | | | 5,615.0 | 3,800.0 | 9,415.0 | 5,615.0 | 3,800.0 | 0.0 | 0.0 |
| Lynwood | MR306.59 | Imperial Hwy Capacity Enhancements Project | Construction | **CHG** | 5,965.0 | 500.0 | 6,465.0 | 4,965.0 | 1,500.0 | | |
| | | **TOTAL LYNWOOD** | | | 5,985.0 | 500.0 | 6,485.0 | 4,985.0 | 1,500.0 | 0.0 | 0.0 |
| South Gate | MR306.24 | Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway | PS&E, Construction | **CHG** | 1,450.0 | 6,750.0 | 8,200.0 | 1,450.0 | | 6,750.0 | |
| | | **TOTAL SOUTH GATE** | | | 31,090.7 | 6,750.0 | 37,840.7 | 31,090.7 | 0.0 | 6,750.0 | 0.0 |
| | | **TOTAL I-710 SOUTH PROGRAMMING** | | | **325,027.7** | **23,675.4** | **348,703.1** | **313,648.5** | **28,304.6** | **6,750.0** | **0.0** |
| **North County: SR-138 Safety Enhancements (Expenditure Line 38)** | | | | | **200,000.0** | | **200,000.0** | **188,461.5** | **11,538.5** | **0.0** | **0.0** |
| | | **TOTAL SR-138 PROGRAMMING** | | | **200,000.0** | | **200,000.0** | **188,461.5** | **11,538.5** | **0.0** | **0.0** |
| **North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)** | | | | | **85,802.5** | | **85,802.5** | **75,525.0** | **10,234.2** | **0.0** | **0.0** |
| | | **TOTAL I-5/SR-14 PROGRAMMING** | | | **85,802.5** | | **85,802.5** | **75,525.0** | **10,234.2** | **43.8** | **0.0** |
| | | **Total Measure R Programmed to Date** | | | **1,781,492** | **33,689** | **1,815,181** | **1,685,846** | **97,609** | **25,395** | **2,922** |




# Measure R Multimodal Highway Subregional Programs Update

Metro

JULY 2024

# Staff Recommendation

CONSIDER:

A. APPROVING $33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A, projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.

B. APPROVING the deobligation of $1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

# Equity Focus Communities

This update includes additional funding for the Equity Focus Communities of Commerce, Downey, Huntington Park, Long Beach, South Gate as well as unincorporated areas of Los Angeles County, including the community of East Los Angeles.

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

Metro

# Board Report

**File #:** 2024-0453, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 27.

**REVISED**
**EXECUTIVE MANAGEMENT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: STATE AND FEDERAL REPORT**

**ACTION: RECEIVE AND FILE**

## RECOMMENDATION

RECEIVE AND FILE July 2024 State and Federal Legislative Report.

**HAHN, BASS, SOLIS, BARGER, DUTRA, AND SANDOVAL AMENDMENT:** We move to reaffirm the Board's previous position that the remaining outstanding $500 million in SB 125 funding designated for our region will be distributed as follows:

- $298 million for the Gold Line Foothill Extension to Montclair; and
- $202 million for the Southeast Gateway Line.

## DISCUSSION

**Executive Management Committee**
**Remarks Prepared by Raffi Haig Hamparian**
**Government Relations, Deputy Executive Officer: Federal Affairs**

Chair Hahn and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on June 21, 2024, and will be updated, as appropriate, at the Executive Management Committee meeting on July 18, 2024. The status of relevant pending legislation is monitored on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/240718%20-%20July%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf.pdf>, which is updated monthly.

### Los Angeles County Congressional Delegation

We are continuing our active outreach to the professional staff for members of the Los Angeles County Congressional Delegation. This includes congressional aides working in both District offices and Capitol Hill offices.

**Congressionally Directed Spending Requests**

Last month, I was pleased to provide an update to the Board on our agency's efforts to secure federal funding through the Congressionally Directed Spending (CDS) process for our LA Metro Regional Bus Stop Enhancement Program. Metro is encouraged that the following members of Congress submitted CDS requests for the LA Metro Regional Bus Stop Enhancement Program: U.S. Senator Alex Padilla: $5 million, U.S. Senator Laphonza Butler: $5 million; Congresswoman Julia Brownley: $1 million; Congressman Tony Cardenas: $1 million; Congressman Jimmy Gomez: $1 million; and Congresswoman Sydney Kamlager-Dove: $1 million.

Likewise, last month I was pleased to provide the Board with an update with respect to our work in support of the Los Angeles Community College District's effort to secure CDS resources for our successful Go-Pass Program. Metro is encouraged that the following members of Congress submitted CDS requests in support of our Go-Pass Program: U.S. Senator Alex Padilla: $2.46 million and U.S. Senator Laphonza Butler: $2.46 million.
We are deeply appreciative to the Board for supporting these CDS requests and to members of the Los Angeles County Congressional Delegation for their work to advance our funding requests for both the LA Metro Regional Bus Stop Enhancement Program and our successful Go-Pass Program. As Congress proceeds to consider their spending bills for Federal Fiscal Year 2025, we will continue to advocate for these CDS requests and promise to keep the Board informed of our efforts.

**Transit Operator Safety**

As we have consistently reported to the Board, Metro maintains open lines of communication with the Los Angeles County Congressional Delegation on federal initiatives to enhance transit operator safety. The current surface transportation authorization measure - the Bipartisan Infrastructure Law - will be expiring in September of 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety.

**Federal Transit Administration: Capital Investment Grant Program:**

Metro's Government Relations team is working closely with U.S. Senator Alex Padilla (D-CA) and Congressman Tony Cardenas (D-CA) to ensure that they remain fully informed on our agency's progress towards securing a Full Funding Grant Agreement for the East San Fernando Valley Transit Project in the coming months.

Likewise, we are working diligently (consistent with Board-direction) to inform members of the Los Angeles County Congressional Delegation that our forward-facing number one priority for the CIG Program is the Southeast Gateway Line. This work has included making sure that members of the U.S. House of Representatives who represent portions of the SGL alignment - Congresswoman Nanette Barragan (D-CA), Congressman Robert Garcia (D-CA), Congressman Jimmy Gomez (D-CA), and Congresswoman Michelle Steel (R-CA) and the State of California's two U.S. Senators - are fully informed on the status of the SGL project - including our goal of receiving a Record of Decision for the project from the FTA this Summer.

**U.S. Department of Transportation/2028 Olympic and Paralympic Games**

Metro has and continues to work with a diverse number of partners to secure financial support from the federal government for our agency's efforts related to the 2028 Olympic and Paralympic Games. This effort is outlined and informed by our Board-approved 2024 Federal Legislative Program.

This year, we have been working with the appropriate congressional committees to explore how the Fiscal Year 2025 Transportation, Housing and Urban Development bill might include funding for mobility related projects and initiatives tied to the upcoming 2028 Olympic and Paralympic Games.

We also continue to work with the Biden Administration - including the U.S. Department of Transportation and the Build America Bureau - to discuss how funding for mobility-related projects and initiatives tied to the 2028 Olympic and Paralympic Games might be embedded in the Fiscal Year 2026 White House Budget that will be released in early 2025.

**EPA/Clean Air Act**

As I reported last month, Metro is in close contact with the Los Angeles County Congressional Delegation on matters related to the U.S. Environmental Protection Agency's (EPA) partial disapproval of the Contingency Measure Plan (CMP) - which was crafted by the California Air Resources Board (CARB) in December of 2019 as part of the State Implementation Plan.

Following a visit to Capitol Hill on June 4, 2024, by Metro CEO Stephanie Wiggins, our agency is well aware that a number of key federal stakeholders are working diligently to resolve this matter (EPA disapproval of the CMP) to ensure that federal transportation funding continues to flow to southern California. At present, the EPA is expected to make a final determination with respect to this matter by July of 2024. Our agency will continue to consult with CARB and the South Coast Air Quality Management District to favorably resolve this matter - consistent with the Clean Air Act.

**Federal Transportation Grants**

Metro is continuing to work in partnership with the Los Angeles County Department of Public works, the Orange County Transportation Authority, Metrolink, and the City of Anaheim in relation to the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program. This funding is available through the Inflation Reduction Act. We look forward to the EPA favorably reviewing our CPRG application in the coming months. I am pleased to share that a letter of support for the CPRG request was circulated by Congresswoman Grace Napolitano and secured the support of thirteen members of Congress from across southern California.

Metro is also advancing a major funding request through the Federal Transit Administration's Buses and Bus Facilities and Low or No Emissions Grant Program. The FTA is expected to make an announcement on this grant request by July 9, 2024.

In addition to the CPRG and Zero Emission Bus grant applications, Metro is also advocating for funding through the U.S. Department of Transportation's Mega Grant program for our LinkUS Project. As we always do with our federal grant requests, we are working closely with members of the LA County Congressional Delegation and other key stakeholders to solicit their support for our pending

and future grant applications.

**Conclusion:**

Chair Hahn and members of the committee, I look forward to expanding on this report at the Executive Management Committee meeting slated for July 18, 2024, with any new developments that may occur over the next several weeks.

**Executive Management Committee**
**Remarks Prepared by Madeleine Moore**
**Government Relations, Deputy Executive Officer: State Affairs**

Chair Hahn and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on June 21, 2024, and will be updated, as appropriate, at the Executive Management Committee on July 18, 2024. The status of relevant pending legislation is monitored monthly on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/240718%20-%20July%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf.pdf>.

**Budget Update**

On Saturday, June 15, the Senate and Assembly sent their joint budget proposal to the Governor's office. The joint legislative budget proposal:

- Maintains the $4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023, but delays $500 million of that from FY 25-26 to FY 26-27. The proposal shifts $839 million of this money from the General Fund to the Greenhouse Gas Reduction Fund. In speaking with Planning Staff, Government Relations staff do not believe these delays and fund shifts will have any negative effects on the two projects Metro submitted for funding (Foothill Extension of the A Line, and Southeast Gateway Line).
- Maintains the $1.1 billion for the formula-based Zero-Emission Transit Capital Program, which Metro is proposing to use for bus electrification. The start of the funding has been delayed by one fiscal year, from FY 23-24 to FY 24-25. Staff do not believe this will negatively impact any projects.
- Maintains all TIRCP Cycle 6 funding approved in the Budget Act of 2022, rejecting a proposal to cut $148 million from this program.
- Rejects the proposed $600 million cut to the Active Transportation Program and fills in the funding with highway funding.
- Rejects the proposed cut to the REAP (Regional Early Action Planning) 2.0 Program.
- The legislative budget proposal does include $350 million in statewide cuts for grade separations, which will cut funding for two Metro grade separation projects.

The bill is currently on the Governor's desk for a signature or veto ahead of the June 27th deadline.

Metro will continue to advocate for our budget priorities throughout the budget process and will have a full update at the time of Committee.

## Legislative Update

On June 11, the Senate Transportation Committee, chaired by Senator Dave Cortese (D - San Jose), voted 11-3 to pass AB 3123 by Assemblymember Reggie Jones-Sawyer (D - Los Angeles). AB 3123 is Metro's sponsored bill that would ensure that ethics laws that govern elected officials statewide apply equally to LA Metro's Board of Directors. AB 3123 also clarifies Metro's lobbying definitions and strengthens the role of the Ethics Office. The bill will next be heard in the Senate Elections and Constitutional Amendments Committee on July 2nd. As the bill continues to move through the legislative process, staff will update the Board on its process prior to and on the July Executive Management Committee day.

AB 761 by Assemblymember Laura Friedman (D - Glendale) is a Metro-supported bill which would extend the available Enhanced Infrastructure Financing District (EIFD) tax increment period from 45 years to 75 years for districts intended to fund zero-emission LA Metro transit projects with federal financing through Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. The bill is currently on the Senate floor after passing the Senate Local Government Committee.

## Olympics and Paralympics Coordination

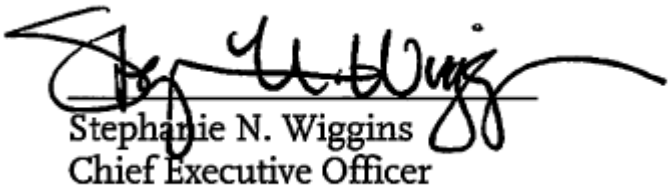
Pursuant to the April 2024 Board motion, Building a Cohesive Approach to Los Angeles's Legislative Advocacy for the 2028 Mobility Concept Plan, staff have been in communication with members of the Games Mobility Executives, as well as all local partners, including the County of Los Angeles, to develop and implement a cohesive state and federal legislative advocacy plan to advance Metro's 2028 Mobility Concept Plan. This includes planning convenings of local stakeholders and developing an advocacy framework to ensure strong stakeholder coordination. This framework will include recommendations on improving coordination with the entire LA County legislative delegation and other key Games delivery partners. A full report will be presented at the October 2028 Olympic and Paralympic Games Committee meeting.

## State Equity Analysis

Government Relations will continue to work with the Office of Civil Rights, Racial Equity, and Inclusion in reviewing legislation introduced in Sacramento to address any equity issues in proposed bills and the budget process.

Prepared by: Michael Turner, Executive Officer, Government Relations, (213) 922-2122
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604
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Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

# Government Relations
# Relevant State Legislation and Federal Affairs Update

Executive Management Committee
July 18, 2024

Metro

# Relevant State Legislation

**Budget Bills:**

- AB 107 (Budget Bill)
- SB 108 and SB 109 (Budget Bills Junior)
- SB 173 (Transportation Trailer Bill)

**Sponsored Legislation:** AB 3123 (Jones-Sawyer): Los Angeles County Metropolitan Transportation Authority: board code of conduct: lobbying rules.

**Climate Bond Bill:** SB 867 (Allen): Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.

Metro

# Federal Affairs Update

- **Congressionally Directed Spending Request Update**
- **Federal Transit Administration: Capital Investment Grant Program**
- **U.S. Department of Transportation/2028 Olympic and Paralympic Games**
- **EPA/Clean Air Act**
- **Federal Transportation Grants**
  - Federal Transit Administration's Buses and Bus Facilities and Low or No Emissions Grant Program
  - Climate Pollution Reduction Grant (CPRG) Program
  - Multimodal Project Discretionary Grant (MPDG) Mega Grant

Metro

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

**File #:** 2024-0350, **File Type:** Contract **Agenda Number:** 33.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: BUS OPERATOR SEAT ASSEMBLIES**

**ACTION: AWARD CONTRACT**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA120707 to Gillig LLC, the lowest responsive and responsible bidder for bus operator seat assemblies in a not-to-exceed (NTE) amount of $1,260,596, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

## ISSUE

This procurement is for the acquisition of new bus operator seat assemblies, which are required for maintaining the safe and reliable operation of Metro's bus fleet. The design of bus operator seats used in transit buses are very complex, with the focus of reducing the potential for injury to bus drivers. Bus operator seats are equipped with an air suspension system, shock absorbers, lumbar supports, and several other safety features that can wear over time. Since Metro buses operate nearly all hours of the day, the bus operator seats require replacement when major seat components fail. Bus mechanics replace bus operator seats with major defects at the Divisions and during the midlife refurbishment program. The award of this contract will ensure that Bus Maintenance has an adequate inventory to repair and maintain buses according to Metro maintenance standards.

## BACKGROUND

The component usage reports from Material Management concluded that nearly 80 bus operator seat assemblies were issued to Bus Maintenance on an annual basis to replace failed seat assemblies and support replacement during the bus midlife program. Metro Mechanics install the bus operator seat assemblies at the central maintenance shops and at all bus operating divisions. Buses cannot operate safely without a properly functioning operator seat assembly.

## DISCUSSION

The USSC Q91 series seats purchased through this procurement are designed to reduce day-to-day operator fatigue and stress. The seat is designed so that the operator remains centered over the seat scissor suspension system at all adjustment locations, which reduces suspension torque, minimizes

maintenance, and increases the life of the seat suspension. The operator seat belts are mounted directly to the seat frame, move with the seat, and provide a completely integrated restraint system for optimized sensitivity for operator comfort and functional use. The USSC Q91 seats have been proven in both transit and off-road applications and provide durability for extreme-use and multiple-operator environments.

The contract to be awarded is a “requirements type” agreement that commits to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment to order any or all of the bus operator seat assemblies that may be required. The bid quantities are estimates only, with deliveries to be ordered and released as necessary. The purchased bus operator seat assemblies are installed by Metro Mechanics.

Material Management will purchase, maintain, and manage bus operator seat assemblies in inventory. As they are issued, the appropriate budget project numbers and accounts will be charged.

## DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain equipment according to Metro Maintenance standards, enhancing the safety level for bus operators.

## FINANCIAL IMPACT

Funding in the amount of $630,298 for these bus operator seat assemblies is included in the FY25 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and the Central Maintenance cost center 3366, under project 203050 Midlife Project.

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

### Impact to Budget

The current funding sources for this action include Federal Section 5307, Measure M, Measure R, PC40, and TDA. Given approved funding provisions and guidelines, this funding source currently maximizes allowable project fund allocations. It is eligible for Capital and Operating Projects.

## EQUITY PLATFORM

The benefits of this action are to ensure the bus drivers, many of whom come from Equity Focus Communities that operate the fleet, are protected from injury and fatigue and can safely complete their jobs. It also ensures that the fleet that serves Los Angeles County, including many Equity Focus Communities (EFCs), can provide vital transportation services to neighborhoods where disparities within the region can exist between residents’ access to jobs, housing, education, health, and safety. Bus transportation provides an essential lifeline for the residents in EFCs. The Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide

transportation for these communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal and verified the successful bidder's commitment to this procurement.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Provide high-quality mobility options that enable people to spend less time traveling. The new bus operator seat assemblies will help maintain safety and reliability standards in an effort to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County.

## ALTERNATIVES CONSIDERED

The alternative is not to award the Contract and procure bus operator seat assemblies on the open market on an as-needed basis, which is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

## NEXT STEPS

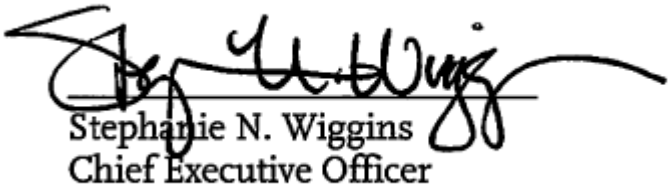
Metro's requirements for bus operator seat assemblies will be fulfilled under the provisions of the Contract.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

# PROCUREMENT SUMMARY

## BUS OPERATOR SEAT ASSEMBLIES/MA120707000

| | | |
|---|---|---|
| **1.** | **Contract Number**: MA120707000 | |
| **2.** | **Recommended Vendor**:<br>Gillig LLC., 25972 Eden Landing Road., Hayward, CA 94545 | |
| **3.** | **Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued**: 2/02/24 | |
| | **B. Advertised/Publicized**: 2/2/24 | |
| | **C. Pre-proposal/Pre-Bid Conference**: N/A | |
| | **D. Proposals/Bids Due**: 3/12/24 | |
| | **E. Pre-Qualification Completed:** 4/22/24 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: 3/26/24 | |
| | **G. Protest Period End Date:** 7/23/24 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>4 | **Bids/Proposals Received**:<br>2 |
| **6.** | **Contract Administrator**:<br>Joshua Haskins | **Telephone Number**:<br>(213) 922-1035 |
| **7.** | **Project Manager**:<br>Harold Torres | **Telephone Number**:<br>(213) 922-5714 |

## A. Procurement Background

This Board Action is to approve Contract No. MA120707000 for the procurement of Bus Operator Seat Assemblies. Board approval of this contract award is subject to the resolution of any properly submitted protest(s) if any.

An Invitation for Bid (IFB) No. MA120707 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 IFB:

- Amendment No. 1 was issued on March 1, 2024 to extend the bid due date to March 12, 2024.

A total of two (2) bids were received on March 12, 2024.

## B. Evaluation of Bids

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

1. Gillig LLC
2. The Aftermarket Parts Co.

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

## C. Price Analysis

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

Based on the offers received, Gillig LLC submitted the lowest price of $1,260,596, which is 13.4% lower than the ICE while The Aftermarket Parts Co. price of $1,393,874 is 4.3% lower than the ICE.

| Bidder Name | Bid Amount | Metro ICE |
|---|---|---|
| Gillig LLC | $1,260,596 | $1,456, 149 |
| The Aftermarket Parts Co. | $1,393,874 | |

## D. Background on Recommended Contractor

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

## DEOD SUMMARY

## BUS OPERATOR SEAT ASSEMBLIES / MA120707

### A. Small Business Participation

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

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

| | DBE Subcontractors | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Say Cargo Express, Inc. | Hispanic American | 2% |
| | | **Total Commitment** | **2%** |

### 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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.

BUS DIVISION MAINTENANCE

# Bus Operator Seat Assemblies



Metro

# Bus Operator Seat Assemblies



## RECOMMENDATION

**AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA120707 to Gillig LLC, the lowest responsive and responsible bidder for bus operator seat assemblies in a not-to-exceed (NTE) amount of $1,260,596, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.**



Metro

# Bus Operator Seat Assemblies



**DISCUSSION**

- About 80 bus operator seats replaced annually at divisions and during the bus midlife program
- USSC Q91 series seats are designed to reduce day-to-day operator fatigue and stress

**BIDS RECEIVED** - Two vendors submitted bid proposals

**AWARDEE** - Gillig LLC

**DIVERSITY AND ECONOMIC OPPORTUNITY DEPARTMENT (DEOD)**

- Two percent (2%) goal
- Verified commitment from successful bidder



Metro

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

Metro

# Board Report

**File #:** 2024-0354, **File Type:** Contract **Agenda Number:** 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: TURBOCHARGERS**

**ACTION: AWARD CONTRACT**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA103954-2000 to Cummins Inc., the lowest responsive and responsible bidder to supply Turbocharger Assemblies in the not-to-exceed (NTE) amount of $1,624,966.51, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

## ISSUE

Turbochargers are a major component of a bus engine, and the engine will not run without a properly functioning turbocharger. The stop-and-go service environment and high annual mileage accumulation on the bus fleet cause turbocharger failure, which requires replacement to ensure that the fleet remains in a State of Good Repair. Metro must maintain an adequate stock of turbochargers in inventory to ensure timely replacement of failed components, ensure the reliability of the bus fleet, and provide high-quality service to customers.

## BACKGROUND

This procurement is for the acquisition of turbochargers required for maintaining the safe and reliable operation of the natural gas engines installed in most of Metro's bus fleet. Metro's current bus fleet is primarily powered by Cummins natural gas engines that are equipped with turbochargers to meet performance and emissions requirements. The turbochargers are a critical part of the engine operation. Turbocharger problems can significantly impact engine performance. Turbochargers are replaced at the Central Maintenance Shops and bus operating divisions in response to performance problems or engine failures. The award of this contract will ensure that Bus Maintenance has an adequate inventory to repair and maintain buses according to Metro maintenance standards.

## DISCUSSION

The turbocharger is a component that compresses air entering the engine to provide extra power and burn a mixture of fuel in the engine cylinders more efficiently. The turbochargers specified under this procurement are either Original Equipment Manufacturer (OEM) approved or have been tested and qualified by Metro to ensure satisfactory performance for all buses in service.

The contract to be awarded is a “requirements type” agreement in which we commit to ordering only from the awardee up to the specified quantity for a specific duration of time. However, there is no obligation or commitment to order any or all of the turbochargers that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

Turbochargers will be purchased, maintained in inventory, and managed by Material Management. The appropriate budget project numbers and accounts will be charged as turbochargers are issued. Metro Mechanics will install the purchased turbochargers.

## DETERMINATION OF SAFETY IMPACT

The award of the contract will positively impact safety by ensuring bus operating divisions have an adequate inventory of parts to maintain the bus fleet according to engine manufacturer and Metro Maintenance standards. Ensuring an adequate supply of critical parts ensures the performance and reliability of the bus fleet, which will have a beneficial impact on system safety.

## FINANCIAL IMPACT

The funding of $799,450 for this product is included in the FY25 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under Line item 50441, Parts - Revenue Vehicle.

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

### Impact to Budget

The current source of funds for this action includes Federal 5307, Proposition C, Measures R/M, STA, and the Transportation Development Act. These funding sources are eligible for bus and rail operations.

## EQUITY PLATFORM

This action will ensure that the bus fleet that serves most regions in Los Angeles County, including many Equity Focus Communities (EFCs), is able to provide vital transportation services. Bus transportation provides an important lifeline for the residents of EFCs, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these communities.

The Diversity and Economic Opportunity Department (DEOD) established an overall two percent (2%) DBE goal for this procurement. Cummins met the goal by making an overall 2% DBE commitment.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of turbochargers for the Cummins natural gas engines supports Strategic Goal 1:

Provide high-quality mobility options that enable people to spend less time traveling. The installation of turbochargers will maintain the reliability of the bus fleet and ensure that our riders are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

## ALTERNATIVES CONSIDERED

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

## NEXT STEPS

Metro’s turbocharger requirements will be fulfilled under the contract's provisions.

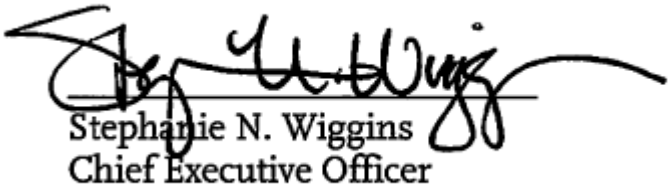
## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior. Director, Central Maintenance, (213) 922-5714

James Pachan, Senior Executive Officer (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

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



**ATTACHMENT A**

## PROCUREMENT SUMMARY

## TURBOCHARGER ASSEMBLIES / MA103954-2000

| | | |
|---|---|---|
| **1.** | **Contract Number**: MA103954-2000 | |
| **2.** | **Recommended Vendor**:<br>Cummins Inc., 1939 Deere Avenue, Irvine, CA 92606 | |
| **3.** | **Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued**: 2/12/24 | |
| | **B. Advertised/Publicized**: 2/22/24 | |
| | **C. Pre-proposal/Pre-Bid Conference**: N/A | |
| | **D. Proposals/Bids Due**: 3/22/24 | |
| | **E. Pre-Qualification Completed:** 5/8/24 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: 3/28/24 | |
| | **G. Protest Period End Date: 7/24/24** | |
| **5.** | **Solicitations Picked up/Downloaded**: 7 | **Bids/Proposals Received**: 2 |
| **6.** | **Contract Administrator**:<br>Tanya Allen | **Telephone Number**:<br>(213) 922-1018 |
| **7.** | **Project Manager**:<br>Harold Torres | **Telephone Number**:<br>(213) 922-5714 |

## A. Procurement Background

This Board Action is to approve Contract No. MA103954-2000 for the procurement of Turbocharger Assemblies. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

An Invitation for Bid (IFB) No. MA103954-2000 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

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

A total of two (2) bids were received on March 22, 2024.

## B. Evaluation of Bids

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

1. Cummins Inc.
2. Diesel Exhaust & Emissions

The apparent low bidder Diesel Exhaust & Emissions was deemed non-responsive because they offered an alternate product and did not follow the solicitation's approved equal process requirements. Bidder #1, Cummins, Inc. was determined to be responsive and responsible, and in full compliance with the bid and technical requirements of the IFB.

## C. Price Analysis

The recommended price is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid with the expectation of adequate price competition. Metro 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 responsive and responsible bidder.

The recommended bid price of $1,624,966.51 is 11% higher than the Independent Cost Estimate (ICE) of $1,463,772.00. The variance was due to Cummins' material cost fluctuations including increases in the cost of steel, on-going supply chain constraints and anticipation of future cost increases by 9% over the two-year fixed price contract period of performance.

| Bidder Name | Bid Amount | Metro ICE |
|---|---|---|
| Cummins Inc. | $1,624,966.51 | $1,463,772.00 |

## D. Background on Recommended Contractor

The recommended firm, Cummins Inc. (Cummins) is located in Irvine, CA and has been in business for 105 years. Cummins has provided similar products for Metro and other agencies including Santa Monica Big Blue Bus and numerous other transit agencies. Cummins has provided satisfactory service and products to Metro on previous purchases.

## DEOD SUMMARY

## TURBOCHARGER ASSEMBLIES / MA103954-2000

### A. Small Business Participation

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

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

| | DBE Subcontractors | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Say Cargo Express, Inc. | Hispanic American | 2% |
| | | **Total Commitment** | **2%** |

### B. Local Small Business Enterprise (LSBE) Preference

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

### C. Living Wage / Service Contract Worker Retention Policy Applicability

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

### D. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

### E. Project Labor Agreement/Construction Careers Policy

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

# Turbochargers



Metro

# Turbochargers



## RECOMMENDATION

**AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA103954-2000 to Cummins Inc., the lowest responsive and responsible bidder to supply Turbocharger Assemblies in the not-to-exceed (NTE) amount of $1,624,966.51, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.**



Metro

# Turbochargers



**DISCUSSION**

- Bus fleet is primarily powered by Cummins natural gas engines equipped with turbochargers
- Turbochargers used for efficient combustion of fuel to meet engine performance and emissions requirements

**BIDS RECEIVED** - Two vendors submitted bid proposals

**AWARDEE** - Cummins, Inc.

**DIVERSITY AND ECONOMIC OPPORTUNITY DEPARTMENT (DEOD)**

- Two percent (2%) DBE goal and verified commitment from successful bidder



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

**File #:** 2024-0362, **File Type:** Contract **Agenda Number:** 35.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM PLANNING AND PROGRAM MANAGEMENT CONSULTANT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost plus fixed fee Contract No. PS112435 to AECOM Technical Services, Inc. to provide as-needed Program Management Support Services (PMSS), and Design and Engineering Support Services (DESS) for Vehicle Engineering and Acquisition (VEA) to support the conversion of Metro's bus fleet to Zero Emission Buses (ZEB) by 2030 in the not-to-exceed (NTE) amount of $8,399,421 for the five (5) year base term, and $5,668,871 for the three (3) one-year option terms, for a total combined not-to-exceed amount of $14,068,292, subject to the resolution of all properly submitted protest(s), if any.

## ISSUE

In 2018, Metro retained ZEBGO Partners, a joint venture technical consultant, to develop comprehensive plans for phasing Metro's transition to a zero-emission bus fleet. The term for that consultant contract will expired on January 1, 2025.In 2023, staff released a competitive solicitation to replace it. This action authorizes a contract award to AECOM Technical Services, Inc. to provide Consultant Support Services to continue developing comprehensive plans for Metro's zero-emission transition.

## BACKGROUND

In July 2017, the Metro Board of Directors approved Motion #50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030, contingent on envisioned cost and performance equivalence with compressed natural gas (CNG) buses and continued advancements in charging infrastructure. In 2018, the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the State operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emission by 2023, 50% beginning in 2026, and 100% starting in 2029.

In 2018, Metro retained ZEBGO Partners, a joint venture technical consultant. Under that

engagement, Metro prepared its CARB-mandated Rollout Plan in March 2021, ZEB Master Plan in April 2022, and Master Plan Update in December 2023, among other program-level strategic planning documents. Metro has met all State-mandated program requirements, and in September 2019, Metro awarded its final option for CNG buses and committed that all future procurements be 100% zero emission, a decade earlier than the ICT mandate of 2029.

## DISCUSSION

The recommended consultant has demonstrated the depth and breadth of technical and engineering experience and the capacity to support Metro with the anticipated tasks and projects. On an as-needed basis, Statements of Work (SOW) will be developed, defining the type and level of support required for each specific task(s) and project(s). The work will be released to the consultant through task orders.

The scope of work consists of program management support services, design and engineering support services, and other tasks as necessary to support the continued development of the ZEB Master Plan and other ZEB program activities. Consultant services under this contract will provide ZEB and charging infrastructure conceptual design, specification, and procurement support, as well as advise on implementation strategies that ensure a seamless and successful transition to zero-emission operations. The consultant will also prepare updated program cost estimates, transition schedules, technical studies, and strategic plans for specific program elements. As needed, the consultant will support the development, coordination, and implementation of the Transportation Center of Excellence, 2028 Olympic and Paralympic Games, Buy America compliance audits, acceptance and reliability of Metro's ZEB fleet and charging infrastructure, and other tasks as required to support Metro's ZEB transition.

## DETERMINATION OF SAFETY IMPACT

The approval of this Contract will have no adverse impact on safety.

## FINANCIAL IMPACT

The contract will allow project-related task orders to be issued and funded by the annual budget(s) upon recommendation approval. Task orders shall be requested and reviewed by the affected Project Manager. They will use available project funds budgeted as professional services under project 405407 - Zero Emission Bus Program Master Plan and shall remain within the authorized FY budgets. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

### Impact to Budget

The anticipated task orders will be funded by the respective project(s). Currently, $417,821 is allocated in the FY25 budget under project 405407 -- Zero Emission Bus Program Master Plan, account 5031 Professional Services. The current source of funds for this action is Measure R Admin 1.5%, which is not eligible for operating and capital projects. Staff continually apply for grants and will

apply other applicable funding sources as they become available.

## EQUITY PLATFORM

Transitioning to a ZEB fleet will reduce greenhouse gas emissions, eliminate exhaust/criteria air pollutants, and reduce noise from Metro bus operations. Awarding the ZEB Consultant Support Services Contract will support Metro's progress in transitioning its fleet and modifying facilities to ensure that all communities, especially Equity Focus Communities (EFCs), see these benefits. Metro's ZEBs will operate on routes restructured through the NextGen transit service plan, which was developed with consideration for areas with the highest transit usage propensity. In addition, five (50%) of Metro's directly operated Bus Divisions are located within EFCs.

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. AECOM Technical Services, Inc. exceeded the goal by making a 30.24% DBE commitment (Attachment C).

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation will support Strategic Goal # 3 Enhance communities and lives through mobility and access to opportunity, and Goal # 4 Transform LA County through regional collaboration and national leadership.

## ALTERNATIVES CONSIDERED

Staff has considered using in-house Metro resources to perform this work; however, this approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts available, especially considering that the zero-emission bus and charging technologies are continuously evolving.

The Board of Directors may choose not to authorize the Contract award; however, staff does not recommend this alternative, as the project is critical to supporting the planning necessary for Metro to achieve its ambitious goals of transitioning its bus fleet to zero emissions. Without consultant support, the achievement of Metro's transition plan would be at risk.

## NEXT STEPS

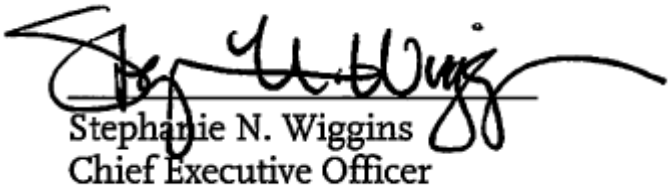
Upon Board approval, staff will execute the Contract with AECOM Technical Services, Inc. and issue a Notice-to-Proceed. Staff will continue to thoroughly manage and issue individual task orders as needed for vehicle engineering, program management, and design/engineering support services.

## ATTACHMENTS

Attachment A - Board Motion 50 Strategic Plan for Metro's Transition to Zero Emission Buses
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Shaun Miller, Deputy Executive Officer, Project Management, (213) 922-4952
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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

**File #:** 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

**REVISED**
**REGULAR BOARD MEETING**
**JULY 27, 2017**

**Motion by:**

**DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS**
**AS AMENDED BY SOLIS, KUEHL and BARGER**

**FRIENDLY AMENDMENT BY FASANA**

July 27, 2017

## Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER**

**RECOMMENDATION**

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

**FRIENDLY AMENDMENT BY FASANA** that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

**ATTACHMENT B**

**PROCUREMENT SUMMARY**

## Vehicle Engineering and Acquisition, Program Management, and Design/Engineering Consultant Services / PS112435000

| | | |
|---|---|---|
| **1.** | **Contract Number**: PS112435000 | |
| **2.** | **Recommended Vendor**: AECOM Technical Services, Inc. | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued**: August 21, 2023 | |
| | **B. Advertised/Publicized**: August 21, 2023 | |
| | **C. Pre-proposal Conference**: September 1, 2023 | |
| | **D. Proposal Due**: September 28, 2023 | |
| | **E. Pre-Qualification Completed:** May 13, 2024 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: October 2, 2023 | |
| | **G. Protest Period End Date:** July 22, 2024 | |
| **5.** | **Solicitations Picked up/Downloaded**: 63 | **Proposals Received**: 4 |
| **6.** | **Contract Administrator**:<br>Andrew Coppolo | **Telephone Number**:<br>(213) 922-1067 |
| **7.** | **Project Manager**:<br>Shaun Miller | **Telephone Number**:<br>(213) 922 4952 |

## A. Procurement Background

This Board Action is to approve Contract No. PS112435000 to AECOM Technical Services, Inc. (AECOM), to provide as-needed Program Management Support Services (PMSS), and Design and Engineering Support Services (DESS) for Vehicle Engineering and Acquisition (VEA) to support the conversion of LACMTA's bus fleet to Zero Emission Buses (ZEB) by 2030. Board approval of contract award is subject to resolution of any properly submitted protest(s).

On August 21, 2023, Request for Proposal (RFP) No. PS112435 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is cost plus fixed fee. The Diversity and Economic Opportunity Development (DEOD) Department recommended a 30% Disadvantaged Business Enterprise (DBE) goal.

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

- Amendment No. 1, issued on September 11, 2023, clarified which volume Proposers must include Exhibit 5 – Bidders List Form, extended the proposal due date, and amended the critical dates.
- Amendment No. 2, issued on March 15, 2024, provided an updated pricing form to incorporate the Option years and provide a Best and Final Offer (BAFO) proposal due date.

A total of sixty-three (63) firms downloaded the RFP and were included on the planholders' list.

A virtual pre-proposal conference was held on September 1, 2023, and was attended by 26 participants, representing 12 firms. There were twenty-one (21) questions received, and responses were provided prior to the proposal due date.

Four proposals were received on September 28, 2023, and are listed below in alphabetical order:

1. AECOM Technical Services, Inc. (AECOM)
2. Burns and McDonnell Engineering Company, Inc. (Burns & McDonnell)
3. Jacobs Engineering Group (Jacobs)
4. WSP USA, Inc (WSP)

## B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from VEA, and Zero Emission Bus Infrastructure convened and conducted a comprehensive technical evaluation of the proposals received.

On October 17, 2023, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the four proposals to initiate the evaluation phase. Evaluations were conducted from October 17, through April 22, 2024.

On October 25, 2023, Metro's Diversity and Economic Opportunity Department (DEOD) determined Burns & McDonnell was ineligible for award as they were not responsive to LACMTA's DBE goal. Burns & McDonnell was excluded from further consideration.

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

- Qualifications of the Proposer/Team 20 percent
- Project Manger and Key Staff's Qualifications and Experience 50 percent
- Effective Scheduling/Cost Management Plan 10 percent
- Cost Proposal 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar vehicle consultant services procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff's qualifications and experience.

On October 30, 2023, the PET reconvened and determined the remaining three (3) firms were within the competitive range. The firms are listed below in alphabetical order:

- AECOM
- Jacobs
- WSP

The three (3) firms within the competitive range were invited to make oral

presentations on November 14, 2023. The Proposers' key team members had an opportunity to present their team's qualifications and to respond to the PET's questions.

On March 15, 2024, LACMTA held discussions with the three firms within the competitive range to provide feedback on strengths and weaknesses. Best and Final Offers (BAFO) were requested from the firms within the competitive range only, in accordance with LACMTA's Acquisition Policy.

On March 27, 2024, LACMTA received BAFOs from all three (3) firms. However, on April 30, 2024, Jacobs notified Metro that they are withdrawing their proposal due to an error in their BAFO pricing. Jacobs' proposal was therefore excluded from further consideration.

**Qualifications Summary of Firms within the Competitive Range:**

**AECOM**

AECOM provides consultant support services, including vehicle engineering and acquisition, program management services for multiple high volume transit agencies such as Los Angeles Department of Transportation (LADOT), Maryland Transit Administration, Washington Metropolitan Area Transportation Authority (WMATA), New York Transit Authority (NYCT), and Memphis Area Transit Authority (MATA).

**WSP**

WSP was founded over 120 years ago and is based in New York, NY, with offices and staff worldwide. WSP's experience includes vehicle engineering and acquisition, program management, and technical support services including zero emission bus (ZEB) projects. Existing clients include LACMTA, San Bernardino County Transportation Authority (SBCTA), the Indianapolis Public Transportation Corporation (IndyGo), King County Metro, Dallas Area Rapid Transit (DART), and MassDOT/MBTA.

At the conclusion of the evaluation process, AECOM was determined to be the top ranked firm.

The following is a summary of the PET scores:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **AECOM Technical Services, Inc.** | | | | |
| 3 | Qualifications of the Proposer/Team | 97.67 | 20.00% | 19.53 | |
| 4 | Project Manager and Key Staff's Qualifications and | 79.33 | 50.00% | 39.67 | |

| | | | | | |
|---|---|---|---|---|---|
| | Experience | | | | |
| 5 | Effective Scheduling/Cost Management Plan | 96.67 | 10.00% | 9.67 | |
| 6 | Cost Proposal | 100.00 | 20.00% | 20.00 | |
| 7 | **Total** | | **100.00%** | **88.87** | **1** |
| 8 | **WSP USA, Inc.** | | | | |
| 9 | Qualifications of the Proposer/Team | 98.00 | 20.00% | 19.60 | |
| 10 | Project Manager and Key Staff's Qualifications and Experience | 85.00 | 50.00% | 42.50 | |
| 11 | Effective Scheduling/Cost Management Plan | 98.33 | 10.00% | 9.83 | |
| 12 | Cost Proposal | 75.01 | 20.00% | 15.00 | |
| 13 | **Total** | | **100.00%** | **86.93** | **2** |

## C. Cost/Price Analysis

The recommended price proposal of $14,068,292.00 has been determined to be fair and reasonable based upon adequate price competition, Metro's Management Audit Services Department (MASD) audit findings, cost analysis, technical analysis, and fact-finding. The recommended price is $289,732.00 or 2.10% higher than Metro's independent cost estimate (ICE) and is considered within a reasonable range of the ICE.

| Proposer Name | Proposal Amount | Metro ICE | Negotiated or NTE Amount |
|---|---|---|---|
| AECOM Technical Services, Inc. | $14,371,183.07 | $13,778,560.00 | $14,068,292.00 |
| WSP USA, Inc. | $19,160,164.59 | | |

## D. Background on Recommended Contractor

The recommended firm, AECOM was founded in 1970 and is based in Los Angeles, California, with offices and staff worldwide. AECOM provides engineering and professional services in the areas of building, transportation, new energy, and environment sectors, including zero emission vehicles and transit battery electric bus (BEB) fleets. The firm has completed more than 60 public transportation projects and worked with more than 60 transit agencies across North America supporting ZEB efforts.

AECOM's proposed Project Manager has more than 15 years of experience and has led the team that developed the State of Qatar's BEB infrastructure network which

included design and project management of the Lusail Bus Depot, the largest BEB deport in the world, with 500 parking spots and 248 charges to support more than 1,000 ZEBs.

AECOM has worked on Metro projects and has performed satisfactorily.

## DEOD SUMMARY

## VEHICLE ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT, AND DESIGN/ENGINEERING CONSULTANT SERVICES / PS112435

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. AECOM Technical Services, Inc exceeded the goal by making a 30.24% DBE commitment.

| Small Business Goal | DBE 30% | Small Business Commitment | DBE 30.24% |
|---|---|---|---|

| | DBE Subcontractors | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Arellano Associates, LLC | Hispanic American | 4.39% |
| 2. | JCL Consulting Group | African American | 0.52% |
| 3. | Kewo Engineering Corporation | Asian Pacific American | 0.83% |
| 4. | Niti Systems Consultants, Inc. | Subcontinent Asian American | 2.92% |
| 5. | Omni Strategy LLC | Subcontinent Asian American | 3.22% |
| 6. | Rheia Consulting LLC | Caucasian Female | 5.85% |
| 7. | N. Saylor Consulting Group, Inc. | Caucasian Female | 0.52% |
| 8. | Steve Policar LLC | Hispanic American | 0.41% |
| 9. | Terravanta | Hispanic American | 3.63% |
| 10. | Virginkar & Associates | Asian Pacific American | 3.13% |
| 11. | VST Engineering, Inc. | Hispanic American | 4.82% |
| | | **Total Commitment** | **30.24%** |

### B. Local Small Business Enterprise (LSBE) Preference

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

### C. Living Wage and Service Contract Worker Retention Policy Applicability

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

## D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

## E. Project Labor Agreement/Construction Careers Policy

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




# Zero Emission Bus (ZEB) Program Planning and Program Management Consultant Services

EXECUTIVE OFFICE, VEHICLE MAINTENANCE & ENGINEERING

Metro

Operations, Safety, and Customer Experience Committee
July 18, 2024

# Zero Emission Bus (ZEB) Program Consultant Background

- In July 2017, the Metro Board of Directors approved Motion #50, which endorsed a ZEB Strategic Plan to transition Metro's bus fleet to zero emission by 2030, contingent on envisioned cost and performance equivalence with CNG and continued advancements in charging infrastructure.

- In 2018, the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies operate zero-emission fleets by 2040.

- In 2018, Metro retained a program technical consultant, which developed its CARB-mandated Rollout Plan in 2021, ZEB Master Plan in 2022, and Master Plan Update in 2023.

- The term for the ZEB program technical consultant will expire January 1, 2025. In 2023, staff released a competitive solicitation to replace the contract.

Metro

# Solicitation and Recommended Award

- In August 2023, Metro released a solicitation for Program Management Support Services and Design and Engineering Support Services to support the ZEB program.

- The scope of work includes:
  - ZEB and charging infrastructure conceptual design, specifications, and procurement support
  - Cost estimates, transition schedules, technical studies, and strategic plans for specific program elements
  - Support development, coordination, and implementation of the Transportation Center of Excellence, 2028 Olympic and Paralympic Games, Buy America compliance audits, and other tasks as needed

- Firms were evaluated based on qualifications of the team and key staff, schedule and cost management plan, and cost.

- **AECOM Technical Services** received the highest score and was the selected proposer.
  - Contract not-to-exceed (NTE) amount of $8,399,421 for the five (5) year base term and $5,668,871 for the three (3) one-year option terms, for a total combined not-to-exceed amount of $14,068,292.
  - AECOM exceeded the 30% DBE goal

Metro

# Recommendation and Next Steps

- **AUTHORIZE** the Chief Executive Officer to award a cost plus fixed fee Contract No. PS112435 to AECOM Technical Services, Inc. to provide as-needed Program Management Support Services (PMSS) and Design and Engineering Support Services (DESS) for Vehicle Engineering and Acquisition (VEA) to support the conversion of Metro's bus fleet to Zero Emission Buses (ZEB) by 2030 in the not-to-exceed (NTE) amount of $8,399,421 for the five (5) year base term, and $5,668,871 for the three (3) one-year option terms, for a total combined not-to-exceed amount of $14,068,292, subject to the resolution of all properly submitted protest(s), if any.

- Once executed, staff will issue Task Order #1 to ensure continuity of ZEB program planning activities.

Metro

# THANK YOU




Metro

Los Angeles County
Metropolitan Transportation
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3rd Floor Board Room
Los Angeles, CA

**File #:** 2024-0375, **File Type:** Budget **Agenda Number:** 36.

**REVISED**
**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: APPROVE LIFE-OF-PROJECT BUDGET FOR METRO A, B, D, LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

ESTABLISH a Life of Project (LOP) Budget of $65,350,000 for the Metro A, B, and D Lines Communication Transmission System Upgrade Project 205692.

**DUPONT-WALKER, MITCHELL, AND BUTTS AMENDMENT**: WE THEREFORE MOVE to amend Item 36 directing the Metro CEO to:

A. Report back by October 2024 on the feasibility of identifying areas along the public right-of-way where open access leasable fiber could be accessed at Metro's Communications Equipment Rooms by City and County agencies.

B. If feasible, include in the report back a map showing areas along the public right-of-way where open access leasable fiber could be accessed at Metro's Communications Equipment Rooms.

## ISSUE

The Metro railway Communication Transmission System (CTS) uses a fiber optic network to transmit real-time data essential for the operation of Metro's railway systems and applications. However, the current fiber optic network's capacity to send data from the A, B, and D Lines to the Rail Operations Control (ROC) Center is limited and cannot support the additional bandwidth required for existing system upgrades and future rail expansion projects.

## BACKGROUND

The existing CTS fiber optic network on the A, B, and D Lines is an original legacy system installed during the construction of the rail lines, which occurred as early as 1990. This network consists of older 48-strand fiber cables, which are crucial for a wide range of railway systems and applications. These fiber cables connect and transmit real-time data to the ROC for signaling and train control, train movements, traction power substation systems, passenger information systems, CCTV and

security systems, emergency communications, and public service announcements.

## DISCUSSION

In May 2023, the Board approved annual funding of $600,000 as part of the FY24 budget for upgrading the communication transmission system for the B and D Lines. At the time of budget adoption, the plan was to return to the Board for the LOP approval. The annual funds were needed to survey the project work and develop design and construction specifications. As a result, it was determined that the project scope should be expanded to include the A Line South (7th/Metro to Long Beach). An engineering cost estimate was then prepared, resulting in a $65,350,000 Life of Project budget based on the necessary scope of work. The expenditure plan for the project is shown in Attachment A.

The project scope involves constructing a new backbone CTS fiber optic cable network to replace the existing legacy network. This includes installing new single-mode 288-strand fiber optic cables, patch panel equipment, connectors, network switches, and racks. The work will be completed in three phases. Phase 1 involves installation of fiber optic cable equipment for the A Line South to be completed between 7th/Metro and the ROC. Phase 2 involves installation of fiber optic cables and related equipment for the A Line South to be completed between the ROC and the Long Beach Loop. Phase 3 involves installation of fiber optic cable equipment for the B and D Lines to be completed between 7th/Metro, Union Station Gateway (USG), and the Metro Center (MC). Each phase is planned to be completed in approximately 12 months.

Upgrading the CTS fiber optic network is part of the Capital Improvement Program (CIP) to renew and enhance transit infrastructure assets. This investment will not only maintain the safety and efficiency of rail operations, but it will support the growth in rail services including aligning with the Metro's commitment to improving transit infrastructure.

This project supports our State of Good Repair work by providing additional network capacity to allow for the replacement of items such as CCTV cameras and Video Management System (VMS), Emergency Management Panels (EMPs), fire control panels, light rail tunnel lighting, Emergency Trip System (ETS), and addition of monitoring systems for predictive maintenance. Vandalism has also resulted in destruction of fiber.

This project further supports our expansion projects by providing high-capacity fiber network connectivity between the Rail Operation Control Center (ROC) and new rail projects (Foothill Phase2B, PLE1, PLE2,PLE3 and ESFV).

## DETERMINATION OF SAFETY IMPACT

The CTS fiber optic network is central to various aspects of Metro rail operations. Upgrading to a modern 288-strand fiber optic network will ensure the efficient transmission of real-time data critical for signaling, train control, security systems, communications, and other operational needs. Customer experience and public safety will also be enhanced by expanding the CTS capacity which will allow for the addition of new equipment/systems such as Call Point Security Blue Light Boxes, Track and Tunnel Intrusion Detection System, cameras in B and D Line elevators, enhanced intrusion

detection systems for the underground stations ancillary areas, remote monitoring system for elevators and escalators and real-time security systems under consideration.

## FINANCIAL IMPACT

This action will establish a $65,350,000 LOP budget for capital project 205692 - A, B, D Lines Communication Transmission System Upgrade. Annual funding required for this project is included in the FY25 budget.

Impact to Budget

The current source of funds for this action is Measure M 2% State of Good Repair. This funding is eligible for rail capital state of good repair projects only. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions.

## EQUITY PLATFORM

The equity benefits of this action include improving transit infrastructure and enhancing the safety of Metro riders, including assets along transit lines that provide service in and for Equity Focus Communities (EFCs) as well as low-income riders, who are the primary users of our system. Metro is committed to maintaining transit assets in marginalized communities, ensuring reliable and equitable transportation options for Metro riders.

Transit lines served by these improvements are located in communities with a high concentration of EFCs, including Long Beach, Compton, Watts, Florance-Graham, Downtown L.A., Westlake, Koreatown, Chinatown, Boyle Heights, Hollywood, East Hollywood, and North Hollywood. These transit lines also serve as connections for transfer to Metro and other bus service. Upgrading the fiber optic cable data capacity allows for the continuity of rail services through EFCs. Increasing the data transmission capability to the ROC allows for enhanced performance of high-definition CCTV and security systems, reliable station emergency communications assistance, and passenger information announcements that benefit low-income riders.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board may choose not to authorize the LOP budget for project 205692. However, this is not recommended because it is essential to increase the capacity and reliability of the CTS fiber optic network.

## NEXT STEPS

Operations - Infrastructure Maintenance and Engineering will proceed with the project scope of work, contract solicitation, contract award, and project delivery.

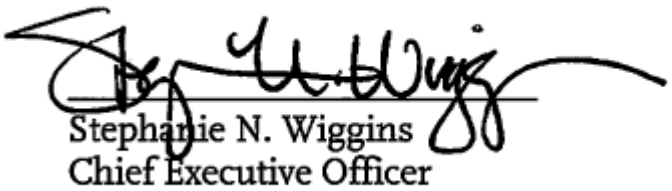
## ATTACHMENTS

Attachment A - Project 205692 Expenditure Plan

Prepared by:

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Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## Capital Project 205692 Expenditure Plan
## Metro A, B, D Lines Communication Transmission System (CTS) Upgrade

| Use of Funds | FY25 | FY26 | FY27 | FY28 | Total |
|---|---|---|---|---|---|
| CTS Fiber Optic Network | $ 6,000,000 | $ 15,000,000 | $ 15,000,000 | $ 15,000,000 | $ 51,000,000 |
| Mobilization | $ 500,000 | | | | $ 500,000 |
| Construction Management | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 2,400,000 |
| Metro Workforces | $ 200,000 | $ 400,000 | $ 450,000 | $ 200,000 | $ 1,250,000 |
| Agency Costs (Design Support During Construction, Project Management, Procurement, Labor Compliance) | $ 550,000 | $ 650,000 | $ 700,000 | $ 650,000 | $ 2,550,000 |
| Contingency 15% | | | | | $ 7,650,000 |
| **Yearly Cash Flow Forecast** | **$ 7,850,000** | **$ 16,650,000** | **$ 16,750,000** | **$ 16,450,000** | **$ 65,350,000** |

Los Angeles County Metropolitan Transportation Authority




# APPROVE LIFE-OF-PROJECT BUDGET FOR METRO A, B, D, LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE

Metro

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2024

# A LINE SOUTH, B & D LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE

- The Cable Transmission System (CTS) provides network connectivity between field devices located at rail stations and SCADA system located at Rail Operation Control (ROC) center.

- Major safety systems such as CCTV cameras, radio communication, Public Address (PA), fire alarm, and emergency telephone systems utilize the CTS system to communicate with ROC.




Metro

# A LINE SOUTH, B & D LINES COMMUNICATION TRANSMISSION SYSTEM (CTS) UPGRADE

- RECOMMENDATION: ESTABLISH a Life of Project (LOP) Budget of $65,350,000 for the Metro A, B, and D Lines Communication Transmission System Upgrade Project

- The CTS fiber optic network on the A, B, and D Lines is an original legacy system installed and put into operation early as 1990.

- The Board approved an FY24 annual budget to upgrade the CTS for the B and D Lines. Staff was directed to return to the Board for Life of Project Budget approval once survey of the project work and development of design and construction specifications were complete.

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

**File #:** 2024-0212, **File Type:** Budget **Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2024**

**SUBJECT: STAFFING REQUEST FOR LAX/METRO TRANSIT CENTER OPENING AND RELATED C AND K LINE RECONFIGURATION**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to amend the FY25 Budget to add 108 Full-Time Equivalent (FTE) positions, as shown below:

A. ADD seven (7) non-contract positions to manage customer experience programs, facility maintenance contracts, and provide administrative/financial support; and

B. ADD 101 contract positions to provide daily revenue service as well as supervise, perform ongoing building maintenance, daily security, daily cleaning, custodial work, and customer service in support of planned operations at the new transit center, in addition to the reconfigured C and K lines.

## ISSUE

The LAX/Metro Transit Center is planned to open in November 2024, providing customers with transit access to LAX in two phases. This staffing request addresses immediate needs upon station opening (Phase 1), during which shuttle buses will link LAX/Metro Transit Center to LAX terminals. This service, operated by LAX, currently shuttles passengers from Aviation/LAX Station and will be rerouted/relocated to LAX/Metro Transit Center. Phase 2 will begin when the Automated People Mover (APM) opens to the public and will require additional staffing that will be addressed as part of the FY26 budget development process.

With the new center opening, Metro is also opening a new Aviation/Century station and re-configuring the C Line and K Line to provide an improved experience for our customers in advance of a service increase on these lines that is a part of the approved FY25 revenue service plan. Much like the Regional Connector, this will positively transform how customers travel around the county as well as present a unique opportunity to grow Metro ridership from locals and visitors alike.

The center opening and increased operations on these lines will require additional customer service, technical, maintenance, and auxiliary staff across several departments. Metro must begin recruitment

before revenue service to ensure adequate training/qualification requirements can be met for technical operations and customer service staff, as well as enable an exceptional experience for those using the airport station and traveling along the C and K lines. These positions will be aligned with critical path activities.

## BACKGROUND

The LAX/ Metro Transit Center will be the ninth station along the K-Line. It will connect directly with the Los Angeles World Airports (LAWA) Automated People Mover (APM), connecting Metro rail, bus, and active transportation systems.

The LAX/Metro Transit Center facility features a rail station, a 16-bay bus plaza, a multi-level active transportation/bike hub, and a private vehicle drop-off zone. Within the central hub, there will be a complete customer service center and other conveniences such as interactive information kiosks, ticket vending machines (TVM), public toilet facilities, and commercial space for potential tenants.

The new station will feature the largest light rail platform in the Metro Rail system. It will have two grade-separated rail crossings with escalators and dual elevators, new ADA-compliant swing door fare gates for smooth passage with luggage, and a roof that will cover the entire platform.

The LAX/Metro Transit Center is unique to the Metro system and is parallel only to Union Station, as it brings bus, rail, and active transportation modes into one hub. The center will attract commuters, leisure customers, and travelers journeying through LAX. It is expected to be a critical asset for upcoming major events such as the 2026 World Cup and the 2028 Olympic and Paralympic Games. With the opening of this new transit center, Metro is simultaneously implementing a reconfiguration of the C and K Lines, providing improved connectivity that is expected to increase ridership on these lines by 753,000 in FY25.

Additional staff is required to provide extra service at the new station and along the K and C lines, as well as ensure proper upkeep of the stations, including cleaning elevators/escalators, artwork, and more. The APM will not be operational during the LAX/Metro Transit Center opening, as staffing requirements have been split into two phases. The staffing request included in this report is for immediate needs in FY25 for the station opening and associated C and K Line reconfiguration. Additional staffing will be required when the APM opens to the public, and these FTEs will be addressed as part of the FY26 budget development process.

## DISCUSSION

The LAX/Metro Transit Center is currently undergoing pre-revenue testing and is scheduled to commence revenue service in November 2024. Operations personnel are required to perform systems testing/inspections, pre-revenue operations, develop punch list items, and perform other start-up activities. Upon completion of pre-revenue service testing, Metro must fully integrate the station into the existing Metro Rail network to ensure it meets Metro's safety standards. Work must also be done to ensure proper temporary wayfinding is implemented in time for revenue service, not just at the new stations but also at the newly reconfigured C and K line stations in advance of the APM opening. Given Metro's intention to operate full revenue service in Fall 2024, along with the

reconfiguration of the C and K Lines, there is an immediate need to recruit, hire, and train staff. The resources requested represent multiple departments, each important for the successful daily delivery of planned revenue service.

*Operations*

Personnel in Operations Transit Service Delivery, Rail Fleet Services, Facilities Maintenance, and Facilities Contracted Maintenance Service Departments are needed to deliver day-to-day services. The 55 positions in this request are categorized as follows:

- Rail Transit Service Delivery (4 FTEs):
  - 4 Operators to operate rail cars in support of daily operations, and to increase service from 166,029 to 233,502 revenue service hours on the C and K Line for the service plan adopted by the Board in May 2024.

- Rail Fleet Services (3 FTEs):
  - 2 Maintenance Specialists for daily/preventative maintenance, based on the Light Rail Fleet required to support the reconfigured C and K Line service plan adopted by the Board in May 2024.
  - 1 Senior Service Attendant to support system reliability and vehicle cleanliness for the fleet.

- Infrastructure Maintenance & Engineering (46 FTEs):
  - 1 Facility Maintenance Supervisor to supervise plumbers, electricians, and facility maintainers.
  - 3 General Services Supervisors to supervise dedicated cleaning crews.
  - 35 Custodians for dedicated cleaning. The quantity and job classifications mimic the coverage provided at Union Station East Portal and are adjusted for scale. Staff will provide daily cleaning of 6 public restrooms, 6 employee restrooms, 31 bus bays (stops, layovers, charging areas), rail platforms, concourse, public areas, bike hubs, 6 employee/bike hub showers, customer service areas, 2 employee break rooms, male/female employee locker rooms, glass cleaning, 12 elevators (11-public and 1-service), 12 escalators, retail spaces, kiss n' rides, and Uber/Lyft pickup/drop off area with 24 hour and 7 days per week coverage with existing staff used to augment as necessary (12-13 custodians each for 1st, 2nd, and 3rd shifts).
  - 5 Facility Maintenance positions: 1 Facility System Technician, 1 Plumber, 1 Electrician, 1 A/C Technician, and 1 Painter. These positions will perform all mandated, regulatory, preventative, and corrective maintenance/inspections, as well as inspect and maintain all fire/life and safety apparatuses, perform small-scale construction projects for the purpose of safety improvements and emergency response, maintain/repair electromechanical equipment including but not limited to 80 plumbing fixtures, 97 doors, 774 signs, 31 bus bays (stops, layovers, charging stations) 8 bus charging stations, sump pumps, 28 gates, 78 light poles, 6 public restrooms, 6 employee restrooms, 6 bike hub/employee showers, 2 employee break rooms, male/female employee locker rooms, bike hubs, customer service centers, lost and found offices, 12 elevators,12 escalators, 4 chillers, 2 chilled water

pumps, 4 cooling towers, 2 condenser water pumps, 2 boilers, 2 hot water pumps, building maintenance systems, glass from floors to ceilings, and a 274K sq ft facility.

| FM System Types | Number of FM Systems/Equipment Types | |
|---|---|---|
| | LAX Metro Transit Center & K Line | Average at Rail Stations, Patsaouras Plaza, East Portal |
| FM Property maintenance and building grounds equipment | 147 | 220 |
| HVAC - Boilers, air handlers, chillers, split systems, condenser units, heat pumps | 185 | 60 |
| Plumbing (leaks, hydrants, backflows, water heaters/pump, fixtures, sumps) | 85 | 72 |

- 2 Rail Electronic Communication Inspectors (RECI): RECIs will maintain the Public Announcement Systems, Transit Passengers Information Systems (TPIS), Telephones (Emergency, Passenger, Maintenance, Fare gates), CCTV Systems (including cameras and video management system), Fire/Life Safety Systems (i.e. Fire control panel, heat detectors, fire alarms), Radio systems, and Intrusion Detection Systems. There are 200 Cameras, 50 Speakers, 50 Electronic Signs, 30 Telephones, 10 Intrusion Detection Systems, a Fiber Optic Cable System, a Radio System, and a Fire Alarm Control Panel. The RECIs will perform preventive maintenance, ensure the 200 camera domes are cleaned, and reset frozen TPIS monitors locally, which tend to be the highest number of repairs on the system. The amount of communication systems/equipment installed at the center is greater by approximately ten times than at the existing rail stations. The table below shows the differences in the number of communication systems/equipment installed at this station versus the average number installed at the rail stations:

| Communication System Types | Number of Systems/Equipment Types | |
|---|---|---|
| | LAX Metro Transit Center | Average at Current Rail Stations |
| CCTV System- Cameras | 200 | 25 |
| Public Address System – Speakers | 50 | 4 |
| Electronic Signs (TPIS/VMS) | 50 | 4 |
| Telephones: ETELs/PTELs/MTELs | 30 | 8 |
| Intrusion Detection System (IDS) | 10 | 4 |
| Cable Transmission System/Fiber Backbone network | 1 | 1 |
| Radio System | 1 | 1 |
| Fire Alarm Control Panel (FCP/EMP) | 1 | 1 |

- Facilities Maintenance Contract Services (2 FTEs)
  - 2 Facilities Maintenance Senior Managers to manage 36 contracts and 200 contractor personnel overseeing systemwide Fire/Life Safety Reg. 4 Testing, Repair & Certifications, maintenance for elevators and escalators, fire/life safety equipment testing, waste, graffiti, and pest control. Positions will respond to customer inquiries (M3 incidents, CCATS, ROC, TransitWatch App, emails and direct phone calls), perform ongoing field inspections/site visits to assess conditions, make recommendations, address contractor issues, as well as conduct field meetings with contractor. In addition, they will be responsible for working with procurement to coordinate and execute contract solicitations, discuss procurement policies/changes, Board Report actions, and contractor compliance issues, as well as provide critical management, training, coaching, and performance feedback to direct reports of AFSCME and administrative staff. Lastly, they will be responsible for developing/managing contracts' financials including but not limited to budget, forecasting, expenditures, KPIs, task orders, modifications, requisitions, and invoices, as well as developing/maintaining reports and maintenance data tracking specific to AMC for graffiti abatement, anti-graffiti film, elevators/escalators, uniform rental/laundry services, among other reports and services.

*Systems Security and Law Enforcement*

System Security & Law Enforcement (SSLE) has developed a strategy to provide high visibility and presence of security resources on the premises 24 hours/7 days a week. As this facility is estimated to occupy approximately 100,000 travelers daily utilizing bus/rail mass transit to travel to and from the airport, it is essential that it is well secured. Due to the size of the property and the various intricacies related to the bus bays, 2nd-floor walk area, C Line/K Line platform, connection to the 3rd-floor People Mover, and other particulars of the property, security resources are needed throughout all Metro areas. The request assumes:

- The Metro Transit Security layer of the multi-layer ecosystem is required for enforcement of the Code of Conduct and Fare Enforcement
- Adequate visible security resources in a non-stop crowded environment, such as Train riding teams on the K Line (Fairview to Veterans Station) and C Line (Crenshaw to Aviation Station) to reduce/prevent non-airport travelers from traveling into the transit center
- First and last line of security and threat deterrence when entering or exiting LAWA.

The center also includes a Security Operations Center to allow for unified command amongst the security forces of LAWA PD, LAPD, Metro Security, Contract Security, and the TSA VIPR Team, as well as our Ambassadors, Crisis Intervention, and Homeless Outreach..

The 39 positions in this request are categorized as follows:

- 24 Transit Security Officers to staff the station and surrounding areas on 1st, 2nd, and 3rd shifts to support an estimated response time of less than 7 minutes for an incident.
- 3 Senior Transit Security Officers will staff the station and surrounding areas on the 1st, 2nd, and 3rd shifts to support an estimated response time of less than 3 minutes for an incident.
- 7 Security Control Specialists are to operate within the Security Operations Center for security incidents 24 hours a day, 7 days a week on-site and at the surrounding area stations leading into the site.
- 3 Transit Security Sergeants for field supervision of all TSOs with 24/7 coverage.
- 1 Transit Security Lieutenants to manage all security personnel.
- 1 Administrative Analyst to provide financial management, invoice processing, and vendor support for new transit security FTEs.

The level of security is necessary to support the initial opening operational activities:

- Per Operations concept of operations for this location:
  - The facility will be the End-of-Line for both the K Line and C Line, which will require SSLE to mimic current EOL and Focus Station practices systemwide to ensure non-airport travelers are not entering, loitering or trespassing at the LAX Metro Transit Center;
  - Security resources at Focus Stations C Line Crenshaw to Aviation/LAX stations and K Line Fairview Heights to Westchester/Veterans stations
    - Fixed posts to offload fare evaders at C Line Crenshaw Station and K Line Downtown Inglewood Station
    - Continual train riding teams between Fairview Heights and Westchester/Veterans, as well as Crenshaw and Aviation/LAX. This will help minimize the number of non-airport

travelers coming into the center.
  - Rail operations will run from 4AM to 1AM daily
  - Bus operations and shuttle services will run 24/7
- Customers will use Metro and municipal buses, along with the K and C Lines, to travel to and from the LAX Metro Transit Center and temporarily continual bus shuttle services into LAX, ensuring that thousands of daily riders will move throughout 80% of the LAX Metro Transit Center (3rd Floor People Mover platform closed).
- The vast openness and potential high travel areas at street level and 2nd-floor of the facility require continuous roving and securing of bus bays, shower areas, the 2nd-floor mezzanine, platforms/fare gates, and pickup/drop-off locations
- Command and Control of the property for immediate response and coordination, as well as support along the K Line alignment from DTI to the center and C Line Crenshaw to the center for cascading impacts affecting the center.
- Address issues due to a new facility with components that will draw non-airport travelers to the property (i.e., persons experiencing homelessness, targeting of travelers, potential terrorism, etc.)

Once the APM is operational, additional security staff will be needed. The request for this staffing will be addressed in the FY26 annual budget process.

*Human Capital and Development*

This department requests one (1) Senior HR Analyst to perform recruitment activities for requested personnel. The analyst will supplement existing staff to address this high-volume request and to support recruitment activities to ensure personnel needs are efficiently hired, and adequate staffing is available to support the departments.

*Finance and Budget*

The new FTEs will support increased cash counting, revenue collection, and revenue processing efforts associated with additional TVM installations. New TVMs will be at the mezzanine-level entrance and the street-level bus plaza. Other support activities include but are not limited to, coordination and management of vendor maintenance support agreements, as well as verifying that fare revenue equipment maintains functionality and health. These and other department efforts ensure effective revenue management processes are in place.

The 3 positions in this request are categorized as follows:

- 2 Cash Clerks to operate coin counting equipment, bag and weigh currency, and perform other duties related to cash counting and cash collection.
- 1 Engineer to provide oversight and maintenance of revenue collection equipment.

*Customer Experience*

The new airport center is ultimately expected to connect airport customers to Los Angeles, and for many new riders, will be their first exposure to the Metro system. These positions will support the

overall objective of improving Metro's Customer Satisfaction ratings by creating a great customer experience for residents and visitors.

Specifically, these positions will allow Metro to create a seamless, easy, and safe journey for our riders by providing and maintaining important system-wide customer wayfinding, creating and maintaining public artwork at the airport station as well as at adjacent stations along the C and K lines, and providing in-person customer care support to help customers find their way and find lost items.

The 10 positions in this request are categorized as follows:

- 6 Customer Service Agents and 2 Senior Customer Service Agents to staff the station's Customer Center, provide in-person customer service, handle fare media sales, address customer inquiries, and adequately staff the Lost and Found office without compromising service levels elsewhere. These levels are consistent with the staffing at the LA Union Station East Portal, which serves an average of 385 customers a day, Monday through Friday, and 100 customers a day both Saturday and Sunday, similar levels to what is expected at the Airport Metro Connector prior to the opening of the APM.
- 1 Director of Enterprise Transit Asset Management to direct the art asset management program and oversee the ongoing care, conservation, and functionality of unique high-visibility artwork at the airport station, as well as along the C and K lines.
- 1 Senior Manager to act as project manager of signage design standards integration/coordination, customer information, and wayfinding signage leading up to the opening of the airport station, as well as reconfiguration of the C and K lines. This role will also be responsible for monitoring the performance of the wayfinding signage and adjusting it as necessary, as well as coordinating with LAX to ensure optimal wayfinding signage once the LAX People Mover opens.

Considerations

An agency-wide staffing request for the operation of the K Line was approved in 2017; however, this request supports the additional personnel needed to perform activities related to the opening of the LAX/Metro Transit Center and the reconfiguration of the C and K Lines. It also considers the time frame required to recruit and train new personnel in conjunction with project deliverables and considers the FY25-approved revenue service for the C and K Lines.

To develop this request, staff analyzed several factors, including revenue service, customer experience, state of good repair, system complexity, support needed from adjunct departments, and current labor ratios. The authorization to add positions will allow Metro to hire and train the requested personnel to deliver planned service and a positive customer experience.

## DETERMINATION OF SAFETY IMPACT

This Board action will positively impact the safety of Metro's patrons and employees. Of significance, the immediate hiring of needed staff provides adequate training time to prepare employees for operating in a rail environment. Safety training for new employees includes components such as

hazards (electrical current, train movements, and slip-and-fall), emergency procedures, use of electronic devices, and situational de-escalation.

## FINANCIAL IMPACT

The FY25 estimated budget impact is $22,000,000. Adopting increased full-time equivalent (FTE) positions and other expenditures would allow the agency to implement the hiring plan to support revenue operations in Fall 2024. New staff will begin to arrive during the first three months of FY25. Costs will be budgeted in project 300077 - Rail Operations, K Line. Adopting the requested FTEs and other expense dollars will allow the agency to fully deploy Ambassadors to positively impact the customer experience and implement a marketing plan to highlight the center's opening and entice ridership.

Impact to Budget

This action will be funded from Federal, State, and Local funds eligible for bus and rail Operations.

## EQUITY PLATFORM

The LAX/Metro Transit Center is located within an Equity Focus Community (EFC), indicating “High Need” on the Metro Equity Needs Index. The community's population is 73% Black, Indigenous, and People of Color (BIPOC), of which 83% are low-income. The opening of the Transit Center will provide increased mobility and access to opportunities for residents in the EFC and all traveling to and through it. The staffing request included in this report will support operations, maintenance, safety, and cleanliness of the new station, benefiting residents as well as visitors traveling through LAX.

The LAX/Metro Transit Center will provide increased mobility and access to opportunity to current systemwide transit users, who are 88% people of color and primarily low-income, with 83% of riders reporting an annual household income of $49,000 or less. The broader LA County region will also benefit, as the project is expected to attract and serve new customers by directly connecting the existing K and C Lines to the LAX APM.

The additional staff requested will allow Metro to fulfill the strategic goals of helping people within the communities we serve by providing diverse employment opportunities. The table below highlights the ethnic background of existing staff within the requested job classifications.

| Union Group | African American | American Indian | Asian | Hispanic | Native Hawaiian | Two or More | White | N/A |
|---|---|---|---|---|---|---|---|---|
| AFSCME | 18% | 1% | 10% | 49% | 3% | 3% | 16% | 0% |
| ATU | 6% | 0% | 22% | 53% | 0% | 0% | 16% | 2% |
| NC | 4% | 0% | 42% | 36% | 2% | 4% | 13% | 0% |
| SMART | 77% | 3% | 3% | 18% | 0% | 0% | 0% | 0% |
| TCU | 38% | 0% | 2% | 47% | 0% | 4% | 2% | 6% |
| TEAMSTER | 20% | 0% | 7% | 53% | 0% | 13% | 7% | 0% |
| Total | 32% | 0% | 8% | 45% | 1% | 4% | 6% | 4% |


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## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goal No. 2: Deliver outstanding trip experiences for all users of the transportation system; and Goal No. 3: Enhance communities and lives through mobility and access to opportunity by offering more access to LAX, providing a new customer center and expanding active transportation opportunities.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the FTE and funding request. This alternative is not recommended since rejecting this request would jeopardize the Agency's ability to put the asset in revenue service. Moreover, it would negate any direct connection between LAX and the Metro Rail system.

The remaining service alternate would be to continue the current operating plan, with only a partial opening of the K Line.

## NEXT STEPS

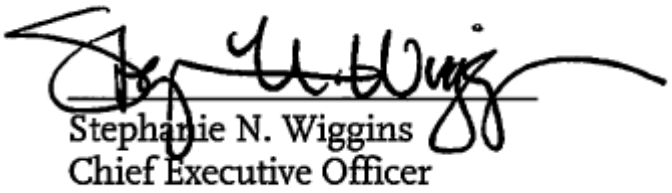
Upon approval, staff will begin recruitment activities to fill these requested positions and, once hired, will train and deploy into available assignments. Additional staffing needs resulting from the opening of the APM will be included in the FY26 budget development process.

## ATTACHMENTS

Attachment A - Summary of FTE Request

Prepared by: Carolyn Kreslake, Deputy Executive Officer, Operations, (213) 922-7420
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Jennifer Vides, Chief Customer Experience Officer (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

# LAX/Metro Transit Center Summary of FTE Request

| | OPERATIONS | FY25 Budget Amendment |
|---|---|---|
| 1 | **RAIL TRANSIT SERVICE DELIVERY** | **4** |
| 2 | **RAIL FLEET SERVICES** | **3** |
| 3 | **INFRASTRUCTURE MAINTENANCE & ENGINEERING** | **46** |
| 4 | **FACILITIES CONTRACTED MAINTENANCE SERVICE** | **2** |
| 5 | **Subtotal** | **55** |
| 6 | **AUXILIARY DEPARTMENTS** | **FY25 Budget Amendment** |
| 7 | **SYSTEM SECURITY & LAW ENFORCEMENT** | 39 |
| 8 | **HUMAN CAPITAL & DEVELOPMENT** | 1 |
| 9 | **FINANCE & BUDGET** | 3 |
| 10 | **CUSTOMER EXPERIENCE OFFICE** | 10 |
| 11 | **Subtotal** | **53** |
| 12 | **Total** | **108** |

| 13 | BY UNION | FY25 Budget Amendment |
|---|---|---|
| 14 | **AFSCME** | 8 |
| 15 | **ATU** | 10 |
| 16 | **NC** | 7 |
| 17 | **SMART** | 4 |
| 18 | **TEAMSTER** | 34 |
| 19 | **TCU** | 45 |
| 20 | **Total** | **108** |

# Staffing Request for LAX/Metro Transit Center Opening and Related C and K Line Reconfiguration




Metro

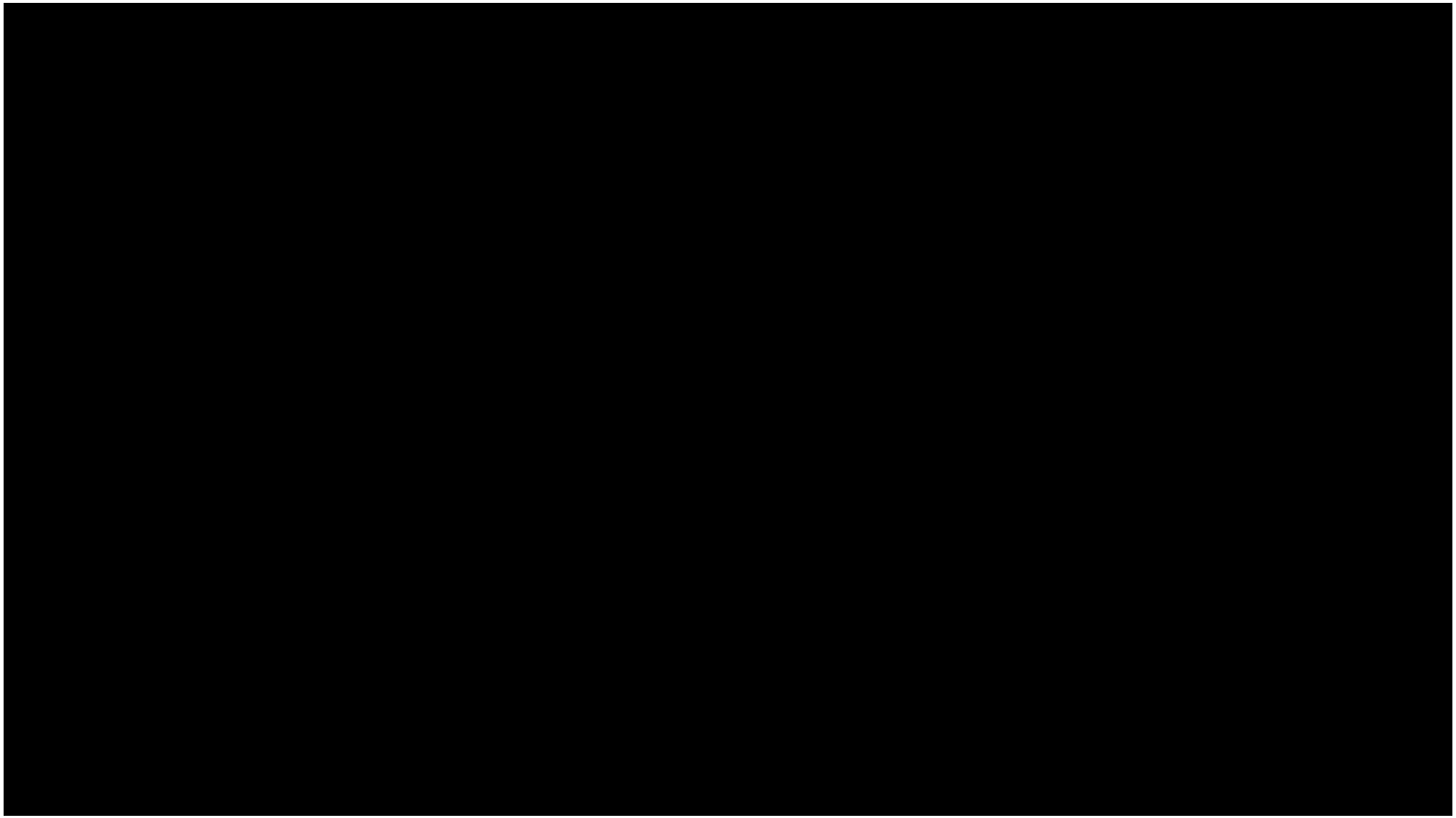
# LAX/Metro Transit Center Opening and Reconfiguration of C Line and K Line

- LAX/Metro Transit Center is planned to open in November 2024
  - Opening of Aviation/Century station and reconfiguration of C Line and K Line operations
  - Increased service on these lines as part of FY25 revenue service plan

- LAX/Metro Transit Center connects transit service to LAX and brings bus, rail, and active transportation modes into one hub
  - Rail station, 16-bay bus plaza, multi-level active transportation hub, private vehicle drop-off zone, customer service center, interactive information kiosks, TVMs, public toilet facilities, and commercial space for potential tenants
  - Critical asset for upcoming major events (World Cup, Olympic/Paralympic Games)

- Additional staff is required for extra service on the C and K Lines and to ensure proper upkeep and security of the station, escalators, artwork, etc

Metro



Metro

# Basis of Staffing Request

- Staffing request is based on current actual staffing levels for Union Station
- The amount of facility equipment is approximately 5 times greater than Union Station and existing rail stations

| Communication System Types | Number of Systems/Equipment Types | |
|---|---|---|
| | LAX/Metro Transit Center | Average at Current Rail Stations |
| CCTV System - Cameras | 200 | 25 |
| Public Address System - Speakers | 50 | 4 |
| Electronic Signs (TPIS/VMS) | 50 | 4 |
| Telephones: ETELs/PTELs/MTELs | 30 | 8 |
| Intrusion Detection System (IDS) | 10 | 4 |
| Cable Transmission System/ Fiber Backbone network | 1 | 1 |
| Radio System | 1 | 1 |
| Fire Alarm Control Panel (FCP/EMP) | 1 | 1 |

| Facilities Maintenance (FM) System Types | Number of Systems/Equipment Types | |
|---|---|---|
| | LAX/Metro Transit Center & K Line | Average at Rail Stations, Patsaouras Plaza, East Portal |
| FM property maintenance and building grounds equipment | 147 | 220 |
| HVAC - boilers, air handlers, chillers, split systems, condenser units, heat pumps | 185 | 60 |
| Plumbing (leaks, hydrants, backflows, water heaters/pump, fixtures, sumps) | 85 | 72 |



Metro

# Staffing Request – 108 FTEs for FY25

- Operations requests 55 FTEs for to deliver day-to-day services
  - Additional Operators and Maintenance staff due to 67K additional RSH on the C Line and K Line
  - Custodians for dedicated cleaning and 24/7 coverage
  - Facility Maintenance staff and Rail Electronic Communications Inspectors
- SSLE requests 39 FTEs to provide extremely high visibility and presence 24/7
  - Code of conduct, fare enforcement, and first/last line of security and threat deterrence to LAWA
  - Station includes a Security Operations Center to allow for unified command among Metro and external security/law enforcement partners
- Human Capital and Development, Finance and Budget, and Customer Experience request an additional 14 FTEs to support station and C/K Line reconfiguration





Metro

# Summary of Staffing Request

## RECOMMENDATION

AUTHORIZE the CEO to amend the FY25 budget to add 108 positions:

A. Add 7 non-contract positions to manage customer experience programs, facility maintenance contracts, and provide administrative/financial support

B. Add 101 contract positions to provide daily revenue service, perform ongoing building maintenance, daily security, daily cleaning, custodial work, and customer service in support of planned operations at the new transit center, in addition to the newly configured C and K Lines

| BY UNION | FY25 Budget Amendment |
|---|---|
| AFSCME | 8 |
| ATU | 10 |
| NC | 7 |
| SMART | 4 |
| TEAMSTER | 34 |
| TCU | 45 |
| Total | 108 |

| OPERATIONS | FY25 Budget Amendment |
|---|---|
| RAIL TRANSIT SERVICE DELIVERY | 4 |
| RAIL FLEET SERVICES | 3 |
| INFRASTRUCTURE MAINTENANCE & ENGINEERING | 46 |
| FACILITIES CONTRACTED MAINTENANCE SERVICE | 2 |
| Subtotal | 55 |
| **AUXILIARY DEPARTMENTS** | **FY25 Budget Amendment** |
| SYSTEM SECURITY & LAW ENFORCEMENT | 39 |
| HUMAN CAPITAL & DEVELOPMENT | 1 |
| FINANCE & BUDGET | 3 |
| CUSTOMER EXPERIENCE OFFICE | 10 |
| Subtotal | 53 |
| Total | 108 |

Metro

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

**File #:** 2024-0213, **File Type:** Budget **Agenda Number:** 38.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: STAFFING REQUEST FOR METRO CENTER**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to amend the Fiscal Year 2025 (FY25) Budget and add 27 positions as shown below:

A. ADD five non-contract positions for the System Security and Law Enforcement, Information and Technology Services, and the Operations department to manage/perform the day-to-day emergency, security, physical security, and cyber security operations, as well as manage facilities staff to support maintenance/custodial activities within the facility; and

B. ADD 22 contract positions for the System Security and Law Enforcement, Information and Technology Services, and Operations departments to manage calls for security service systemwide, as well as provide technical support of computers, software, and data center for a critical facility, supervise/perform ongoing building maintenance, safety and security, daily cleaning, and custodial work in support of a 24-hour daily operation.

## ISSUE

Metro Center is a new Security facility scheduled to open in December 2024. Preparing for this new facility requires technical, maintenance, and auxiliary staff across three departments. Metro must begin recruiting technical operations staff before opening the facility to ensure adequate training and qualification requirements can be met. These positions will be onboarded using a phased approach throughout FY25, and recruitment will be aligned with critical path activities.

## BACKGROUND

As an essential unified command center, the Metro Center can continuously operate for 72 hours during a catastrophe, even with the loss of water, power, gas, and sewer. Its state-of-the-art operations theaters has built-in scalability to accommodate Metro's future transit system up to 2070. The Metro Center serves as a transportation function for the region's response services by enhancing coordination and communication with regional partners to prepare, mitigate, respond, and recover from major incidents, serious hazards, or terrorist attacks. The co-location of the EOC and

SOC provides 24/7 support to System Security and Law Enforcement coordination for bus and rail incidents, protection of Metro facilities/infrastructure, and daily operational connectivity to all bus and rail systems. Metro Center will also align with the Federal Emergency Management Agency's (FEMA) National Incident Management System, a system of national guidelines/principles for businesses to prepare, mitigate, respond, manage, and recover from incidents.

Metro Center is a one-story, 26,000-square-foot building that can house up to 200 employees, with 53 parking spaces, and 10 electric vehicle charging stations. In addition, this space will consist of an IT office space, media room, training room, wellness room, and staff rest area. It consolidates and co-locates Metro's Emergency Operations Center (EOC) and Security Operations Center (SOC), currently located at Gateway Headquarters and One Santa Fe. The various operational aspects housed within the facility include Emergency Management, Physical Security, Data Analytics, Cyber Security collaboration, SOC activity to support bus and rail operations, as well as the EOC for agency -wide/regional incidents and major special events. While providing 24-hour, seven days a week (24/7) operational support, the center will also manage major transit emergencies, special events, and System Security and Law Enforcement response.

The Metro Board approved construction of the Metro Center facility in Fall 2020, and the Board-approved Life of Project budget is $144 million.

## DISCUSSION

The Metro Center is scheduled to be substantially completed this month. It is expected to be fully functional and open for business by December 2024. This agency-wide request for increased staffing in FY25 supports personnel needs for the operation/maintenance of the facility and adjunct departments.

The requested resources represent three departments, each important for successfully implementing daily and emergency activities.

*Operations*

Operations is responsible for maintaining all communication and fire/life safety systems. As an emergency facility, the communication systems must be well maintained with ongoing support to minimize any possible downtime with dedicated communication staff. Additionally, Operations will provide general upkeep and ongoing maintenance of the facility and its systems to eventually execute necessary state-of-good repair programs. The Facilities Maintenance department will also provide custodial and janitorial services. In order to develop the staffing plan for this facility, Operations used the Rail and Bus Control Centers (ROC/BOC) as a model for the quantity of positions and job classifications. The 15 positions requested by Operations are as follows:

- Infrastructure Maintenance & Engineering (4 FTEs)
  - 2 Rail Electronic Communications Inspectors to maintain the Video Management system (VMS) head-end system for CCTV at this location, radio base station, and other critical communication and fire/life safety systems. Similar to coverage at the Rail Control Center (ROC), there will be single staff coverage at this facility on the 1st, 2nd, and 3rd

shifts, Monday through Friday, with weekend coverage augmented by existing staff.
    - 2 System Electronic Communication Technicians (SECT) to maintain the Gateway server (Telephone System) and two video walls for the 24x7 center. There will be 1 SECT staffed to support the MCP for each shift, 1st, 2nd, 3rd, Monday through Friday. For the weekends, the coverage will be augmented by the existing staff.
- Facilities Maintenance (11 FTEs)
    - 4 Facilities Maintenance field positions: 1 Facilities Systems Technician, 1 Electrician, 1 Property Maintainer, and 1 Air Conditioning Technician. These positions will perform all mandated and regulatory maintenance along with facility preventative and corrective maintenance activities to keep the facility in a state of good repair. Activities also include inspecting and maintaining all fire/life and safety apparatuses, performing small-scale construction projects for the purpose of safety improvements and emergency response, and maintaining/repairing electromechanical equipment. Some equipment includes but is not limited to emergency generators, transfer switches, solar systems, fuel islands, chillers, boilers, air handlers, condenser units, heat pumps, backflows, hydrants, water heaters/pumps, and plumbing fixtures. In order to have an immediate response to critical systems and facility issues, staff will be deployed on one shift per day, Monday through Friday, and weekend coverage will be augmented by existing staff.
    - 5 Custodians are to provide dedicated crews to maintain overall general cleanliness levels, including trash removal, floor care, disinfecting services, as well as dusting restrooms, locker rooms, breakrooms, and response to trouble calls. The center will have dedicated staff across 3 shifts, Monday through Friday, and weekends will be augmented with existing staff.
    - 1 Facilities Maintenance Supervisor to supervise technicians and facilities maintainers.
    - 1 General Services Manager to supervise dedicated cleaning crews.

*Systems Security and Law Enforcement*

The SOC will perform in a Unified Command structure under the Incident Command System (ICS), FEMA's standardized approach to the command, control, and coordination of incident response, providing a common operating picture and flexibility within which responders from multiple agencies or departments can be effective. The mission of the SOC is to provide reliable security practices protecting Metro's passengers, employees, assets, critical infrastructure, and revenues throughout the system. The goals of the operation include the following:

1. Receive video management system alerts and intrusion detection system alarms simultaneously alongside the ROC and BOC, utilizing the Electronic Security Systems (ESS).
2. Coordinating with the ROC and/or BOC on day-to-day activities related to impacts on the Metro system.
3. Notifying and coordinating with law enforcement and first response agencies of events occurring across the Metro system.
4. Operating 24/7 to ensure constant surveillance and preparedness for incidents and events within a multi-layered unified virtual command.
5. Coordinating the dispatch and response of multi-layered resources to preserve the safety and security of the passengers and respond to events.

6. Operate as the Metro Command Post for significant events.

This affords a multi-layer represented presence within the SOC theater for linear situational awareness when incidents occur and is comprised of the following:

- Contracted law enforcement liaisons to support law enforcement response and collaboration with Metro for direct and indirect incident impacts to the system
- Transit Ambassador liaison to streamline information from and to the field to ensure awareness is afforded to ambassadors
- Homeless Outreach liaison for enhanced coordination and communication to support people experiencing homelessness efforts throughout the system
- Contract Security Dispatchers will deploy security field personnel for infrastructure protection services agency-wide and coordinate within the multi-layer when support is needed
- Metro Transit Security Sergeant as the SOC Floor Supervisor to guide the SCSs and ensure cohesive support amongst all represented

The 6 new FTEs are:

- 4 Security Control Specialists to coordinate with the Rail Operations Center, Bus Operations Center, external local first responders, dispatch of Metro Transit Security, and monitor the Transit Watch app when there are calls for service.
- 1 Departmental Systems Analyst to identify security technologies, analyze capabilities for usage, conduct technical studies, benefit-cost analyses, and serve as data scientists for security solutions.
- 1 Senior Emergency Management Specialist to support SOC standard operating procedures, plus continued maintenance and development of emergency plans for special events and major incidents or disasters.

*Information and Technology Services (ITS)*

ITS requests the following six (6) positions to provide technical, cyber security, and daily system support for the variety of technical systems housed at this facility.

- 1 Network Engineer to support current and future integrations to the technically driven public safety facility.
- 1 Information Security Officer to provide cyber security support within the SOC to collaborate with ITS, Rail ITS/SCADA Engineer for threat detection, incident response, network security, and data protection.
- 4 Digital Systems Technicians to ensure system problems and failures are mitigated on-demand (including computer and software support). Additionally, the techs will maintain the data center and align it with the Gateway Data Center for the agency, which will have the capacity to support enterprise-wide systems as well as minimize system failures within a 24/7 critical facility, such as the BOC and ROC.

<u>Considerations</u>

This request supports the personnel needed to perform activities at Metro Center. It incorporates the time frame required to train and recruit new personnel in conjunction with related project deliverables. In addition, this plan includes thirty-three (33) existing positions within the System Security and Law Enforcement department that have been identified to relocate to Metro Center from their current locations. To develop this request, staff analyzed several factors, including service hours, shift requirements, facility state of good repair, and current labor ratios. The authorization to add positions will allow Metro to hire and provide training for the requested personnel to meet planned deliverables.

## DETERMINATION OF SAFETY IMPACT

Metro Center will support Rail Operations Control (ROC) and Bus Operations Control (BOC) daily by deploying response teams, coordinating law enforcement responses, providing real-time situational awareness, and reducing incident response time. These activities are critical to Metro's effectiveness and transition to normal operations after an incident. During emergencies, the facility will provide physical space for staff from areas of operations, security, law enforcement, and others. The facility will house all departments to allow effective collaboration, process incoming information and threats, and collect and disseminate critical information. This will enhance the interoperability during a coordinated response with local governments, mutual aid organizations, and first responders.

## FINANCIAL IMPACT

The FY25 estimated budget impact is $6,700,000. Costs will be budgeted for Project 300018 - Emergency Security Operations Center, which will be located within various cost centers and will support funding for the recruitment and training of the added positions.

Impact to Budget

This action will be funded from Federal, State, and Local funds eligible for bus and rail Operations and Capital activities. No other funds were considered for this effort.

## EQUITY PLATFORM

The additional staff requested will allow Metro to fulfill our strategic goals of helping people within the communities we serve, including Equity Focus Communities, by enhancing systemwide safety for transit riders and by providing diverse, good-paying employment opportunities with the new FTEs. The table below highlights the diverse backgrounds of existing staff within the requested job classifications.

| Union Group | African American | Asian | Hispanic | Native Hawaiian | Two or More | White | N/A |
|---|---|---|---|---|---|---|---|
| AFSCME | 20% | 5% | 60% | 0% | 5% | 10% | 0% |
| ATU | 4% | 7% | 61% | 1% | 1% | 27% | 0% |
| NC | 5% | 75% | 10% | 0% | 5% | 5% | 0% |
| TCU | 38% | 2% | 45% | 0% | 5% | 2% | 7% |
| TEAMSTER | 20% | 7% | 53% | 0% | 13% | 7% | 0% |
| Total | 29% | 6% | 48% | 0% | 4% | 8% | 5% |


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Metro Center will improve security for systemwide transit users, who are 88% people of color and primarily low-income, with 83% of riders reporting an annual household income of $49,000 or less. The facility will support Rail Operations Control and Bus Operations Control for incident responses to minimize disruptions to revenue service, and the centralized location will utilize innovative technology to reduce response times and streamline awareness of what is happening on the system.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5: Provide responsive, accountable, and trustworthy governance within the organization. Metro Center provides a central location to support daily security events such as emergency calls, agency-wide events such as fires, and regional events such as earthquakes. This allows the agency to be nimbler in coordination and response time to all situations. This responsiveness improves the agency's effectiveness in supporting its employees and the public.

## ALTERNATIVES CONSIDERED

The alternative is that the Board may not approve the FTE request. This alternative is not recommended since rejecting this request would jeopardize the Agency's ability to staff Metro Center adequately.

## NEXT STEPS

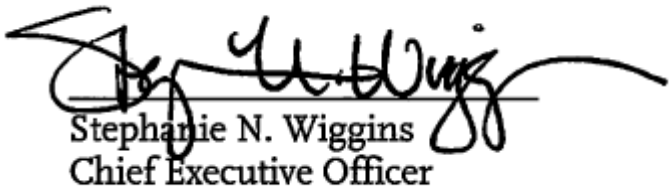
Upon approval, staff will begin recruitment activities to fill these positions and, once hired, train and deploy into available assignments.

## ATTACHMENTS

Attachment A - Summary of FTE Request

Prepared by: Carolyn Kreslake, Deputy Executive Officer, Operations, (213) 922-7420
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Ilyssa Esgar-Decasperis, Chief People Officer, (213) 922-3048
Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2990
Nalini Ahuja, Chief Financial Officer, (213) 922-3088

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

# METRO CENTER PROJECT SUMMARY OF FTE REQUEST

| | OPERATIONS | FY25 Budget Amendment |
|---|---|---|
| 1 | INFRASTRUCTURE MAINTENANCE & ENGINEERING | 4 |
| 2 | FACILITIES MAINTENANCE | 11 |
| 3 | Subtotal | 15 |
| 4 | **AUXILIARY DEPARTMENTS** | **FY25 Budget Amendment** |
| 5 | SYSTEM SECURITY & LAW ENFORCEMENT | 6 |
| 6 | INFORMATION & TECHNOLOGY SERVICES | 6 |
| 7 | FINANCE & BUDGET | |
| 8 | Subtotal | 12 |
| 9 | Total | 27 |
| 10 | | |
| 11 | | |
| 12 | **BY UNION** | **FY25 Budget Amendment** |
| 13 | AFSCME | 1 |
| 14 | ATU | 12 |
| 15 | NC | 5 |
| 16 | SMART | 0 |
| 17 | TEAMSTER | 4 |
| 18 | TCU | 5 |
| 19 | Total | 27 |

# Staffing Request for LAX/Metro Transit Center Opening and Related C and K Line Reconfiguration




Metro

Board Staff Briefing
July 11, 2024

# LAX/Metro Transit Center Opening and Reconfiguration of C Line and K Line

- LAX/Metro Transit Center is planned to open in November 2024
  - Opening of Aviation/Century station and reconfiguration of C Line and K Line operations
  - Increased service on these lines as part of FY25 revenue service plan
- LAX/Metro Transit Center connects transit service to LAX and brings bus, rail, and active transportation modes into one hub
  - Rail station, 16-bay bus plaza, multi-level active transportation hub, private vehicle drop-off zone, customer service center, interactive information kiosks, TVMs, public toilet facilities, and commercial space for potential tenants
  - Critical asset for upcoming major events (World Cup, Olympic/Paralympic Games)
- Additional staff is required for extra service on the C and K Lines and to ensure proper upkeep and security of the station, escalators, artwork, etc
  - Once APM opens to the public, additional staff will be required (to be addressed in FY26 budget)

Metro

# Staffing Request – 108 FTEs for FY25

- Staffing request is based on current actual staffing levels for Union Station, which is the only comparable/parallel Metro facility
- Operations requests 55 FTEs for to deliver day-to-day services
  - Additional Operators and Maintenance staff due to 67K additional RSH on the C Line and K Line
  - Custodians for dedicated cleaning and 24/7 coverage
  - Facility Maintenance staff and Rail Electronic Communications Inspectors
- SSLE requests 39 FTEs to provide extremely high visibility and presence 24/7
  - Code of conduct, fare enforcement, and first/last line of security and threat deterrence to LAWA
  - Station includes a Security Operations Center to allow for unified command among Metro and external security/law enforcement partners
- Human Capital and Development, Finance and Budget, and Customer Experience request an additional 14 FTEs to support station and C/K Line reconfiguration

Metro

# Summary of Staffing Request

## RECOMMENDATION

AUTHORIZE the CEO to amend the FY25 budget to add 108 positions:

A. Add 7 non-contract positions to manage customer experience programs, facility maintenance contracts, and provide administrative/financial support

B. Add 101 contract positions to provide daily revenue service, perform ongoing building maintenance, daily security, daily cleaning, custodial work, and customer service in support of planned operations at the new transit center, in addition to the newly configured C and K Lines

Requested FTEs in this report are within affordability/capacity of the approved FY25 Budget, as confirmed by OMB.

| | OPERATIONS | Total # of FTEs | FY25 Budget Amendment | FY26 |
|---|---|---|---|---|
| 1 | RAIL TRANSIT SERVICE DELIVERY | 4 | 4 | |
| 2 | RAIL FLEET SERVICES | 3 | 3 | |
| 3 | INFRASTRUCTURE MAINTENANCE & ENGINEERING | 46 | 46 | |
| 4 | FACILITIES CONTRACTED MAINTENANCE SERVICE | 2 | 2 | |
| 5 | Subtotal | 55 | 55 | 0 |
| 6 | AUXILIARY DEPARTMENTS | Total # of FTEs | FY25 Budget Amendment | FY26 |
| 7 | SYSTEM SECURITY & LAW ENFORCEMENT | 83 | 39 | 44 |
| 8 | HUMAN CAPITAL & DEVELOPMENT | 1 | 1 | |
| 9 | FINANCE & BUDGET | 5 | 3 | 2 |
| 10 | CUSTOMER EXPERIENCE OFFICE | 15 | 10 | 5 |
| 11 | Subtotal | 104 | 53 | 51 |
| 12 | Total | 159 | 108 | 51 |

Metro

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

**File #:** 2024-0385, **File Type:** Contract **Agenda Number:** 39.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**JULY 18, 2024**

**SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES**

**ACTION: APPROVE CONTRACT MODIFICATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP729180008370 with Link-Nilsen Corp, for Fire-Life Safety Systems Testing, Repair and Certification Services, to exercise the one, two-year option in the not-to-exceed (NTE) amount of $1,990,280, and adding testing locations in the NTE amount of $702,452, increasing the total contract NTE amount from $3,911,744 to $6,604,476, inclusive of the option term, and extending the period of performance from September 30, 2024 to September 30, 2026.

## ISSUE

The existing contract's three-year base term to provide fire-life safety systems testing, repair, and certification services expires on September 30, 2024. To continue providing these critical services and ensure compliance with Los Angeles Fire Department (LAFD) Regulation 4 (Reg. 4), state and federal fire-life safety testing mandates, a contract modification is required to exercise the two-year option, and add testing locations, increasing the total NTE amount from $3,911,744 to $6,604,476 and extending the period of performance from September 30, 2024, to September 30, 2026.

## BACKGROUND

On June 24, 2021, the Board authorized the Chief Executive Officer to award a firm fixed unit rate Contract No. OP729180008370, with one, two-year option, to provide systemwide fire-life safety systems testing, repair, and certification services, effective October 1, 2021.

Under the existing contract, the contractor Link-Nilsen Corp. has been providing satisfactory services for systemwide annual and five-year Reg. 4 testing, calibration, repair, retesting where applicable, and certification of water-based fire suppression systems and auto-closing fire assemblies. In the past year, Link Nilsen has tested and certified a total of 1,286 fire-life safety systems at Metro facilities consisting of 42 pre-action systems, 87 deluge systems, 510 automatic fire sprinkler systems, 162 standpipes, 17 fire pumps, 48 pressure-reducing valves, 174 fire hydrants, 229 auto-closing fire assemblies, two (2) water storage tanks, one (1) smoke control system, and 14 pressurized stairwell systems. These services are timely and critical to ensure compliance with the

Reg. 4 and fire-life safety testing requirements.

## DISCUSSION

Under the existing contract's three-year base term, the contractor's responsibilities have expanded to include repair, annual and five-year testing, and certification of water-based fire suppression systems, auto-closing fire assemblies, smoke management systems, and clean agent extinguishing systems throughout new locations added to the scope of this contract to include Union Station East Portal and Gateway Headquarters Building. These locations used to be managed under a separate contract outside Metro Operations. The scope of services have further expanded to include Metro's system expansion projects for the K Line (Crenshaw/LAX), and Regional Connector (RC).

With staff's focus on providing fiscally responsible services, the costs associated with providing the critical fire/life safety testing and repair services for the additional locations added during the existing contract base period were covered within the contract base term available authority for as-needed services.

Under Modification No. 3 recommended for approval, the existing contract scope of services will further expand to include water-based fire suppression systems and auto-closing fire assemblies for Metro's upcoming system expansion projects at the Airport Metro Connector (AMC), A-Line (Blue) Foothill Extension 2B, and the Metro D Line (Purple) Extension Phase I. This is in addition to the further expanded scope to include the locations added within the existing contract base term.

## DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure timely testing, repair, and certification of the fire-life safety equipment, compliance with the LAFD Reg. 4 and fire-life safety mandated testing requirements and guidelines, and the delivery of safe and reliable facilities and services to Metro employees and patrons.

## FINANCIAL IMPACT

Funding of $1,335,900 is included within the FY25 budget under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

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

### Impact to Budget

This action's current source of funds includes operating eligible sales tax funding, including Passenger Fares, Propositions A/C, Measures R/M, STA, and the Transportation Development Act. These fund sources are eligible for bus and rail operations.

## EQUITY PLATFORM


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Although this contracted service will be applied equally to fire-life and safety systems at all Metro divisions, stations, terminals, and locations, and patrons have no direct interaction with fire-life safety systems throughout the Metro transit system, it is imperative that fire-life safety systems are tested and certified to ensure proper operation during an emergency and ensure rider safety. This is especially critical in EFCs, where public transportation is dependent on as the primary means of travel.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of availability of certified firms able to perform the required fire-life safety systems testing, repair, and certification services.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5; Provide responsive, accountable, and trustworthy governance within the Metro organization. Providing on-time fire-life safety equipment testing, repair, and certification services will ensure compliance with LAFD Reg. 4, state, and federal fire-life safety testing requirements while continuing to provide a safe environment for Metro employees and patrons.

## ALTERNATIVES CONSIDERED

The board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service severely impacting Metro’s system safety and resulting in non-compliance with federal, state, and LAFD Reg. 4 fire-life safety testing requirements.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has conducted an initial analysis for insourcing/outsourcing options for providing fire-life safety systems testing, repair, and certification services, amongst other services. Based on the findings, providing fire-life safety systems testing, repair, and certification services were not recommended for insourcing as this would require Metro to hire dedicated staff to be trained on several water-based fire-life, safety systems, require the dedicated staff to acquire Reg. 4 certifications for each type of system, acquire and maintain a valid C16 state contractor's license, and purchase additional equipment, vehicles, and supplies to support the expanded responsibility. The insourcing/outsourcing study assessment results indicate that this is not a cost-effective option for Metro.

## NEXT STEPS

Upon approval by the Board, staff will execute Contract Modification No. 3 to Contract No. OP729180008370 with Link-Nilsen Corp. for systemwide Reg. 4 and fire-life safety testing, repair, and certification services effective October 1, 2024.

## ATTACHMENTS

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

Prepared by: Lena Babayan, Executive Officer, Operations Administration (Interim), (213) 922-6765
Carlos Martinez, Director, Facilities Contracted Maintenance Services, (213) 922-6761
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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

Stephanie N. Wiggins
Chief Executive Officer


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## PROCUREMENT SUMMARY

## FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES/OP729180008370

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: OP729180008370 | | | |
| **2.** | **Contractor**: Link-Nilsen Corp | | | |
| **3.** | **Mod. Work Description**: Exercising two-year Option, Adding Locations | | | |
| **4.** | **Contract Work Description**: Conduct Fire-Life Safety Systems Testing, Repair and Certification Services | | | |
| **5.** | **The following data is current as of**: 6/5/2024 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 6/24/2021 | **Contract Award Amount:** | $3,911,744 |
| | **Notice to Proceed (NTP):** | 10/1/2021 | **Total of Modifications Approved:** | $0 |
| | **Original Complete Date:** | 9/30/2024 | **Pending Modifications (including this action):** | $2,692,732 |
| | **Current Est. Complete Date:** | 9/30/2026 | **Current Contract Value (with this action):** | $6,604,476 |
| | | | | |
| **7.** | **Contract Administrator**: Ana Rodriguez | | **Telephone Number**: (213) 922-1076 | |
| **8.** | **Project Manager**: Marisol Cabral | | **Telephone Number**: (213) 922-5021 | |

## A. Procurement Background

This Board Action is to approve Contract Modification No. 3. to exercise a two-year option in the not-to-exceed (NTE) amount of $1,990,280, and add testing locations in the NTE amount of $702,452, increasing the total NTE amount from $3,911,744 to $6,604,476, and extending the period of performance from September 30, 2024 to September 30, 2026.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

On June 24, 2021, Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP729180008370 to Link-Nilsen Corp to provide systemwide fire-life safety systems testing, repair, and certification services, effective October 1, 2021 inclusive of a three-year base and one, two-year option.

Refer to Attachment B – Contract Modification/Change Order Log

## B. Cost/Price Analysis

The recommended price of the option and modification for additional locations, have been determined to be fair and reasonable based upon firm fixed unit rates that were evaluated and established as part of the current contract awarded in June 2021. The contract was awarded as a result of a competitive IFB that included evaluation of the base period and two-year option. The award was made to the lowest responsive, responsible bidder. Approving this option and modification using the firm fixed unit rates already established is in the best interest of Metro as resoliciting this requirement is expected to result in a higher price for these services.

| Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|
| NTE $2,692,732 | NTE $2,692,732 | NTE $2,692,732 |

**ATTACHMENT B**

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES/OP729180008370

| Mod. no. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Modification to the Statement of Work | Approved | 12/21/2021 | $0.00 |
| 2 | Revised List of Locations | Approved | 9/30/2022 | $0.00 |
| **3** | **Exercise Option 1, Add Locations** | **Pending** | | **$2,692,732** |
| | **Modification Total:** | | | **$2,692,732** |
| | **Original Contract:** | | | **$3,911,744** |
| | **Total:** | | | **$6,604,476** |

# DEOD SUMMARY

## FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES/OP729180008370

### A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of certified firms available to provide the required services. Link-Nilsen Corporation listed one non-DBE subcontractor to perform on this contract.

### B. Local Small Business Enterprise (LSBE) Preference

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

### C. Living Wage and Service Contract Worker Retention Policy Applicability

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

### D. Prevailing Wage Applicability

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

### E. Project Labor Agreement/Construction Careers Policy

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

# Fire-life Safety Systems Testing, Repair and Certification Services

# Recommendation

- Authorize the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP729180008370 with Link-Nilsen Corp, for Fire-Life Safety Systems Testing, Repair and Certification Services to:
  - Exercise the one, two-year option in the Not-To-Exceed (NTE) amount of $1,990,280,
  - Add testing locations in the NTE amount of $702,452
  - Increase the total contract NTE amount from $3,911,744 to $6,604,476, including the three-year base period
  - Extend the period of performance from September 30, 2024, to September 30, 2026
- The existing contract's three-year base term expires on September 30, 2024

Metro

# Summary

- Under the existing contract, the contractor Link-Nilsen Corp. has been providing satisfactory services
- Under the existing contract's three-year base term, the contractor's responsibilities have expanded to include locations maintained by others and system expansion projects at:
  - Gateway Headquarters Building & Union Station East Portal
  - K Line (C/LAX)
  - Regional Connector
- During the one, two-year option the responsibilities will further expand to include:
  - Airport Metro Connector (AMC)
  - A Line (Blue ) Foothill Extension 2B
  - Metro D Line (Purple) Extension Phase I

Metro

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

**File #:** 2024-0439, **File Type:** Policy **Agenda Number:** 43.

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESCISSION OF RESOLUTION OF NECESSITY**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

RESCIND the Resolutions of Necessity ("RON's") previously adopted on August 25, 2022, which authorized the commencement of eminent domain actions to acquire certain partial permanent and temporary property rights ("Property Interests") in the Canoga Park properties listed along the Metro G Line in the table below as follows:

A. Property: 21339 Saticoy St., Canoga Park, CA 91304
- APN: 2109-031-017 (MOL-004)
- Property Owner: Astra Holding, Inc a California Corporation
- Property Interests: Permanent Partial Acquisition - 185 SF, TCE - 313 SF, 64 months duration

B. Property: 21339 Sherman Way, Canoga Park, CA 91303
- APN: 2111-030-018 (MOL-006)
- Property Owner: Spectrum Investment Corporation, a California Corporation
- Property Interests: Permanent Partial Acquisition - 720 SF, TCE - 400 SF, 66 months duration

C. Property: 21400 Roscoe Blvd, Canoga Park, CA 91304
- APN: 2110-003-036 (MOL-008)
- Property Owner: 21400 Roscoe, LLC, a California limited liability company
- Property Interests: Permanent Street Easement - 177 SF, TCE - 264 SF, 67 months duration

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

## ISSUE

Acquisition of the Property Interests is no longer required by the Metro G Line (Orange) Bus Rapid Transit Improvements Project ("Project"). Therefore, the RON's and related eminent domain court cases are no longer necessary. For the purpose of formally abandoning the acquisition of the properties and closing out dismissal of the related eminent domain cases, staff is recommending the Board formally rescind the RON's by approving this action.

## BACKGROUND

Between April and June 2022, Metro issued written offers to the owners of the above-mentioned Properties to acquire Property Interests for the installation of railroad-style four-quadrant safety gate systems. After months of unsuccessful negotiations, on August 25, 2022, the Los Angeles County Metropolitan Transportation Authority ("LACMTA") Board held hearings and adopted Resolutions of Necessity ("RON's") to acquire Property Interests required for the construction and operation of railroad-style four-quadrant safety gate systems at the properties listed above. Shortly after the RON's were adopted condemnation counsel filed and served the eminent domain complaints.

## DISCUSSION

At its November 2023, staff provided an update to the Board on the scope, schedule and budget of the Project, including exploring cost savings by installing fewer gates. A task force comprised of representatives from Metro safety, systems engineering, bus operations and LADOT determined the gates are no longer required, which eliminates the need for the Property Interests. Condemnation counsel has filed notices of abandonment and dismissal of the legal proceedings for the acquisitions. To formally close out the eminent domain cases, staff recommends the Board authorizes recission of the RON's. The adopted RON's are attached for reference as follows:

- Attachment A - MOL-004 Resolution of Necessity
- Attachment B - MOL-006 Resolution of Necessity
- Attachment C - MOL-008 Resolution of Necessity

The G Line Project team has decertified the previously required property interests, and condemnation counsel has filed with the Superior Court notices of abandonment and requests for formal dismissal of the legal proceedings for those acquisitions.

## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

The funding for this action is included in the Fiscal Year 2025 (FY25) budget under Project 871405 Metro G Line (Orange) Bus Rapid Transit Improvement Project, in Cost Center 8510, Account Number 53103 (Acquisition of Land) and Fund 6003. No additional funding for this action is required.

Impact to Budget

The approved FY25 budget is designated for the Metro G Line (Orange) Bus Rapid Transit Improvement Project and does not have an impact to operations funding sources.

## EQUITY PLATFORM

The Project seeks to improve transit passenger experience and pedestrian safety through the construction of grade separations, vehicle and pedestrian crossing gates, first/last mile improvements, and ADA accessible features along the entire G Line alignment. The proposed removal of Project scope has an impact on the quantity of improvements made but does not impact the quality of the portions that remain and are intended to more inclusively serve riders, including those from Equity Focus Communities. Although crossing gates may be removed, staff are exploring alternatives that will preserve end-to-end run time reductions.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action is consistent with LACMTA Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it may result in the court determining that LACMTA's abandonments and dismissals of the three affected matters was not valid and require acquisition of the Property.

## NEXT STEPS

If this action is approved by the Board, condemnation counsel will seek to complete the formal dismissal of the eminent domain actions.

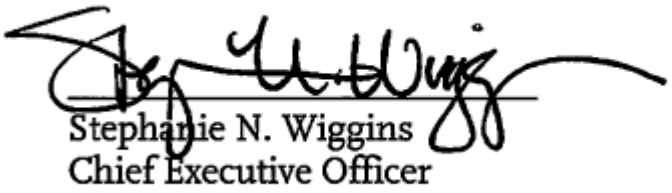
## ATTACHMENTS

Attachment A - MOL-004 Signed Resolution of Necessity
Attachment B - MOL-006 Signed Resolution of Necessity
Attachment C - MOL-008 Signed Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer-Real Estate, (213) 922-7051

Holly Rockwell, Senior Executive Officer, Real Estate and Transit-Oriented Communities, (213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENTS PROJECT, ("PROJECT") – PARCEL NO. MOL-004**

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

Section 1.

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

Section 2.

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

Section 3.

The Property Interests consist of the acquisition of a Permanent Partial Acquisition and a 64-month Temporary Construction Easement ("TCE"), as described more specifically in the legal descriptions (Exhibit "A-1" and "A-2"), respectively, and depicted in the plat maps (Exhibit "B-1" and "B-2"), respectively, attached hereto (hereinafter, the "Property Interests"). The actual construction time frame related to each property will have a duration of approximately six (6) months. Additionally, access for ingress and egress will be maintained during construction to minimize impacts to the property and/or the property occupants.

Section 4.

(d.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Metro G Line (Orange) Bus

Rapid Transit Improvement Project ("Project");

(e.) In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate "passenger and commuter services" improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

(f.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain

Section 5.

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

(e.) The public interest and necessity require the proposed Project;

(f.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(g.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(h.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6.

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

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the

matters contained herein and each person whose property is to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 25th day of August 2022.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: JANUARY 10, 2023

**ATTACHMENTS**
Exhibit A-1 and A-2 – Legal Descriptions
Exhibit B-1 and B-2 – Plat Maps

## Parcel MOL-004 – Legal Description

**LEGAL DESCRIPTION**

**ACQUISITION**

**APN# 2109-031-017**

That certain portion of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 8, Block 6, as per map recorded in Book 19, Page 36 of Maps, being more particularly described as follows:

**BEGINNING** at the northwest corner of that certain Irrevocable Offer To Dedicate Document, recorded February 8, 1967 as Recording No. 2437, in Book D3553, Page 936 of Official Records, said point being a point on the westerly line of said Lot 8; thence along said westerly line North 00°17'24" East (North 0°03' East per Book 19, Page 36 of Maps) a distance of 3.00 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said line, North 00°17'24" East, a distance of 22.00 feet; thence leaving said line, South 89°47'21" West, a distance of 2.00 feet; thence South 00°17'24" West, a distance of 7.00 feet; thence South 89°47'24" East, a distance of 5.66 feet; thence South 39°32'58" East, a distance of 3.65 feet; thence South 00°17'24" West, a distance of 15.20 feet to the northerly line of said Irrevocable Offer to Dedicate Document; thence along said northerly line, North 89°47'21" West, a distance of 8.00 feet; thence leaving said line, North 00°17'24" East, a distance of 3.00 feet; thence North 89°47'21" West, a distance of 2.00 feet to the **TRUE POINT OF BEGINNING**.

Containing 184.7 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

Sheet 1 of 2

See Exhibit 'B' attached hereto and made a part hereof.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

2-17-22

Date



**Parcel MOL-004 – Plat**

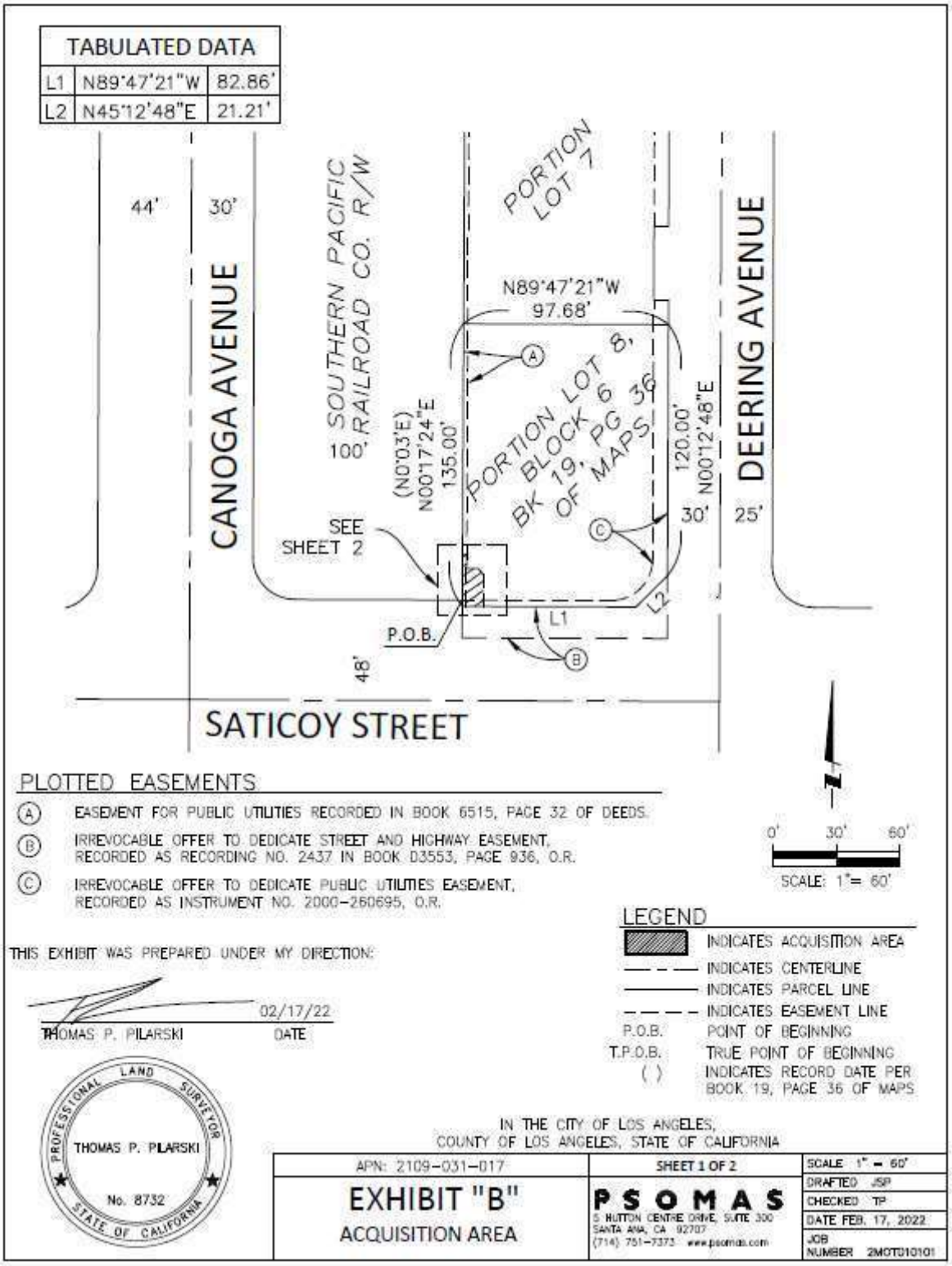


**EXHIBIT A-2**

**Parcel MOL-004 – Legal Description (TCE)**

## LEGAL DESCRIPTION

## TEMPORARY CONSTRUCTION EASEMENT

## APN# 2109-031-017

That certain portion of land, being a strip of land 5.00 feet wide, situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 8, Block 6, as per map recorded in Book 19, Page 36 of Maps, being a strip of land lying 5.00 feet northerly, northeasterly and easterly of the following described line:

**BEGINNING** at the northwest corner of that certain Irrevocable Offer To Dedicate Document, recorded February 8, 1967 as Recording No. 2437, in Book D3553, Page 936 of Official Records, said point being a point on the westerly line of said Lot 8; thence along said westerly line North 00°17'24" East (North 0°03' East per Book 19, Page 36 of Maps) a distance of 25.00 feet to the **TRUE POINT OF BEGINNING**; thence leaving said line, South 89°47'21" East, a distance of 2.00 feet; thence South 00°17'24" West, a distance of 7.00; thence South 89°47'21" East, a distance of 5.66 feet; thence South 39°32'58" East, a distance of 3.65 feet; thence South 00°17'24" West, a distance of 15.20 feet to the northerly line of said Irrevocable Offer to Dedicate Document; thence along said northerly line, South 89°47'21" East, a distance of 30.00 feet.

Said strip of land shall be prolonged or shortened so as to terminate westerly in said westerly line of said Lot 8 and southerly in said northerly line of said Irrevocable Offer to Dedicate Document.

Containing 313.3 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Sheet 1 of 2

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

See Exhibit 'B' attached hereto and made a part hereof.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

02-22-22

Date

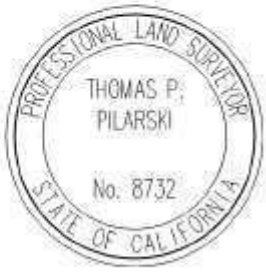
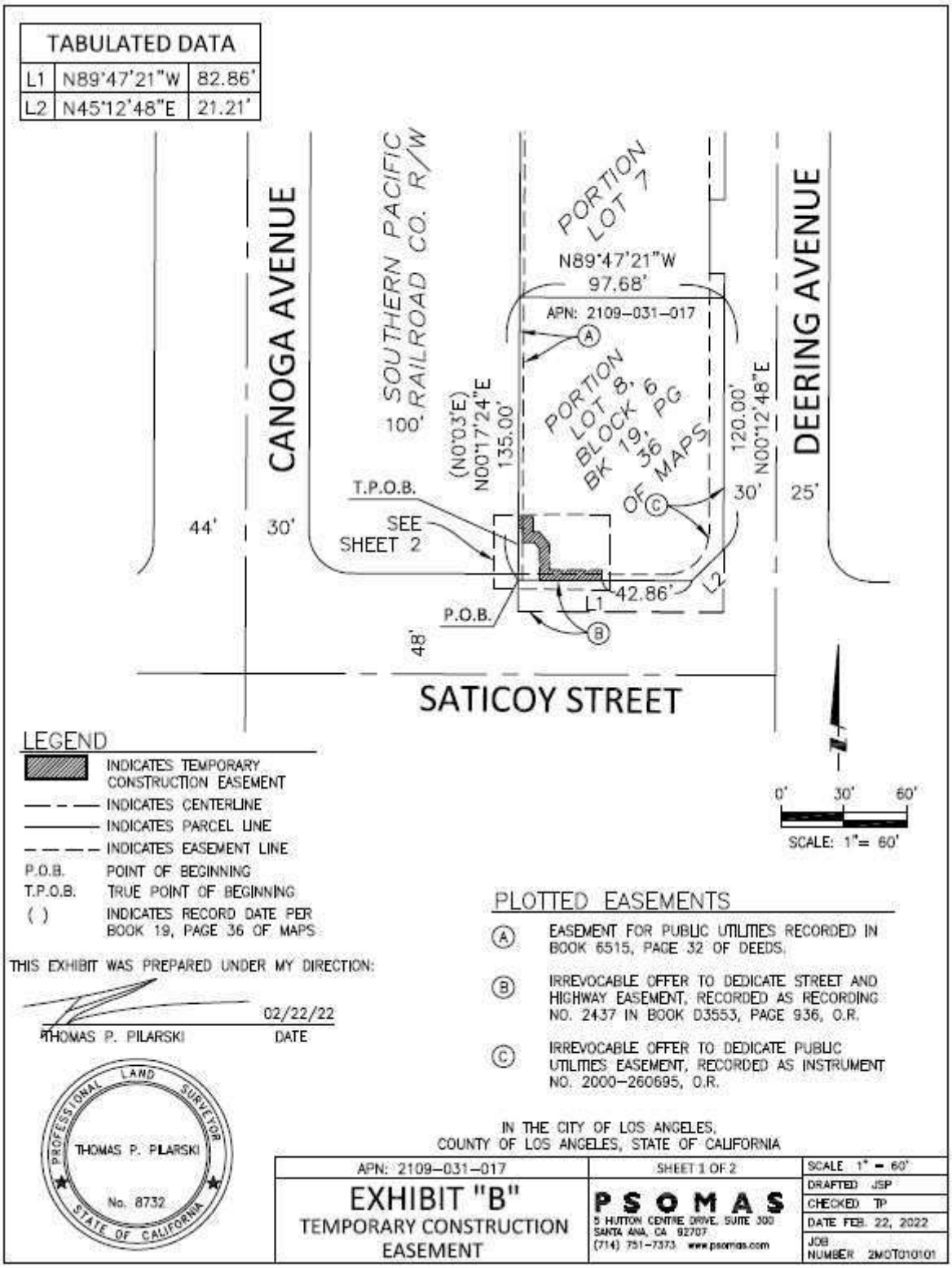


**EXHIBIT B-2**

**Parcel MOL-004 – Plat (TCE)**



**RESOLUTION OF THE**
**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN**
**METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENTS PROJECT, ("PROJECT") – PARCEL NO. MOL-006**

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

Section 1.

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

Section 2.

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

Section 3.

The Property Interests consist of the acquisition of a Permanent Partial Acquisition and a 66-month Temporary Construction Easement ("TCE"), as described more specifically in the legal descriptions (Exhibit "A-1" and "A-2"), respectively, and depicted in the plat maps (Exhibit "B-1" and "B-2"), respectively, attached hereto (hereinafter, the "Property Interests"). The actual construction time frame related to each property will have a duration of approximately six (6) months. Additionally, access for ingress and egress will be maintained during construction to minimize impacts to the property and/or the property occupants.

Section 4.

(g.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Metro G Line (Orange) Bus Rapid Transit Improvement Project ("Project");

(h.) In July 2018, the Board approved a determination that the Project is

Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate "passenger and commuter services" improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

(i.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain

Section 5.

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

(i.) The public interest and necessity require the proposed Project;

(j.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(k.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(l.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 25th day of August 2022.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: JANUARY 10, 2023

**ATTACHMENTS**
Exhibit A-1 and A-2 – Legal Descriptions
Exhibit B-1 and B-2 – Plat Maps

## Parcel MOL-006 – Legal Description

**LEGAL DESCRIPTION**

**ACQUISITION AREA**

**APN# 2111-030-018**

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 11 of Block 44, Owensmouth Tract, as per map recorded in Book 19, Pages 36 and 37, of Maps, in the office of the County Recorder of said County, except the North 120 feet thereof, being more particularly described as follows:

Being the northerly 24.00 feet of the southerly 34.00 feet of the westerly 30.00 feet of that portion of Lot 11 of Block 44, Owensmouth Tract, as per map recorded in Book 19, Pages 36 and 37 of Maps.

Containing 720.0 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

See Exhibit 'B' attached hereto and made a part hereof.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

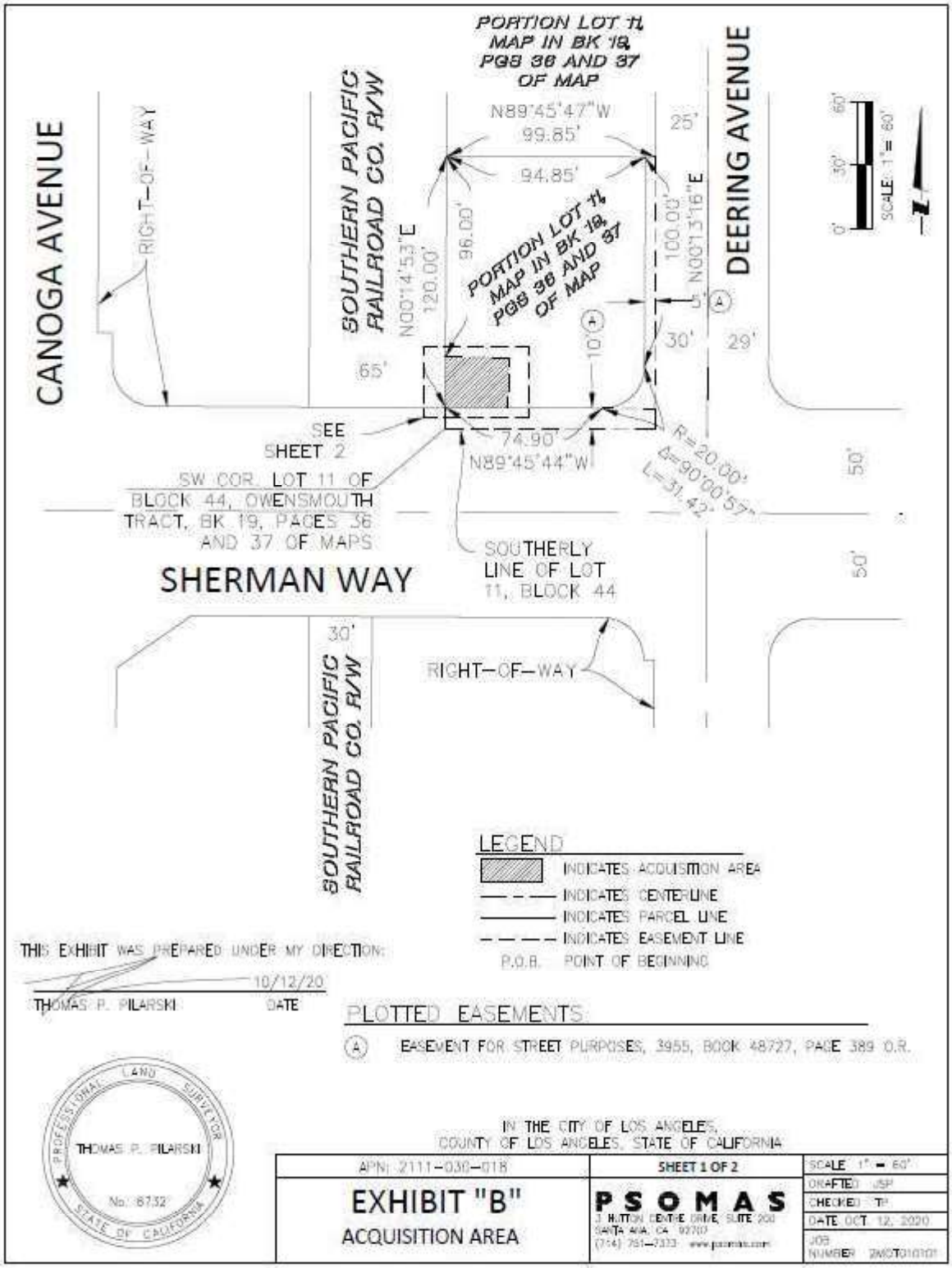
10-12-20
Date




Sheet 1 of 1

**EXHIBIT B-1**

**Parcel MOL-006 – Plat**



**Parcel MOL-006 – Legal Description (TCE)**

## LEGAL DESCRIPTION

## TEMPORARY CONSTRUCTION EASEMENT

## APN# 2111-030-018

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 11 of Block 44, Owensmouth Tract, as per map recorded in Book 19, Pages 36 and 37, of Maps, in the office of the County Recorder of said County, being a 5' wide strip, lying northerly and westerly of the following described line:

Beginning at a point on the westerly line of said Lot 11, said point being 34.00 feet northerly of the southerly line of said Lot; thence leaving said line, North 89°45'44" West, 30.00 feet; thence South 00°14'53 West, 24.00 feet to the northerly line of Sherman Way, per Street Easement recorded August 22, 1955 as Document Number 3955, Book 48727, Page 389 of Official Records; thence along said northerly line, North 89°45'44" West, 26.00 feet.

Containing 400.0 square feet, more or less.

The sidelines of said 5.00 wide easement shall be prolonged or shortened as necessary to terminate at the westerly line of said Lot, and the northerly line of Sherman Way, per said Street Easement.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

See Exhibit 'B' attached hereto and made a part hereof.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

5-19-21

Date

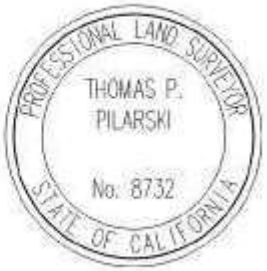
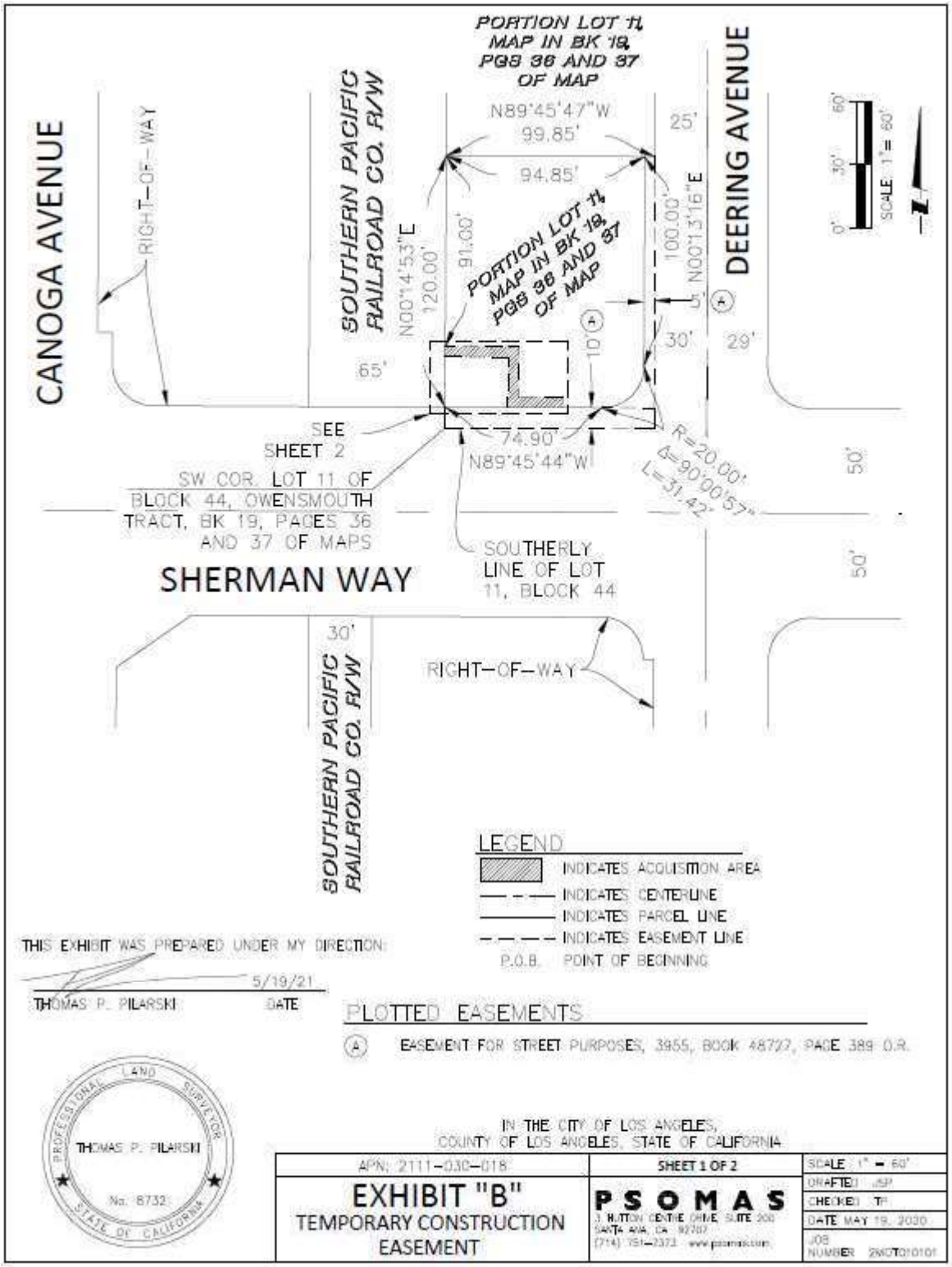


**EXHIBIT B-2**

**Parcel MOL-006 – Plat (TCE)**



**RESOLUTION OF THE**
**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**
**DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN**
**METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENTS PROJECT, ("PROJECT") – PARCEL NO. MOL-008**

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

Section 1.

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

Section 2.

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

Section 3.

The Property Interests consist of the acquisition of a Permanent Street Easement and a 67-month Temporary Construction Easement ("TCE"), as described more specifically in the legal descriptions (Exhibit "A-1" and "A-2"), respectively, and depicted in the plat maps (Exhibit "B-1" and "B-2"), respectively, attached hereto (hereinafter, the "Property Interests"). The actual construction time frame related to each property will have a duration of approximately six (6) months. Additionally, access for ingress and egress will be maintained during construction to minimize impacts to the property and/or the property occupants.

Section 4.

(j.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Metro G Line (Orange) Bus Rapid Transit Improvement Project ("Project");

(k.) In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate "passenger and commuter services" improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

(l.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain

Section 5.

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

(m.) The public interest and necessity require the proposed Project;

(n.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(o.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(p.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 25th day of August 2022.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: JANUARY 10, 2023

**ATTACHMENTS**
Exhibit A-1 and A-2 – Legal Descriptions
Exhibit B-1 and B-2 – Plat Maps

## Parcel MOL-008 – Legal Description

**LEGAL DESCRIPTION**

**ACQUISITION AREA**

**APN# 2110-003-036**

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 1 of Tract No. 5596, as per map recorded in Book 61, Page 44 of maps, being more particularly described as follows:

**BEGINNING** at the southwest corner of that certain document Granted to City of Los Angeles, recorded March 13, 1962, Instrument Number 4337 of Official Records, said point also being 30.00 feet southerly and parallel to the northerly line of Lot 1 of said Tract No. 5596; thence easterly along the southerly line of said Instrument Number 4337, North 89°16'26" East, a distance of 58.63 feet to **TRUE POINT OF BEGINNING**; thence continuing along said line, North 89°16'26" East, a distance of 40.00 feet to the beginning of a 20.00 foot radius curve, concave southwesterly; thence along said curve through a central angle of 90°59'31", an arc length of 31.76 feet; thence leaving said line North 48°11'29" West, a distance of 27.14 feet, thence North 87°51'49" West, a distance of 40.05 feet to the **TRUE POINT OF BEGINNING**.

Containing 177.2 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

Sheet 1 of 2

See Exhibit 'B' attached hereto and made a part hereof.

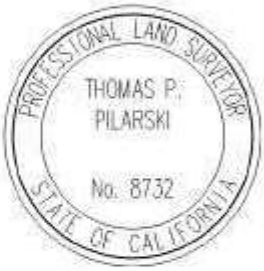
This legal description was prepared by me or under my direction.



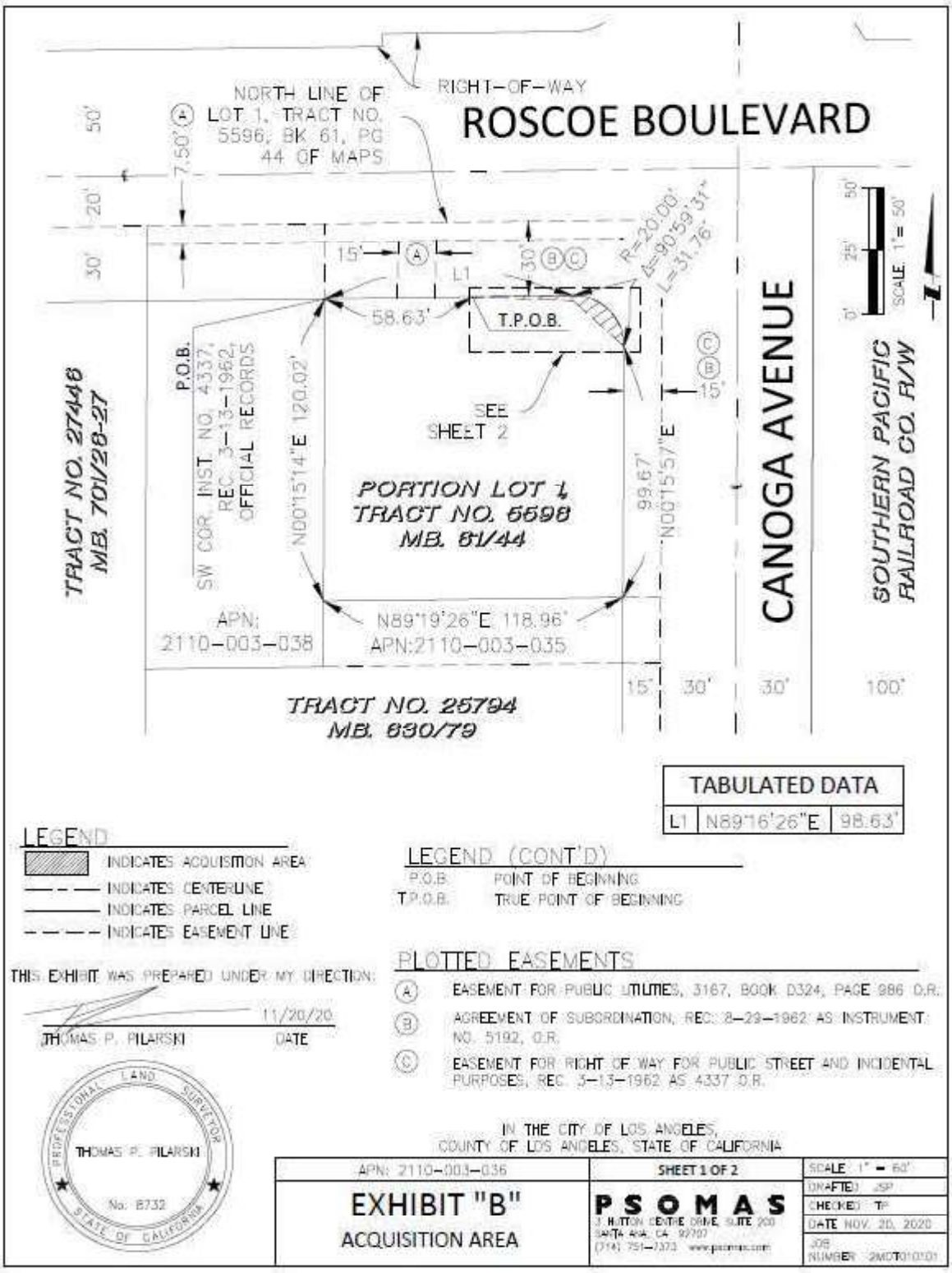
Thomas P. Pilarski. PLS 8732

11-20-20

Date



## Parcel MOL-008 – Plat




| TABULATED DATA | | |
|---|---|---|
| L1 | N89°16'26"E | 98.63' |

LEGEND

- INDICATES ACQUISITION AREA
- INDICATES CENTERLINE
- INDICATES PARCEL LINE
- INDICATES EASEMENT LINE

LEGEND (CONT'D)

P.O.B. POINT OF BEGINNING
T.P.O.B. TRUE POINT OF BEGINNING

PLOTTED EASEMENTS

(A) EASEMENT FOR PUBLIC UTILITIES, 3167, BOOK D324, PAGE 986 O.R.
(B) AGREEMENT OF SUBORDINATION, REC. 8-23-1962 AS INSTRUMENT NO. 5192, O.R.
(C) EASEMENT FOR RIGHT OF WAY FOR PUBLIC STREET AND INCIDENTAL PURPOSES, REC. 3-13-1962 AS 4337 O.R.

THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:

11/20/20
THOMAS P. PILARSKI — DATE

PROFESSIONAL LAND SURVEYOR
THOMAS P. PILARSKI
No. 8732
STATE OF CALIFORNIA

IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

| APN: 2110-003-036 | SHEET 1 OF 2 | SCALE 1" = 50' |
|---|---|---|
| **EXHIBIT "B"**<br>ACQUISITION AREA | **PSOMAS**<br>3 HUTTON CENTRE DRIVE, SUITE 200<br>SANTA ANA, CA 92707<br>(714) 751-7373 www.psomas.com | DRAFTED JSP<br>CHECKED TP<br>DATE NOV. 20, 2020<br>JOB NUMBER 2MOT010101 |

**Parcel MOL-008 – Legal Description (TCE)**

## LEGAL DESCRIPTION

## TEMPORARY CONSTRUCTION EASEMENT

## APN# 2110-003-036

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 1 of Tract No. 5596, as per map recorded in Book 61, Page 44 of maps, being more particularly described as follows:

**BEGINNING** at the southwest corner of that certain document Granted to City of Los Angeles, recorded March 13, 1962, Instrument Number 4337 of Official Records, said point also being 30.00 feet southerly and parallel to the northerly line of Lot 1 of said Tract No. 5596; thence easterly along the southerly line of said Instrument Number 4337, North 89°16'26" East, a distance of 58.63 feet to **TRUE POINT OF BEGINNING**; thence leaving said line, South 87°51'49" East, a distance of 40.05 feet; thence South 48°11'29" East, a distance of 27.14 feet to the southerly terminus of that certain 20.00 foot radius curve concave southwesterly, said curve being the westerly line of said Instrument Number 4337; thence along said west line, South 00°15'57" West, a distance of 5.01 feet; thence leaving said line, North 48°11'29" West, a distance of 30.11 feet; thence South 89°16'26" West, a distance of 37.72 feet; thence North 00°43'34" West, a distance of 5.00 feet to the **TRUE POINT OF BEGINNING**.

Containing 264.0 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

Sheet 1 of 2

See Exhibit 'B' attached hereto and made a part hereof.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

11-20-20

Date

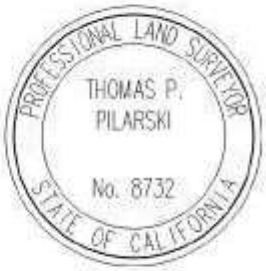
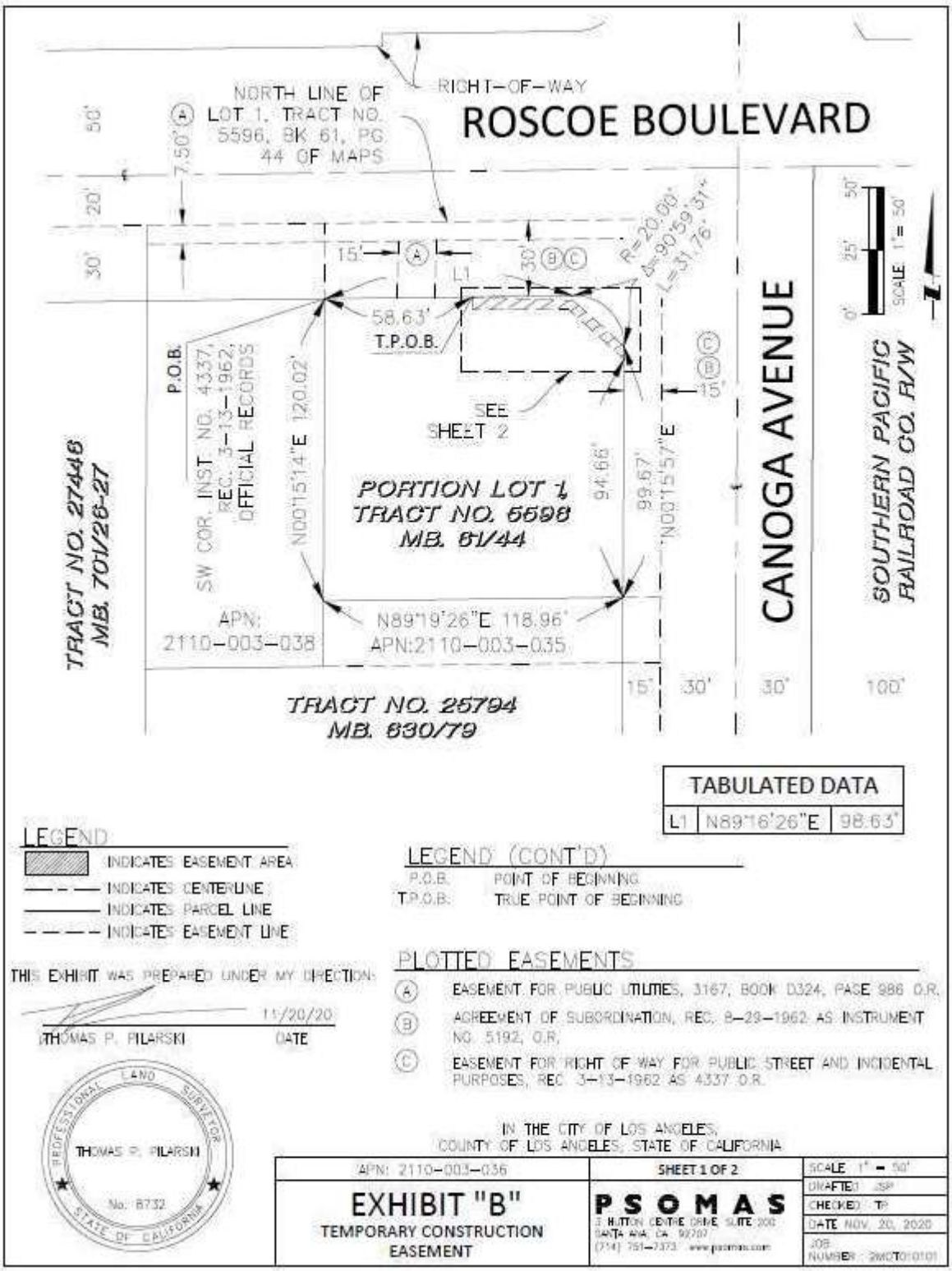


**EXHIBIT B-2**

**Parcel MOL-008 – Plat (TCE)**



# Metro G-Line (Orange) Bus Rapid Transit Improvement Project
# Rescission of Resolutions of Necessity
# Item #2024-0349
# July 25, 2024

Metro

# Metro G Line (Orange) Bus Rapid Transit Improvement Project

## Rescission of Resolutions of Necessity

Recommendation:

RESCINDING the Resolutions of Necessity's previously adopted on August 25, 2022, which authorized the commencement of eminent domain actions to acquire certain partial permanent and temporary property rights ("Property Interests")

Background

August 2022 - Resolutions of Necessity ("RON's") approved to acquire Property Interests required for the construction and operation of railroad-style four-quadrant safety gate systems

November 2023 - staff began exploring cost savings by installing fewer gates. A task force comprised of representatives from Metro safety, systems engineering, bus operations and LADOT determined the gates are no longer required, which eliminates the need for the Property Interests.

Metro

# Metro G Line (Orange) Bus Rapid Transit Improvement Project

## Rescission of Resolutions of Necessity

## MOL-004 – 21339 Saticoy Street

Permanent Partial Acquisition (Sidewalk and Gate)
185 Square Feet
APN: 2109-031-017

Temporary Construction Easement
64 Months and 313 Square Feet

Expires: August 31, 2027




Metro

# Metro G Line (Orange) Bus Rapid Transit Improvement Project

## Rescission of Resolutions of Necessity

## MOL-006 – 21339 Sherman Way

Permanent Partial Acquisition for Gates
720 Square Feet
APN: 2111-030-018

Temporary Construction Easement
65 Months and 400 Square Feet
APN: 2111-030-018

Expires: August 31, 2027




Metro

# Metro G Line (Orange) Bus Rapid Transit Improvement Project

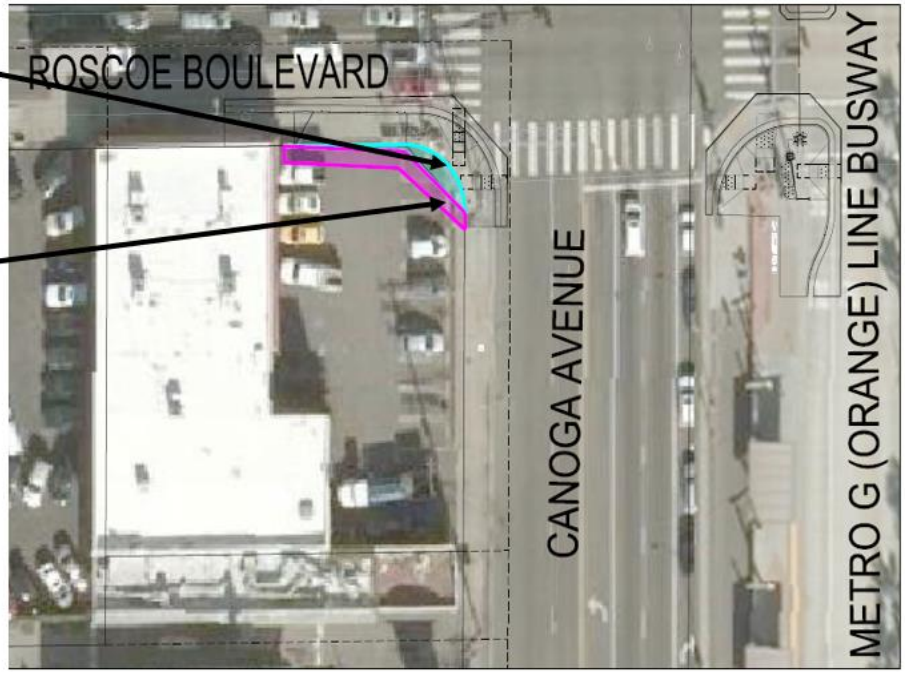
## Rescission of Resolutions of Necessity

## MOL-008 – 21400 Roscoe Boulevard

Street Easement-Sidewalk
177.2 Square Feet
APN: 2110-003-036

Temporary Construction Easement
67 Months and 264 Square Feet
APN: 2110-003-036

Expires: August 31, 2027




Metro




Metro

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

**File #:** 2024-0432, **File Type:** Policy **Agenda Number:** 44.

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT RESOLUTIONS OF NECESSITY**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. HOLDING a public hearing on the proposed Resolutions of Necessity; and

B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire fee simple interest, improvements pertaining to realty, and leasehold improvements (Property Interests) for the properties as identified in Attachment A and described as follows:

1. 14546 Raymer St., Van Nuys, CA, APN: 2210-030-029; ESFV-E-004-1
2. 14617 Keswick St., Van Nuys, CA, APN: 2210-030-024; ESFV-E-008-1
3. 14626 Raymer St., Van Nuys, CA, APN: 2210-030-017; ESFV-E-010-1
4. 14635 -14645 Keswick St., Van Nuys, CA, APN: 2210-025-005, 035; ESFV-E-011-1

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

## ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 through B-5) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions and which sets forth the required findings (Attachment A).

## BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations. The LACMTA Board certified the Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021, for the Project. Included in the Final Environmental Impact Statement/ Environmental Impact Report was the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles. This southern segment of the Project is the subject of this board action. The remaining northern 2.5 mile environmentally cleared segment is going through additional analysis, as directed by the Board in December 2020, and is not included in this Board action.

The Project will improve mobility in the area by:

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

Acquisition of the Property Interests is required for the construction and operation of the Project. Project parcels ESFV-E-004-1, ESFV-E-008-1, ESFV-E-010-1, and ESFV-E-011-1 are required to construct and operate a Maintenance and Storage Facility (MSF) for the Project. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site. The MSF will house the fleet of 34 light rail vehicles that will be procured to initiate service on the line. The design of the MSF will include provisions for increasing the fleet to meet future growth of light rail in the area; a total of 21 acres is planned for the facility. The MSF will accommodate operations and maintenance personnel. All types of maintenance, including car washing, the paint shop, wheel truing, material storage, cleaning platform and main shop will be housed in the MSF.

## DISCUSSION

A written offer of Just Compensation to purchase the Property Interests was presented to each of the Owners of Record for each parcel (collectively, “Owners”) on: December 19, 2023 for ESFV-E-004-1; April 8, 2024 for ESFV-E-008-1; February 13, 2024 for ESFV-E-010-1; and April 15, 2024 for ESFV-E

-011-1; as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, a written offer of Just Compensation to purchase the IPR and/or leasehold improvements on each parcel was presented to the respective Owner(s) and, where applicable, tenant(s). The Owners and tenants for these parcels have not accepted the offers of Just Compensation made by the LACMTA, and the parties have not at this time reached a negotiated settlement for the acquisition of the Property Interests. Because Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule.

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

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A).

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

- ESFV-E-004-1 - bus and car rental
- ESFV-E-008-1 - mail order, construction business, office for underground utility, and office for fire control
- ESFV-E-010-1 - night club
- ESFV-E-011-1 - telecommunications

All businesses have a dedicated person working with them to explain their benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs. Prior to being required to relocate, businesses will be provided 90-day and 30-day notices. The anticipated Project need date for the properties is December 2024.

## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

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

Impact to Budget

Sources of funds for the recommended actions are Measure R 35%, Measure M 35%, and State Grants. These fund sources are not Operations eligible funding.

## EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Blvd, and will improve connections and access to key destinations for several Equity Focus Communities (EFC's) along the Project. To date, LACMTA Community Relations (CR) staff, who include bilingual Spanish and English-speaking staff, have met with the local neighborhood councils and representatives from the local council district offices on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. CR staff have also been visiting the small businesses along the alignment and have been providing bilingual Spanish and English project information along with business resources.. Also, the Project has established a Community Leadership Council (CLC), an advisory body to the Project, and plans to implement a CBO partnership that aligns with LACMTA's CBO Partnering Strategy. The CBO solicitation was available for download from LACMTA's Vendor Portal and was advertised in five newspapers (Asia Week, La Opinion, Los Angeles Sentinel, Los Angeles Daily News, and the Los Angeles Times) and in the periodical Mass Transit. Notifications were sent to small businesses based on applicable North American Industry Classification System (NAICS) codes.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:
Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Goal 3: Enhance communities and lives through mobility and access to opportunity. Goal 4: Transform LA County through regional collaboration and national leadership.

## ALTERNATIVES CONSIDERED

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

## NEXT STEPS

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

## ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity
Attachment B-2 - Resolution of Necessity
Attachment B-3 - Resolution of Necessity
Attachment B-4 - Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer-Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Estate and TOC, (213) 922-5585
Gregory Gastelum, Senior Executive Officer, Project Management, (213) 922-2168

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

Stephanie N. Wiggins
Chief Executive Officer

## ATTACHMENT A

## STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCELS ESFV-E-004-1, ESFV-E-008-1, ESFV-E- 010-1, AND ESFV-E- 011-1

## BACKGROUND

The Property Interests are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The assessor parcel numbers, project parcel numbers, addresses, record property owners and tenants, purpose of the acquisitions, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

| Assessor's Parcel Number | Project Parcel Number | Parcel Address | Property Owner/Tenant | Purpose of Acquisition | Property Interest(s) Sought |
|---|---|---|---|---|---|
| 2210-030-029 | ESFV-E-004-1 | 14546 Raymer St, Van Nuys, CA | Property Owner: Zeyad S. Hillo, as to an undivided 50% interest Waleed E. Hillo, as to an undivided 50% interest | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-029 | ESFV-E-004-1 | 14546 Raymer St, Van Nuys, CA | Tenant: STR / Active Auto | Construction and operation of the East San Fernando Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Property Owner: Ambar Investment Group, LLC, a California Limited Liability Company | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Tenant: G&A Fire Protector Corp | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |

| | | | | | |
|---|---|---|---|---|---|
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Tenant: G&A Underground Corp. | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Tenant: Arya Company | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Tenant: I Beauty Brand | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-017 | ESFV-E-010-1 | 14626 Raymer Street Van Nuys, CA | Property Owner: Raymer Street Properties, LLC, a Delaware limited liability company | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-017 | ESFV-E-010-1 | 14626 Raymer Street Van Nuys, CA | Tenant: Dames and Games | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-025-005,035 | ESFV-E-011-1 | 14635-14645 Keswick St, Van Nuys, CA | Property Owner: Lainer Brothers, a California General Partnership | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-025-005,035 | ESFV-E-011-1 | 14635-14645 Keswick St, Van Nuys, CA | Tenant: Frontier Communications | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Improvements Pertaining to Realty and Leasehold Improvements |

**Property Requirements:**

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

**Property Interests Sought:**

With regard to Project parcels ESFV-E-004-1, ESFV-E-008-1, ESFV-E-010-1, and ESFV-E-011-1, LACMTA seeks to acquire fee interests, as well as the improvements pertaining to realty (IPR) and leasehold improvements. These interests are required to construct the Maintenance and Storage Facility (MSF) for the Project. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site.

These acquisitions of fee interests and of IPR and leasehold improvements are collectively referred to herein as the Property Interests.

A written offer of Just Compensation to purchase the fee interests was presented to each of the Owners of Record for each parcel (collectively, "Owners") on: December 19, 2023 for ESFV-E-004-1; April 8, 2024 for ESFV-E-008-1; February 13, 2024 for ESFV-E-010-1; and April 15, 2024 for ESFV-E-011-1 as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, a written offer of Just Compensation to purchase the IPR and/or leasehold improvements on each parcel was presented to the respective Owner(s) and, where applicable, tenant(s).

**A. <u>The public interest and necessity require the Project.</u>**

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

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

Based on an evaluation of socioeconomic make-up of the area, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor as well as limited

mobility will increase the demand for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

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

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

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

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

- No-Build Alternative;
- TSM Alternative;

<u>BRT Alternatives</u>:

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

<u>Rail Alternatives</u>:

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

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

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

- Provide new service and/or infrastructure that improves passenger mobility and

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

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

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

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

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

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

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

## C. The Property is necessary for the Project.

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

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

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

The Property Interests are required for construction and operation of the Project. Parcels ESFV-E-004-1, ESFV-E-008-1, ESFV-E-010-1, and ESFV-E-011-1 are required to construct the MSF. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site.

Therefore, the Property Interests are necessary for the construction and operation of the Project.

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

## D. Offers were made incompliance with Government Code Section 7267.2.

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

reasonable diligence.

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

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

1. Obtained independent appraisals to determine the fair market value of the Property Interests, including consideration of the existing use of the parcels, the highest and best use of the parcels, and, if applicable, impact to the remainder;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;

3. Determined the Owner(s) of the parcels by examining the county assessor's record(s) and a preliminary title report, and determined the tenant(s) of the parcels;

4. Made written offers to the Owner(s) and tenant(s) for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offer for fee acquisition was made to Owner(s); offer for IPR and leasehold improvements was made jointly to Owner(s) and tenant(s)); and

5. Provided the Owner(s) and tenant(s) with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

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

## E. LACMTA has fulfilled the necessary statutory prerequisites.

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

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

The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by

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

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interests by eminent domain.

**CONCLUSION**

Staff recommends that the Board approve the Resolutions of Necessity.

**ATTACHMENTS**

1 - Legal Descriptions (Exhibits A-1, A-2, A-3, A-4)
2 - Plat Maps (Exhibits B-1, B-2, B-3, B-4)
3 – Improvements Pertaining to Realty and Leasehold Improvements (Exhibits C-1, C-2, C-3, C-4)

# LEGAL DESCRIPTIONS

# EXHIBITS A-1, A-2, A-3, A-4

**EXHIBIT A-1**
**PARCEL ESFV-E-004-1**

# LEGAL DESCRIPTION

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

APN: 2210-030-029

Lot 30, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 68, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

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

APN: 2210-030-029
(End of Legal Description)

**EXHIBIT A-2**
**PARCEL ESFV-E-008-1**

# LEGAL DESCRIPTION

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

The Westerly 77 and 1/2 feet of Lot 24 and all of Lot 25 of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

Except from all minerals, coal, oil, petroleum and kindred substances and natural gas under and in said land as reserved by John A. Barton, a widower, in deed recorded December 9, 1953 in Book 43342 Page 89 of Official Records.

APN: 2210-030-024

APN: 2210-030-024
(End of Legal Description)

**EXHIBIT A-3**
**PARCEL ESFV-E-010-1**

# LEGAL DESCRIPTION

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

APN: 2210-030-017

Lot 26 of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

APN: 2210-030-017
(End of Legal Description)

# LEGAL DESCRIPTION

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

APN: 2210-025-005 and 2210-025-035

The South 501 feet to the East 215 feet of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 22, Page(s) 130 and 131 of Maps, in the office of the County Recorder of said County.

Except the West 70 feet thereof.

APN: 2210-025-005 and 2210-025-035
(End of Legal Description)

# PLAT MAPS

# EXHIBITS B-1, B-2, B-3, B-4

**EXHIBIT B-1**
**PARCEL ESFV-E-004-1**

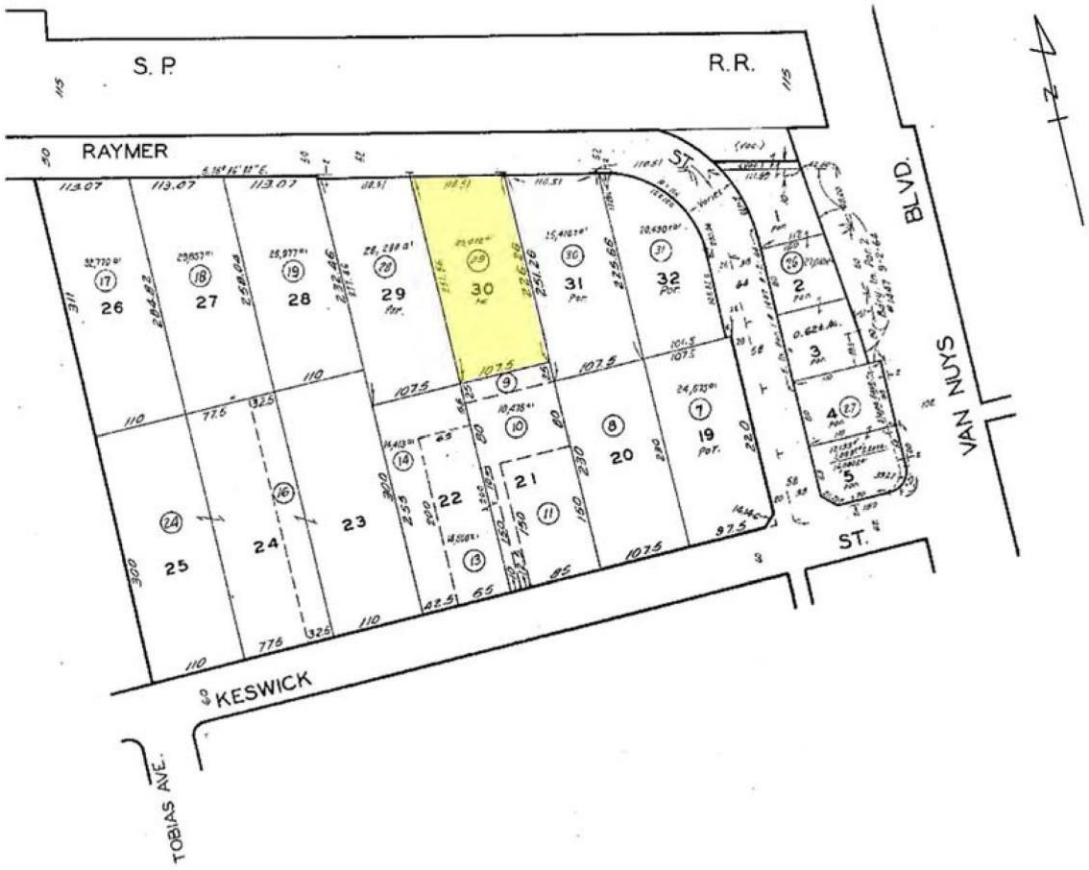


**EXHIBIT B-2**
**PARCEL ESFV-E-008-1**

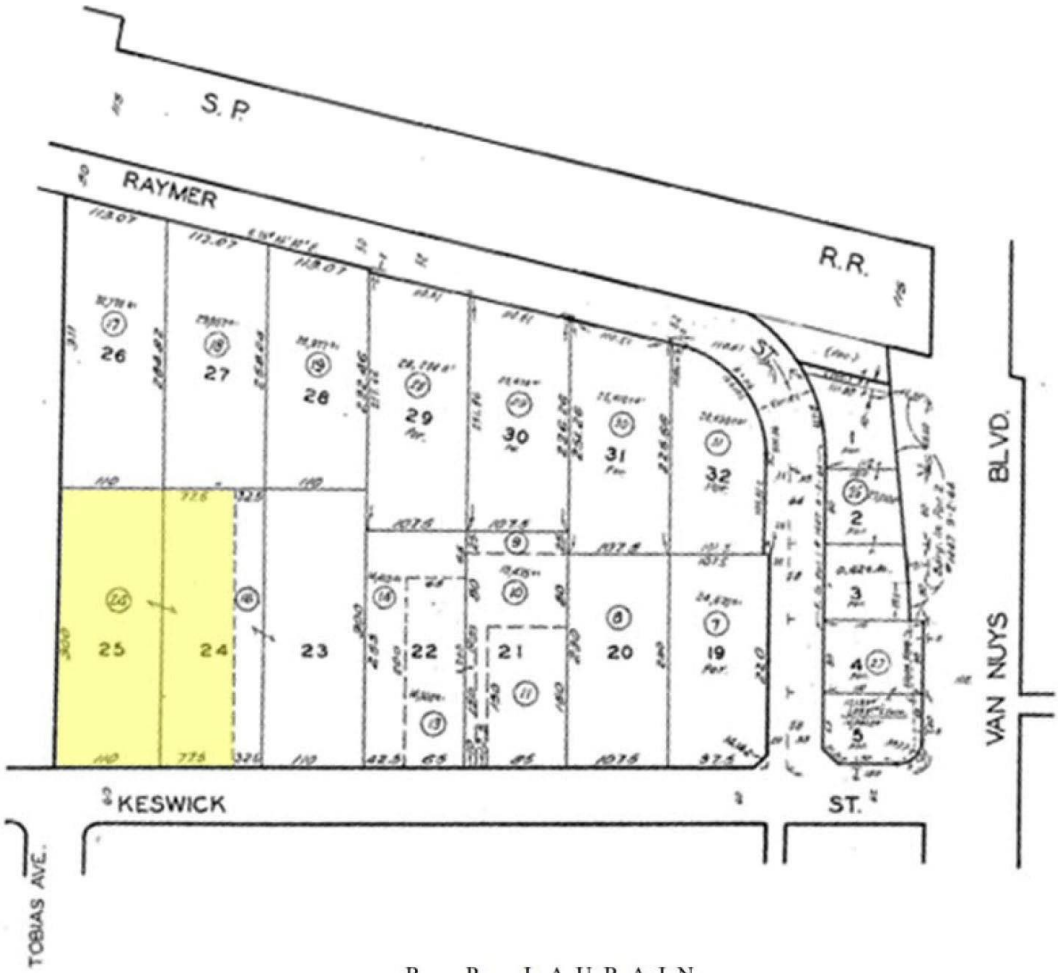


**EXHIBIT B-3**
**PARCEL ESFV-E-010-1**

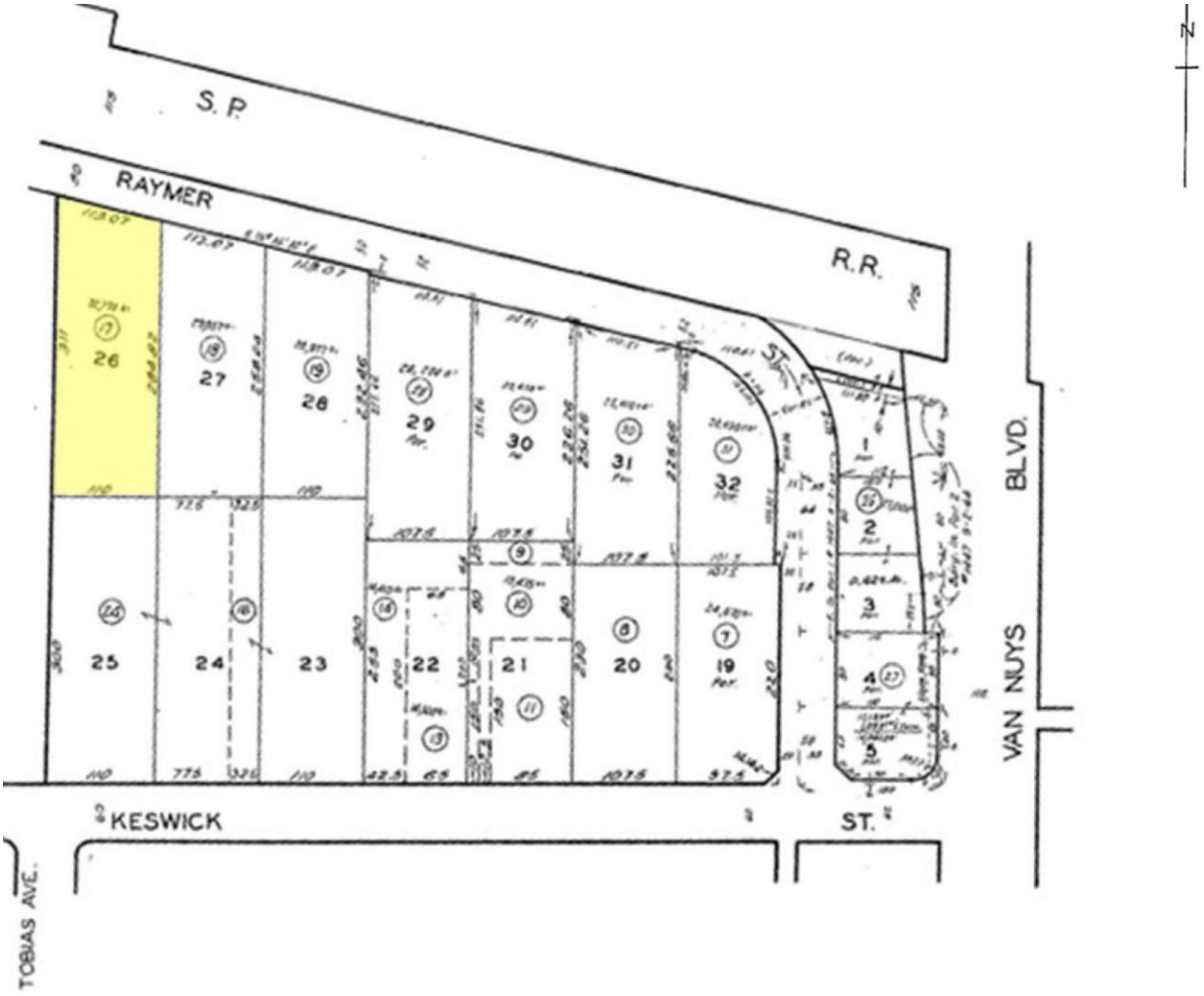
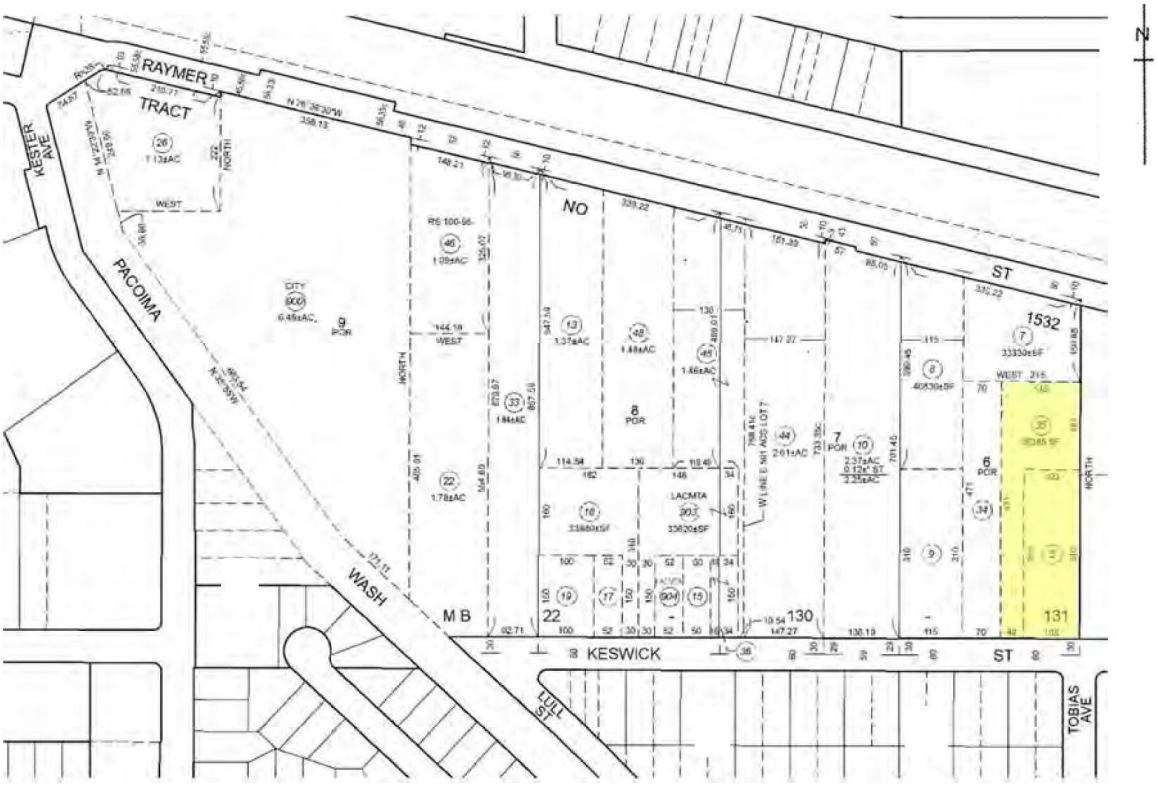


**EXHIBIT B-4**
**PARCEL ESFV-E-011-1**



# IMPROVEMENTS PERTAINING TO REALTY AND LEASEHOLD IMPROVEMENTS

# EXHIBITS C-1, C-2, C-3, C-4

# EXHIBIT "C-1"
# PARCEL ESFV-E-004-1

| Item No. | Qty. | Description |
|---|---|---|
| 1 | 78 | Linear feet of fence, dual, consisting of 1-wrought iron fence, 6' high and 1-sheet metal fence, 10' high, metal upright supports |
| 2 | 35 | Linear feet of gate, consisting of 1-wrought iron gate, 6' high, and 1-sheet metal gate, 10.5' high, 2-keypad, Linear, model no. not available, 1-gate operator, All-O-Matic, model no. not available |
| 3 | 579 | Linear feet of fence, 10.5' high, metal, with wood uprights, barb wire top |
| 4 | 9 | Light posts, 20' high, 2.5" metal pole, 1 LED light, 12" x 18" |
| 5 | 1,526 | Linear feet of painted floor lines, 4" thick |
| 6 | 5 | Spotlights, 12" x 6", LED, wall-mounted |
| 7 | 9 | Surveillance cameras, manufacturer and model no. not available, wall-mounted |
| 8 | 2 | PA horn, manufacturer and model no. not available, wall-mounted |
| 9 | 1 | Lot of setup, floor concrete bolting and electrical installation for dual post lift |
| 10 | 1 | Lot of installation for air compressor, consisting of 1 safety switch, Square D, model no. not available, 20 amp, 120/240V, 20 linear feet of compressed air pipe, 1" diameter, PVC, 7 linear feet of compressed air pipe, 1" diameter, steel |

**EXHIBIT "C-2"**
**PARCEL ESFV-E-008-1**

| Item No. | Qty. | Description |
|---|---|---|
| 1 | 1 | G&A Sign |
| | | |

# EXHIBIT “C-3”
# PARCEL ESFV-E-010-1

DAMES N' GAMES
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - AUGUST 24, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **EXTERIOR AND THROUGHOUT DAMES N' GAMES** |
| 1 | 1 | Pole sign, approximately 24'H, single pole, with 18" x 18" stuccoed sheet metal cover, with 3 signs, 2 sided, metal cabinets, plastic facias, interior illumination, 1-10' x 4' (estimate), "Spearmint Rhino Presents" +8 words, 1-5' x 5', diamond shape with female face image, 1-12' x 3', "Topless Sports Bar and Grill", with directional arrow |
| 2 | 16 | Bollards, 3'H, painted tubular metal, 3.5" diameter, concrete filled |
| 3 | 1 | Group of north exterior wall mounted signage, metal cabinets, plastic fascias, single sided, interior illumination, consisting of, 2-20' x 2', 1 "The Valley's Best Topless Club", 1 "Full Bar, Great Food, Sports", 2-10' x 4.5', 1 "Multiple TVs" +8 words with female image, 1 "Caliente Cage Rage" plus 12 words, 1 channel letter sign, "Live Entertainment", 1.5' to 2'H letters |
| 4 | 4 | Exterior high intensity discharge (HID) light fixtures, 3 building mounted, 1 on pole in rear parking lot, ground mounted, exterior electrical |
| 5 | 33 | Surveillance cameras throughout, including 9 exterior building mounted, 24 interior, cabling, brackets and low voltage power |
| 6 | 28 | Linear feet (LF) of pony wall, in front yard, 4'H, assumed to be concrete block, 2 sided painted plaster fascias, clay tile trim, including, 28 Lf of curbing, 18 LF of painted tubular metal handrail, wall mounted |
| 7 | 320 | Square feet (SF) of concrete slab, 6" thick (estimate), with 8 LF of curb, along north exterior wall |
| 8 | 1 | Entry door 3' x 6' 8", painted metal with painted frame, wall penetration |
| 9 | 31 | LF of chain-link fencing, 8'H, with 1 swing gate, 4'W, with panic bar and alarm, privacy slats |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| Item No. | Qty. | Description |
|---|---|---|
| 10 | 4 | Water heaters, gas fired, 3 tankless, Noritz, M: NCC1991-OD, 1 standard heater, inaccessible, assumed to be 50 gallon capacity, vent stack, exterior electrical components, filtration system, programmer, with 2 equipment cages, expanded painted metal, 1-8' x 7' x 1', 2 doors, 1-3' x 7' x 3', 1 door |
| 11 | 12 | Down shot light fixtures, exterior north wall soffit mounted, exterior electrical |
| 12 | 1 | Group of minor miscellaneous improvements throughout, including, but not limited to:<br>1 Lot of minor signage<br>2 Cutlery holders, 1'L, wall mounted, in kitchen<br>1 Order ticket hanger strip, 4'L, in kitchen<br>3 Drapes, fabric, with rods, 1-3' x 7', 1-5' x 4', 1-6' x 8'<br>2 Acrylic wall shelves, 1- 3.5'L, 1-4'L, 9"D, in west side dance booth, main lounge<br>1 Trash cabinet, 2.25' x 3' x 1.25', laminate, 1 door, wall mounted, near bar<br>1 Lot of miscellaneous cabinetry and shelving |
| 13 | 1 | Front door awning, 7'W x 3'H x 6'D, canvas covering, tubular metal frame, with "Dames N' Games" lettering |
| 14 | 1 | Light fixture, under front door awning |
| 15 | 1 | Alarm system, consisting of:<br>1 Control panel<br>2 Code pads<br>7 Door contacts<br>5 Motion sensors<br>2 Panic buttons<br>1 Wireless battery back-up |
| 16 | 9 | Wall washer light fixtures, exterior building wall mounted, exterior electrical |
| 17 | 4 | Promotional poster frames, exterior wall mounted, in parking lot alleyway, 12' x 5', 1" thick, assumed to be wood frame, painted concrete finish |
| 18 | 1 | Sign, 3.5' x 1.5', metal cabinet, plastic facia, "Entrance" with directional arrow, single sided, interior illumination, south exterior wall mounted |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 19 | 4 | Panic bars, on exterior access doors, 2 with alarms |
| 20 | 1 | Lot of rough plumbing, including all supply and drainage piping (not including main sewer lateral), floor drains, all within the building lines and supply piping to 4 exterior water heaters |

| Item No. | Qty. | Description |
|---|---|---|
| 21 | 1 | Lot of heating and air conditioning (HVAC) system complete, including, but not limited to, roof mounted mechanical equipment with curbs, ducting, registers and returns, electrical wiring, plumbing, control panels |
| 22 | 1 | Lot of electrical power distribution, inside the building lines, including but not limited to, subpanels, wire, conduit, receptacles and switches, circuit breakers, all lighting fixtures, including cabling for special effects lighting controlled from DJ booth (not including main service panel), network and telephone cabling |
| 23 | 1 | Lot of natural gas plumbing, including piping from gas meter to 6 appliances in kitchen and 4 hot water heaters in the rear parking lot |
| 24 | 6,112 | SF (estimate) of carpet, throughout |
| 25 | 374 | SF of ceramic floor tile, throughout, consisting of:<br>333 SF (estimate) of 1' x 1'<br>41 SF, 2' x 1', in entertainers' locker room |
| 26 | 22 | Sofas, throughout, with platforms, consisting of:<br>1 High back, 8 LF, fabric, seating booth on east wall of main lounge<br>2 12 LF of U-shaped, pleated vinyl, on floor of main lounge, near bar<br>1 28 LF, fabric, 4 armrests, on west wall platform of main lounge<br>1 11 LF, curved, fabric, at seating booth in northwest corner of main lounge<br>2 8 LF, fabric, north side of main lounge<br>1 18 LF, fabric, 3 armrest, along the north wall of main lounge<br>2 "U" shaped, fabric, 17 LF/ea., in 2 dance booths, east of main lounge<br>1 13 LF of "L"shaped fabric sofa, in private dance booth, west side of main lounge<br>11 Sofa booths, 4'L, fabric, high backs with partitions, 2 are "L" shaped end units, in corridor to old VIP rooms |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 27 | 320 | LF of ceramic bullnose base coving, 6" x 6", in kitchen and manager's restroom |
| 28 | 1 | Lot of network cabling, including configuration |

**KITCHEN**

| Item No. | Qty. | Description | Ke |
|---|---|---|---|
| 29 | 13 | LF of server's counter, "L" shaped, 30"D, with glass filler faucet and drop-in ice bin, Delfield Co., stainless steel, finish plumbing, 1 warming drawer by Duke, 2 drawer, stainless steel, local electrical, 6"H wood platform | |
| 30 | 64 | LF of stainless steel wall shelving, metal brackets | |
| 31 | 1 | Hand sink, ceramic, wall mounted, single mixing faucet, finish plumbing, in dishwashing room | |
| 32 | 1 | Above ground grease trap, Thermaco, Big Dipper, M: W-250-IS, finish plumbing, in dishwashing room | |
| 33 | 1 | Dishwashing station, stainless steel, "L" shaped, 30"D, 1 section-12'L, 3 compartment sink with 1 gooseneck mixing faucet, 1 section-5'L, with drain channel, stamped drain sink, 1 mixing faucet with wash wand, 1 dishwasher, CMA, M: C, single tray, including, finish plumbing, 1 cascading wall shelf for dish trays, 4'L x 2'D | |
| 34 | 1 | Pot hanger rack, in dishwasher room, 7'L x 2'D, stainless steel, 2 tier, wall-mounted | |
| 35 | 1 | Janitorial sink, 2' x 2', stainless steel floor model, finish plumbing, including, hose bib | |
| 36 | 13.5 | LF of service preparation tables, "L" shaped, 13.5'L, 30"D, stainless steel, with stamped sink, single mixing faucet, finish plumbing, table mounted can opener | |
| 37 | 1 | Exhaust hood, Captive Air, M: 4824, ND-2, 12'L x 4'D, with 2 exhaust fans, Greenheck, Models: 124 SWB and G-131, stainless steel, including filters, venting, roof mounted mechanical package, 144 SF of stainless steel wall sheet, 8 nozzle fire suppression system, 1 evaporative cooler for make up air, Alpine, M: ED143, 7,413 CFM, roof mounted | |

| | | |
|---|---|---|
| 38 | 1 | Walk-in cooler, NorthStar, 6.5' x 7.25' footprint, 7.5'H, galvanized insulated construction, 1 fan evaporator coil, concrete floor |
| 39 | 1 | Overhead hanging food warmer bar, Nemco, at pass through window in kitchen |
| 40 | 1 | Pass-through window shelf, 8'L x 1.5'D, stainless steel |

**BAR AND RELATED AREAS**

| Item No. | Qty. | Description |
|---|---|---|
| 41 | 1 | Liquor storage area security fence, 5'W x 7.5'H with locking door, tubular metal construction with expanded metal mesh covering |
| 42 | 1 | Walk-in cooler for beer, 34.5'D x 6'W x 7.5'H, insulated galvanized construction, 2-2 fan evaporator coils, 1 single fan evaporator coil, 2 passage doors and 2 pass through doors, concrete floor, including draw system for beer, bar tap tower, 10 product, on bar side of cooler wall |
| 43 | 1 | Bar area server's station counter, 8'L x 20"D, laminate with 3 shelves under storage |
| 44 | 1 | Bar construction, including 35.5 LF of front counter, 2'D, assumed to be wood framed, wood panel front facia, washable wallboard interior facia, polished stone top, including, 1 attached lower table, 8'L x 3'D, wood base, polished stone top, back bar shelving, polished stone, 1 section 4'L x 2'D, 1 section 5'L x 2'D base cabinet with 1 slide and 1 swing door, 1 shelf, 14.5'L x 1'D with 2-2 tier liquor bottle display shelves, 5'L x 1'D, interior illumination, 1 server station section, 3' x 2', polished stone shelf |
| 45 | 1 | Group of stainless steel bar equipment, Krowne, including, 1 speed rail, 2'L, 2 tier, wall mounted, 24 LF of light rope, consisting of:<br>2 Jockey boxes, 1'W, M: KR-B1223<br>2 Cocktail stations, 3'W, with speed rails<br>2 Drain boards, 2'W, M; 18 – GSB1<br>1 Bar sink, M; 18-63C, 6'L, 3 compartments, 2 drain boards, single mixing faucet<br>1 Hand sink, 1.5'W, M: KR23DS |
| 46 | 147 | SF of quarry tile flooring, 6" x 6", inside bar |
| 47 | 1 | Carbonized mixed beverage system, with two guns, eight product, including tubing and system components, Wunderbar, assumed to be vendor owned |
| 48 | 40 | LF of bar soffit, approximately 5'H, assumed to be wood framed with laminate plywood covering |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 49 | 415 | SF of brick veneer wall treatment |
| | | **RECEPTION/MAIN LOUNGE** |
| 50 | 1 | Customer reception counter, 6'W feet x 20"D, attached to wall, wood, laminate top, open under shelving, including 1 back counter, 7'L x 1'D, 2 doors and under shelving |

| Item No. | Qty. | Description |
|---|---|---|
| 51 | 934 | SF (estimate) of floor platforms under carpeting in main lounge, 8"H (unless otherwise noted), assumed to be wood frame and decking, consisting of:<br>200 SF, 6"H, reception area and adjacent walkway in main lounge<br>70 SF, 10' x 7' footprint, seating booth on east wall<br>216 SF (estimate), 2-12' x 9', semi circular fronts, main lounge seating booths, near bar<br>448 SF, 28' x 16', 1'H, west wall of main lounge |
| 52 | 1 | Group of pony walls and various improvements, in main lounge and adjacent corridor to old VIP rooms, pony walls are assumed to be wood framed, drywall covering, stained wood tops, consisting of:<br>2 Pony walls, 1' thick, 43"H, 1–6'L, 1-4'L, including, 1 wood partition, 8'H x 2'D, seating booth on east wall, main lounge<br>2 Pony walls, 2-30 LF, 43"H, "U" shaped, stained wood fascias, 1' thick, 2-3'H ornamental statues, on main lounge floor, near bar<br>33 LF of ornate metal handrail, 3'H, on west wall platform<br>2 Pedestal tables, irregular shape, approximately 2.5' x 3' x 2.5', wood and painted drywall, stained wood tops, with 2 ornamental statues, 3'H, on west wall platform<br>6 LF of pony wall, painted drywall, stained wood top, including, 6.5 LF of drink ledge, Corian type top, one attached table, 6' x 2.75' x 3', painted drywall fascia with ornate metal section, at seating booth in northwest corner of main lounge<br>36 LF, 4.5'H, 6" thick, in corridor to old VIP rooms<br>30 LF of pony wall, 2-15 LF each, 3'H, "U" shaped enclosures for 2 sofas on north side of main lounge |
| 53 | 3 | Awnings, metal frames, canvas covering, 2 spear tip rods each, wall mounted, consisting of:<br>1 6'W x 3'D, over reception counter<br>1 10'W x 2'D, at seating booth on east wall of main lounge<br>1 9'W x 2'D, at seating booth in northwest corner of main lounge |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 54 | 24.5 | LF of DJ booth partition wall, 12 LF-8'H, 12.5 LF-6'H, assumed to be wood frame, 2 sided painted drywall, 1-swing door, painted wood, including, 1 pony wall, painted drywall, 4'L x 3'H, stained wood ledge |
| 55 | 3,900 | SF (estimate) of "blackout" ceiling paint in main lounge, including ducting and other hardware |

| Item No. | Qty. | Description |
|---|---|---|
| 56 | 1 | Dance platform, irregular shape, approximately 18' x 18' footprint, 27"H, with Corian type drink ledge, 16"D, ceramic tile flooring, 12" x 12", 1 soffit, 47 LF, 5'H x 1'D, interior of soffit and ceiling paint, depicting "blue sky and clouds", 1 dance pole, 12'H, 1 set of stairs, 3 steps, and metal handrail |
| 57 | 1 | Dance platform, 6.5' diameter, assumed to be wood frame with laminate finish, with spiral stair case, and Corian type platform, with approximately 25 LF of ornate metal handrails, 3'H |
| 58 | 92 | LF of partition walls, (north and west sides, reception area and main lounge), 10' to 12'H, assumed to be wood framed with insulation, painted drywall, including 1 solid wood swing door with wood frame, 1 composite door with metal frame, 2 solid wood doors with wood frames, including partitioning for dance booth (west side) with 1 stained wood ledge at fenestration, 4'L |
| 59 | 111 | LF of painted crown molding, 1'H, on partition walls in main lounge |
| 60 | 150 | LF of furred painted drywall on walls, 12' to 15'H, assumed to be wood frame with insulation, north and west walls in main lounge |
| | | **REMAINDER OF DAMES N' GAMES** |
| 61 | 5 | Love seats, fabric, approximately 5'L, with 5 dance stands, approximately 2' x 2', carpeted tops, in old VIP rooms |

# EXHIBIT "C-3"
# PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 62 | 1 | Group of improvements for side by side women's and men's restrooms, (quantities include both restrooms), consisting of :<br>238 SF of ceramic tile flooring, 1' x 1'<br>792 SF of ceramic wall tiles, 1' x 1', 96 LF of bullnose base coving<br>5 Hand sinks, ceramic, single mixing faucets, wall mounted, finish plumbing<br>2 Exhaust fans, with vents<br>2 Electric hand dryers, Xlerator, stainless steel, wall-mounted<br>2 Urinals, finish plumbing, with 2 privacy panels<br>3 Toilets, finish plumbing<br>2 Toilet partitions, 1 single panel (Men's), 1-2 stall configuration (Women's), laminate panels, metal frames<br>4 Grab bars, 1-3'L, 2-4'L, 1-5'L<br>3 Dual bath tissue dispensers, plastic<br>3 Toilet seat cover dispensers, plastic<br>2 Wall mirrors, 3' x 2.5', ornate plastic frames |

| Item No. | Qty. | Description |
|---|---|---|
| 63 | 1 | Counter top, 37'L x 2'D, Corian type, with back splash, wood bracketing, 5 power strips, in Entertainers' locker room |
| 64 | 57 | LF of handrailing, 2" tubular metal, wall mounted, in hallway behind dance stage |
| 65 | 1 | Shower, in entertainers' locker room, 2' x 3.5' footprint, fiberglass |
| 66 | 1 | Group of wall cabinetry, painted wood, in file room and manager's office, consisting of:<br>1 Cabinet, 58"W x 8.5'H, 8 doors<br>1 Upper shelf, 8' x 2' x 2', 2 vertical dividers<br>1 Recessed shelving, 7' x 4' x 2', 2 tier<br>1 Shelving, 11' x 8' x 1', 2 end pieces, 3'W, 1-2 tier, 1-3 tier, with lower cabinets, middle section, 5'W, with built-in desk, 2 drawers, upper single bridge shelf, single tier |
| 67 | 8 | Stools, 1' diameter laminate seats, 2'H, single metal pedestals, floor attached, in VIP room, east end of building |
| 68 | 413 | SF of wall mirror, throughout |
| 69 | 1 | Exhaust fan, in Entertainers' locker room |

| | | |
|---|---|---|
| 70 | 1 | Entertainers' makeup room counter, 13'L x 13"D, painted wood, wood brackets |
| 71 | 30 | Entertainers' room locker stacks, 2 openings each, 1-gang of 24, with platform, 24"D, 1-gang of 6, with platform, 12"D, platforms are 6" |

DAMES N' GAMES
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - AUGUST 24, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **DAMES N' GAMES (EXTERIOR AND OCCUPIED AREA)** |
| 72 | 1 | Rear parking lot entry swing gate, painted tubular metal, 18'L x 7.5'H, with 8'H bollard |
| 73 | 7,582 | SF (estimate) of exterior wall paint, 17'H walls |
| 74 | 1 | Lot of parking lot parking space paint for approximately 55 cars, 4 directional arrows, "Compact" signs and walkway striping, 2 ADA spaces in front parking lot |
| 75 | 1 | Group of restroom improvements, manager's office, consisting of:<br>1 Toilet, finish plumbing<br>1 Base cabinet with backsplash, 62"L, laminate, single door, drop-in stainless steel sink, finish plumbing, with upper wall shelf, 2'L x 1'D<br>1 Base cabinet, 52" x 72" x 26", laminate, 3 doors, with hutch, 3 doors<br>1 Grab bar, 4'L<br>1 Exhaust fan, vent<br>1 Mirror, 2' x 2'<br>1 Dual bath tissue dispenser, plastic<br>1 Toilet seat cover dispenser, plastic |

## EXHIBIT "C-3"
## PARCEL ESFV-E-010-1 (Cont'd)

| | | |
|---|---|---|
| 76 | 654 | LF of partition walls, assumed to be insulated wood frame, 2 sided painted drywall, consisting of:<br>75 LF x 20'H, with stage entrance and 46" x 34" fenestrations<br>121 LF x 8'H, with 46" x 34" fenestration<br>145 LF x 9'H<br>46 LF x 14'H<br>144 LF x 10'H<br>45 LF x 11'H<br>43 LF x 8.5'H<br>22 LF of base board, 4.5"H<br>13 LF of stained wood top ledges on fenestrations |
| 77 | 6,690 | SF (estimate) of furred painted drywall, assumed to exist with insulation, approximately 15'H, covering the interior of the perimeter walls of entire building |
| 78 | 28 | LF of decorative wood ceiling beams |
| 79 | 3,580 | SF (estimate) of painted drywall ceiling, assumed to be wood ceiling structure and includes insulation |
| 80 | 9 | Interior doors, wood, including jambs, consisting of:<br>4 36" x 80", solid<br>1 30" x 80", solid<br>1 36" x 80", solid, with 17" x 22" window, single pane<br>1 36" x 80", hollow core<br>1 24" x 80", hollow core<br>1 30" x 80", hollow core |
| 81 | 640 | SF (estimate) of suspended ceiling system, including metal T-bar grid and acoustic panels, throughout |
| | | **REMAINDER OF BUILDING (SOUTH UNOCCUPIED AREA)** |
| 82 | 1 | Side door to alleyway, 36" x 80", wood, metal frame, wall penetration |
| 83 | 4,078 | SF (estimate) of suspended ceiling system, including metal T-bar grid and acoustic panels |
| 84 | 3,715 | SF of carpeting |
| 85 | 7 | Built-in booths, stained wood, vinyl seats, "U"-shaped |

| | | |
|---|---|---|
| 86 | 220 | LF (estimate) of finished plywood wall paneling, 8'H, with molding |
| 87 | 1 | Bar counter, 26 LF, stained wood, 17 LF of overhead storage cabinet, with glassware hangers |
| 88 | 588 | SF of wallpaper, sports graphics, no longer usable |
| 89 | 24 | SF of wood plank flooring, at entrance to restrooms |
| 90 | 1 | Group of improvements for women's and men's restrooms, consisting of : |
| | 150 | SF of ceramic tile flooring, 1' x 1', with 6" x 6" accent tiles |
| | 150 | SF of ceramic tile flooring, 1' x 1' |
| | 364 | SF of ceramic wall tiles, 6" tiles |
| | 1 | Sink counter, 5'L, laminate, 2 drop-in ceramic sinks, single mixing faucets, finish plumbing |
| | 1 | Sink counter, 7'L, laminate, 2 drop-in ceramic sinks, single mixing faucets, finish plumbing |
| | 2 | Urinals, finish plumbing, with 1 privacy panel |
| | 3 | Toilets, finish plumbing |
| | 2 | Toilet partitions, 1 single panel (Men's), 1-2 stall configuration (Women's), 2 panels |
| | 6 | Grab bars, 3-3'L, 3-4'L |
| | 3 | Bath tissue dispensers, 2 roll, plastic |
| | 3 | Seat cover dispensers, plastic |
| | 820 | SF (estimate) of wall and ceiling paint, with cut out sheet metal shapes on men's room walls, sports graphics on women's room walls |
| | 1 | Wall mirror, 6' x 4' |
| | 2 | Exhaust fans, venting |
| 91 | 50 | LF (estimate) of 2 sided partition walls, 8.5'H, assumed to be wood frame and have insulation, painted drywall |
| 92 | 2 | Solid wood doors, 3' x 7', with jambs |
| 93 | 350 | SF (estimate) of painted drywall ceiling, assumed to be wood ceiling structure and includes insulation |

**EXHIBIT "C-4"**
**PARCEL ESFV-E-011-1**

FRONTIER COMMUNICATIONS
IMPROVEMENTS PERTAINING TO TIIE REALTY-TENANT
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **EXTERIOR AND THROUGHOUT** |
| 1 | 1 | Group of Information technology (IT) materials and installation, consisting of:<br>7 Wireless access points, with receptacles and category 6 (cat 6) cabling<br>1 Lot of internet cabling, cat 6 cabling, to internet points of use<br>260 Linear feet (LF) (estimate) of 2" diameter conduit and cabling, including approximately 130 Lf above ground (south building), and 130 LF below ground from south building to north building, including excavation, trenching, recompaction and asphalt patching<br>1 OM3 fiber optic cabling from the minimum point of entry (MPOE) to main distribution frame (MDF)<br>1 Installation of fiber optic cabling from the public right of way to the MPOE<br>2 Open frame component racks, 1 in each building |
| 2 | 1 | Group of security materials and installation, consisting of:<br>1 Access control system, Lenel, for 3 access control points (exterior front gate and 2 entry doors to buildings), with specialized access control hardware, electrical wiring, intercom and keypad at front gate, cabling from the front gate, output radio reader, Wiegland, at front gate with 20 vehicle remotes<br>6 Surveillance cameras, Axis, 360 degree, Internet protocol, cabling, conduit, cabling |
| 3 | 1 | Driveway rolling gate, 26 LF, 8'H, 3 strand barbed wire, in-ground sensor loop, 1 safety beam interrupter switch, including 39 LF of chain-link fence, 8'H with 3 strand barbed wire, 1 pedestrian gate, 4'W x 8'H |
| 4 | 4 | Roof-mounted exhaust systems, 2 in each warehouse, including, roof curbs, 2 air handlers, interior ducting and returns, local electrical, engineering, permitting |

**EXHIBIT "C-4"**
**PARCEL ESFV-E-011-1 (Cont'd)**

| | | |
|---|---|---|
| 5 | 8 | High intensity discharge (HID) LED lights, motion sensors, exterior building mounted, including, local electrical |

| Item No. | Qty. | Description | F |
|---|---|---|---|
| 6 | 1 | Lot of minor miscellaneous improvements, throughout, consisting of:<br>1 Lot of minor miscellaneous signage, throughout<br>1 Sun shade, on exterior of south office wall, 8' x 6.5', fabric<br>6 Wall standards, 4-6'H, 2-4'H, 22-1'L standouts, with hanger rods, north warehouse | |
| 7 | 1 | Equipment pen, 13' x 11' footprint, 8.5'H, 4 sided chain link fence, 2 interior partitions, chain-link, 11'L x 8.5'H, corrugated galvanized iron (CGI) roof with 8 tubular metal uprights, 2–3.75'W swing gates, in yard | |
| 8 | 13 | LF of chain link fence equipment pen, 10'H, including 2 swing gates, 4.75'W, 4 gas cylinder bottle rails, 5.5'L x 4'H, 2" diameter painted tubular metal, "U" shaped, ground mounted, 1 mail box, swing gate mounted, in yard | |
| 9 | 1 | Ice merchandiser canopy, 12' x 8' x 6' with 4 uprights, tubular metal, 3" diameter with 2 "L" shaped cross members, in yard | |
| 10 | 1 | Electrical receptacle, with weather housing for ice merchandiser, south building exterior wall mounted, including local electrical | |
| 11 | 28 | Linear feet (estimate) of .75" diameter copper water supply pipe with 4 ball valves, 1 hose bib, 1 water filter manifold, GE Space Appliances, M: GXWH35S, S: ZR4A 01904T, in yard | |
| 12 | 1 | Air compressor canopy, 8'L x 8"H x 5'W, 4 tubular metal uprights, 3" inch diameter, CGI roof cover, concrete equipment pad, 9"H, in yard | |
| 13 | 1 | Security alarm system, throughout, consisting of:<br>2 Control panels<br>2 Code pads<br>5 Motion sensors<br>4 Door contacts<br>10 Roll up door contacts | |

## EXHIBIT "C-4"
## PARCEL ESFV-E-011-1 (Cont'd)

| Item No. | Qty. | Description |
|---|---|---|
| | | **SOUTH OFFICE AND WAREHOUSE** |
| 14 | 21 | Lf of chain link equipment pen, 10'H, 3 sided, 2 swing doors, 4.5'L x 10'H |
| 15 | 19 | Light fixtures, in warehouse, LED, 2-approximately 10" diameter, 17-4'L strip fixtures, 4 elements each, with motion sensors, approximately 675 LF of .5" diameter EMT conduit, circuit breakers, 20 Amp |
| | | **NORTH OFFICE AND WAREHOUSE** |
| 16 | 72 | Lf of chain link equipment pen, 10'H, with 1-44"W swing gate |
| 17 | 20 | Light fixtures, LED, 4'L, 4 elements each, with motion sensors, approximately 680 LF of .5" diameter EMT conduit, circuit breakers |
| 18 | 1 | Group of electrical, for business equipment, consisting of:<br>140 Lf (estimate) of 3" diameter metal conduit from main service panel to subpanel E<br>1 Subpanel "E", 200 Amp, 240 V, west wall mounted, including circuit breakers, with safety switch<br>200 Lf (estimate) of .75" diameter metal conduit, including, 1 duplex receptacle, 8 quad receptacles, 120 V, 1 single receptacle, 240V<br>2 Safety switches, 240 V, 30 Amp, for vehicle lift and exterior air compressor |
| 19 | 1 | Vehicle Lift, Mohawk, M: TP18, S; 9401169, 2 post, 18,000 lbs. capacity, floor mounted, installation |
| 20 | 2 | Equipment pads, for Mohawk vehicle lift, reinforced concrete, 2-6' x 5' footprints, including 8 LF of 1'W concrete pad between vehicle posts, 8"D (estimate), saw cutting and demolition of preexisting concrete slab |

| Item No. | Qty. | Description |
|---|---|---|
| 21 | 200 | LF (estimate) of compressed air piping, .75" diameter, metal, from exterior air compressor to points of use, including, 5 quick connects, 1 hose reel, Reelcraft, M: 2Z864, wall mounted |

FRONTIER COMMUNICATIONS
LEASEHOLD IMPROVEMENTS-TENANT
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| 22 | 3 | Roll up warehouse doors, 1 north wall of south warehouse, 14'W x 12H, motorized, with safety beam, local electrical, 2 north warehouse, west side, 1-12.5'W x 14'H, 1-14'W x 14'H, manual track doors, spring loaded |
| 23 | 1 | Wireless security/fire alarm antenna |
| 24 | 1 | Lot of parking area striping, exterior and in warehouses, including, 48 standard and truck spaces, 4 ADA spaces, directional arrows, walkways |
| 25 | 33 | Wheel bumpers, concrete, 4'L, throughout |
| 26 | 11 | Emergency exit signs, including, 9 single sides, 2 with 2 element light fixtures, 2-2 sided |

FRONTIER COMMUNICATIONS
IMPROVEMENTS PERTAINING TO THE REALTY-LANDLORD
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| 224 | 1 | Pole sign, painted metal, approximately 20'H, 6" square tubular single post, including, 2 sign frames, 1-10'W x 4'H, 1-6'W x 3'H, (no sign fascias |

**ATTACHMENT B-1**

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS, LEASEHOLD IMPROVEMENTS, AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-030-029; ESFV-E-004-1**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" ("Fee Interest"); and (ii) the leasehold improvements and improvements pertaining to realty that are more particularly described in Exhibit "C-1" attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A-1", "B-1", and "C-1" are incorporated herein by reference.

Section 4.

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

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

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

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

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

(a.) The public interest and necessity require the Project;

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

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of July, 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

## ATTACHMENTS

Exhibit - A-1Fee Interest Legal Description
Exhibit - B-1Fee Interest Plat Map
Exhibit - C-1--Leasehold Improvements and Improvements Pertaining to Realty

**EXHIBIT “A-1”**
**PARCEL ESFV-E-004-1**

## LEGAL DESCRIPTION

Lot 30, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 68, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.Except all minerals, coal, oils, petroleum and kindred substance and natural gas under and in said land.

APN: 2210-030-029

(End of Legal Description)

**EXHIBIT "B-1"**
**PARCEL ESFV-E-004-1**

## PLAT MAP

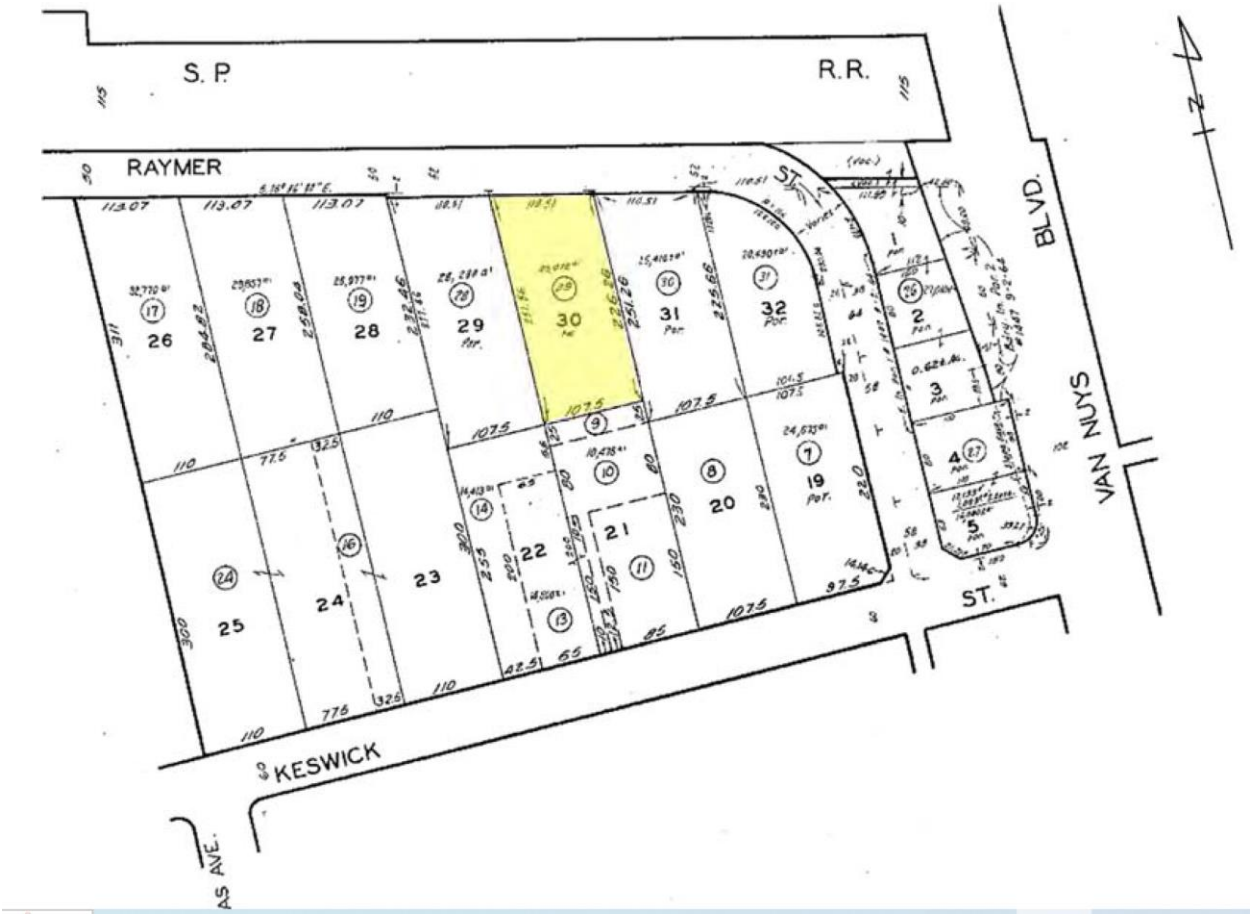


**EXHIBIT "C-1"**
**PARCEL ESFV-E-004-1**

| Item No. | Qty. | Description |
|---|---|---|
| 1 | 78 | Linear feet of fence, dual, consisting of 1-wrought iron fence, 6' high and 1-sheet metal fence, 10' high, metal upright supports |
| 2 | 35 | Linear feet of gate, consisting of 1-wrought iron gate, 6' high, and 1-sheet metal gate, 10.5' high, 2-keypad, Linear, model no. not available, 1-gate operator, All-O-Matic, model no. not available |
| 3 | 579 | Linear feet of fence, 10.5' high, metal, with wood uprights, barb wire top |
| 4 | 9 | Light posts, 20' high, 2.5" metal pole, 1 LED light, 12" x 18" |
| 5 | 1,526 | Linear feet of painted floor lines, 4" thick |
| 6 | 5 | Spotlights, 12" x 6", LED, wall-mounted |
| 7 | 9 | Surveillance cameras, manufacturer and model no. not available, wall-mounted |
| 8 | 2 | PA horn, manufacturer and model no. not available, wall-mounted |
| 9 | 1 | Lot of setup, floor concrete bolting and electrical installation for dual post lift |
| 10 | 1 | Lot of installation for air compressor, consisting of 1 safety switch, Square D, model no. not available, 20 amp, 120/240V, 20 linear feet of compressed air pipe, 1" diameter, PVC, 7 linear feet of compressed air pipe, 1" diameter, steel |

**ATTACHMENT B-2**

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS, LEASEHOLD IMPROVEMENTS, AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-030-024; ESFV-E-008-1**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" ("Fee Interest"); and (ii) the leasehold improvements and improvements pertaining to realty that are more particularly described in Exhibit C-1 attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A-1", "B-1", and C-1 are incorporated herein by reference.

Section 4.

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

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

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

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

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

(a.) The public interest and necessity require the Project;

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

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of July, 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

## ATTACHMENTS

Exhibit - A-1-- Fee Interest Legal Description
Exhibit - B-1 --Fee Interest Plat Map
Exhibit - C-1-- Leasehold Improvements and Improvements Pertaining to Realty

**EXHIBIT "A-1"**
**PARCEL ESFV-E-008-1**

# LEGAL DESCRIPTION

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

The Westerly 77 and 1/2 feet of Lot 24 and all of Lot 25 of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

Except from all minerals, coal, oil, petroleum and kindred substances and natural gas under and in said land as reserved by John A. Barton, a widower, in deed recorded December 9, 1953 in Book 43342 Page 89 of Official Records.

APN: 2210-030-024

APN: 2210-030-024
(End of Legal Description)

**EXHIBIT "B-1"**
**PARCEL ESFV-E-008-1**

## PLAT MAP

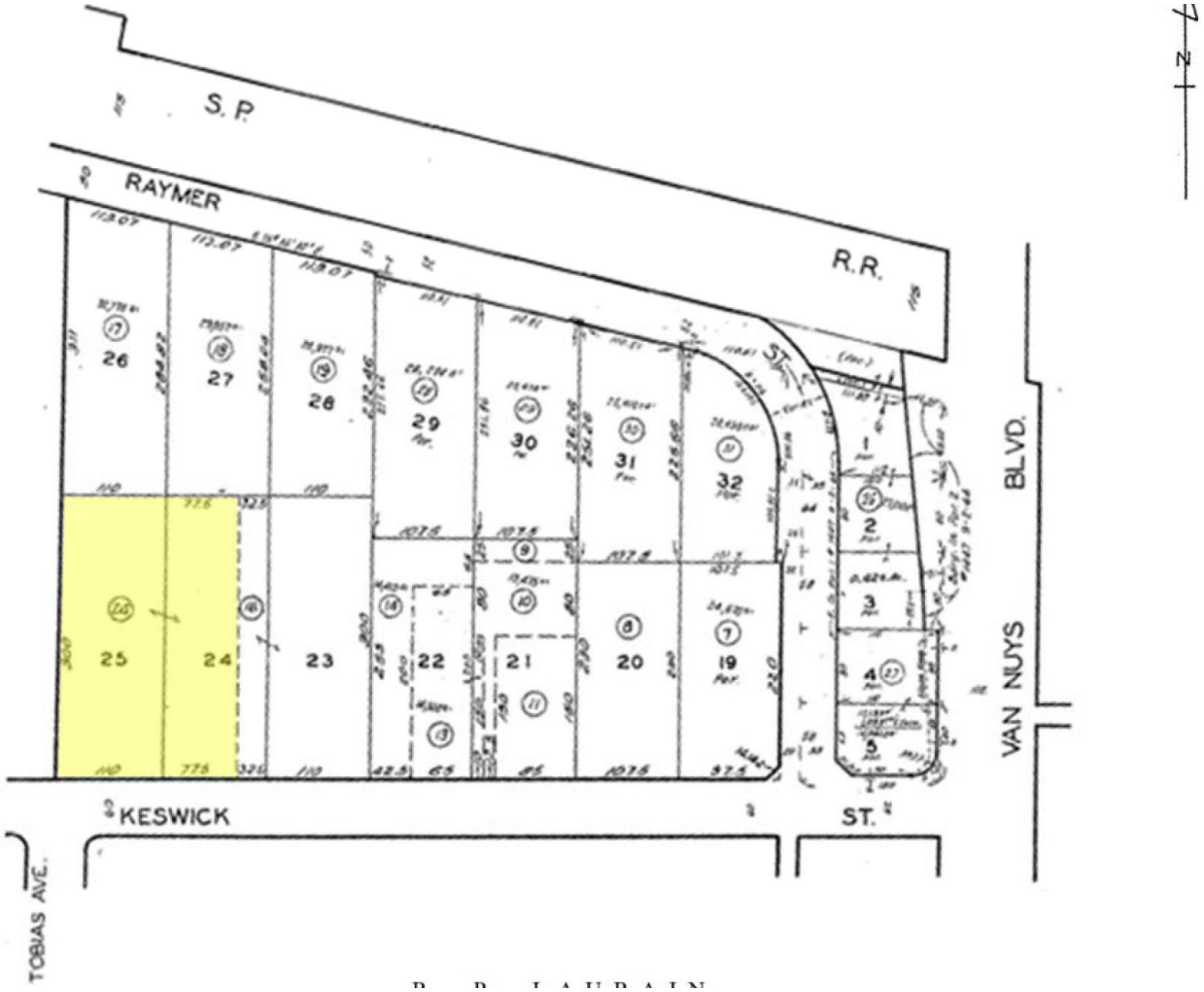


**EXHIBIT "C-1"**
**PARCEL ESFV-E-008-1**

| Item No. | Qty. | Description |
|---|---|---|
| 1 | 1 | G&A Sign |
| | | |

**ATTACHMENT B-3**

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS, LEASEHOLD IMPROVEMENTS, AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-030-017; ESFV-E-010-1**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" ("Fee Interest"); and (ii) the leasehold improvements and improvements pertaining to realty that are more particularly described in Exhibit C-1 attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A-1", "B-1", and C-1 are incorporated herein by reference.

Section 4.

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

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

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

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

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

(a.) The public interest and necessity require the Project;

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

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. . Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of July, 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

## ATTACHMENTS

Exhibit - A-1-- Fee Interest Legal Description
Exhibit - B-1-- Fee Interest Plat Map
Exhibit - C-1--Leasehold Improvements and Improvements Pertaining to Realty

**EXHIBIT "A-1"**
**PARCEL ESFV-E-010-1**

# LEGAL DESCRIPTION

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

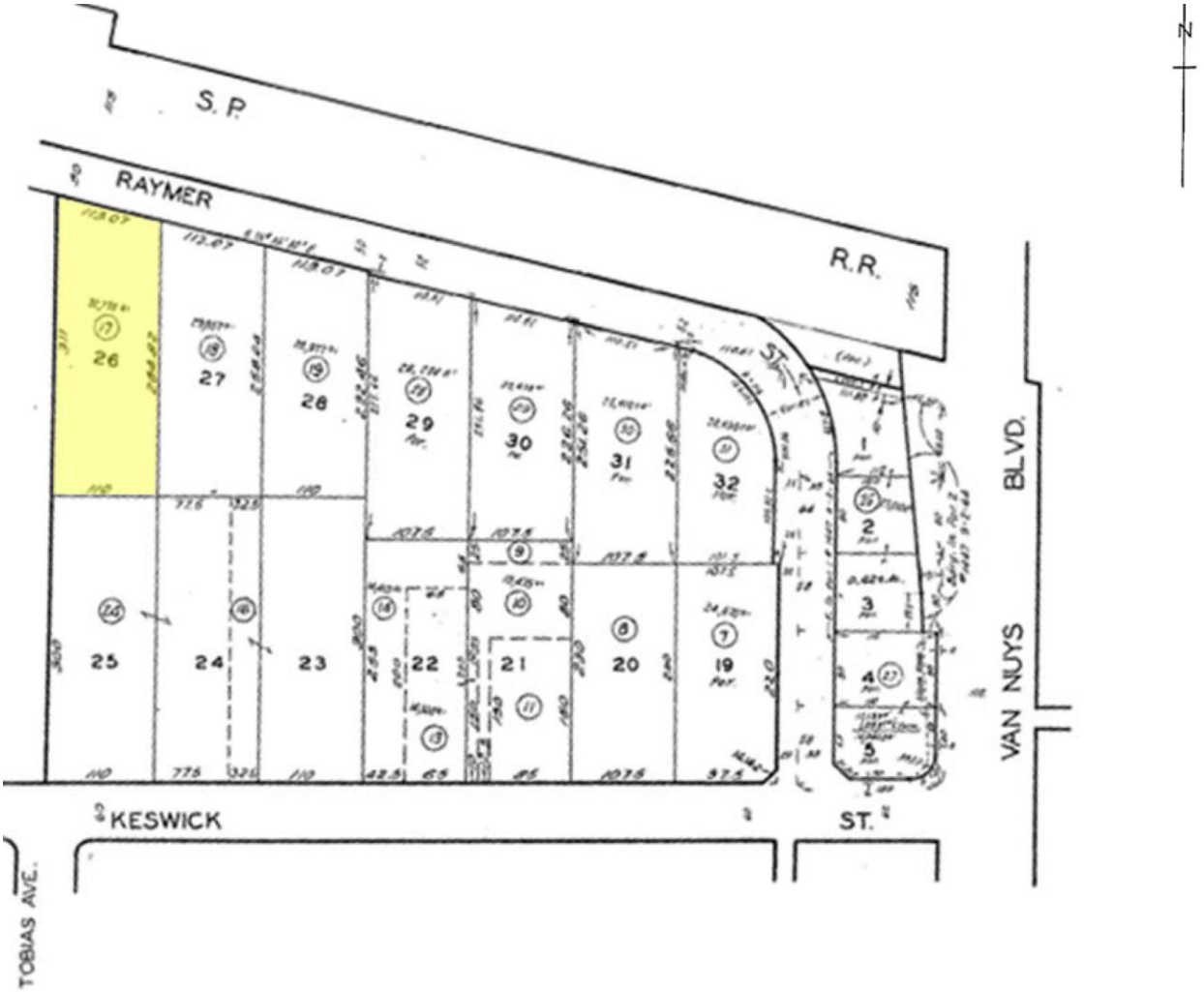
APN: 2210-030-017

Lot 26 of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

APN: 2210-030-017
(End of Legal Description)

**EXHIBIT "B-1"**
**PARCEL ESFV-E-010-1**

## PLAT MAP



DAMES N' GAMES
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - AUGUST 24, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **EXTERIOR AND THROUGHOUT DAMES N' GAMES** |
| 1 | 1 | Pole sign, approximately 24'H, single pole, with 18" x 18" stuccoed sheet metal cover, with 3 signs, 2 sided, metal cabinets, plastic facias, interior illumination, 1-10' x 4' (estimate), "Spearmint Rhino Presents" +8 words, 1-5' x 5', diamond shape with female face image, 1-12' x 3', "Topless Sports Bar and Grill", with directional arrow |
| 2 | 16 | Bollards, 3'H, painted tubular metal, 3.5" diameter, concrete filled |
| 3 | 1 | Group of north exterior wall mounted signage, metal cabinets, plastic fascias, single sided, interior illumination, consisting of, 2-20' x 2', 1 "The Valley's Best Topless Club", 1 "Full Bar, Great Food, Sports", 2-10' x 4.5', 1 "Multiple TVs" +8 words with female image, 1 "Caliente Cage Rage" plus 12 words, 1 channel letter sign, "Live Entertainment", 1.5' to 2'H letters |
| 4 | 4 | Exterior high intensity discharge (HID) light fixtures, 3 building mounted, 1 on pole in rear parking lot, ground mounted, exterior electrical |
| 5 | 33 | Surveillance cameras throughout, including 9 exterior building mounted, 24 interior, cabling, brackets and low voltage power |
| 6 | 28 | Linear feet (LF) of pony wall, in front yard, 4'H, assumed to be concrete block, 2 sided painted plaster fascias, clay tile trim, including, 28 Lf of curbing, 18 LF of painted tubular metal handrail, wall mounted |
| 7 | 320 | Square feet (SF) of concrete slab, 6" thick (estimate), with 8 LF of curb, along north exterior wall |
| 8 | 1 | Entry door 3' x 6' 8", painted metal with painted frame, wall penetration |
| 9 | 31 | LF of chain-link fencing, 8'H, with 1 swing gate, 4'W, with panic bar and alarm, privacy slats |

| | | |
|---|---|---|
| 10 | 4 | Water heaters, gas fired, 3 tankless, Noritz, M: NCC1991-OD, 1 standard heater, inaccessible, assumed to be 50 gallon capacity, vent stack, exterior electrical components, filtration system, programmer, with 2 equipment cages, expanded painted metal, 1-8' x 7' x 1', 2 doors, 1-3' x 7' x 3', 1 door |

| Item No. | Qty. | Description |
|---|---|---|
| 11 | 12 | Down shot light fixtures, exterior north wall soffit mounted, exterior electrical |
| 12 | 1 | Group of minor miscellaneous improvements throughout, including, but not limited to:<br>1 Lot of minor signage<br>2 Cutlery holders, 1'L, wall mounted, in kitchen<br>1 Order ticket hanger strip, 4'L, in kitchen<br>3 Drapes, fabric, with rods, 1-3' x 7', 1-5' x 4', 1-6' x 8'<br>2 Acrylic wall shelves, 1- 3.5'L, 1-4'L, 9"D, in west side dance booth, main lounge<br>1 Trash cabinet, 2.25' x 3' x 1.25', laminate, 1 door, wall mounted, near bar<br>1 Lot of miscellaneous cabinetry and shelving |
| 13 | 1 | Front door awning, 7'W x 3'H x 6'D, canvas covering, tubular metal frame, with "Dames N' Games" lettering |
| 14 | 1 | Light fixture, under front door awning |
| 15 | 1 | Alarm system, consisting of:<br>1 Control panel<br>2 Code pads<br>7 Door contacts<br>5 Motion sensors<br>2 Panic buttons<br>1 Wireless battery back-up |
| 16 | 9 | Wall washer light fixtures, exterior building wall mounted, exterior electrical |
| 17 | 4 | Promotional poster frames, exterior wall mounted, in parking lot alleyway, 12' x 5', 1" thick, assumed to be wood frame, painted concrete finish |
| 18 | 1 | Sign, 3.5' x 1.5', metal cabinet, plastic facia, "Entrance" with directional arrow, single sided, interior illumination, south exterior wall mounted |

| | | |
|---|---|---|
| 19 | 4 | Panic bars, on exterior access doors, 2 with alarms |
| 20 | 1 | Lot of rough plumbing, including all supply and drainage piping (not including main sewer lateral), floor drains, all within the building lines and supply piping to 4 exterior water heaters |

| Item No. | Qty. | Description |
|---|---|---|
| 21 | 1 | Lot of heating and air conditioning (HVAC) system complete, including, but not limited to, roof mounted mechanical equipment with curbs, ducting, registers and returns, electrical wiring, plumbing, control panels |
| 22 | 1 | Lot of electrical power distribution, inside the building lines, including but not limited to, subpanels, wire, conduit, receptacles and switches, circuit breakers, all lighting fixtures, including cabling for special effects lighting controlled from DJ booth (not including main service panel), network and telephone cabling |
| 23 | 1 | Lot of natural gas plumbing, including piping from gas meter to 6 appliances in kitchen and 4 hot water heaters in the rear parking lot |
| 24 | 6,112 | SF (estimate) of carpet, throughout |
| 25 | 374 | SF of ceramic floor tile, throughout, consisting of:<br>333 SF (estimate) of 1' x 1'<br>41 SF, 2' x 1', in entertainers' locker room |
| 26 | 22 | Sofas, throughout, with platforms, consisting of:<br>1 High back, 8 LF, fabric, seating booth on east wall of main lounge<br>2 12 LF of U-shaped, pleated vinyl, on floor of main lounge, near bar<br>1 28 LF, fabric, 4 armrests, on west wall platform of main lounge<br>1 11 LF, curved, fabric, at seating booth in northwest corner of main lounge<br>2 8 LF, fabric, north side of main lounge<br>1 18 LF, fabric, 3 armrest, along the north wall of main lounge<br>2 "U" shaped, fabric, 17 LF/ea., in 2 dance booths, east of main lounge<br>1 13 LF of "L"shaped fabric sofa, in private dance booth, west side of main lounge<br>11 Sofa booths, 4'L, fabric, high backs with partitions, 2 are "L" shaped end units, in corridor to old VIP rooms |

| | | |
|---|---|---|
| 27 | 320 | LF of ceramic bullnose base coving, 6" x 6", in kitchen and manager's restroom |
| 28 | 1 | Lot of network cabling, including configuration |

**KITCHEN**

| Item No. | Qty. | Description | Ke |
|---|---|---|---|
| 29 | 13 | LF of server's counter, "L" shaped, 30"D, with glass filler faucet and drop-in ice bin, Delfield Co., stainless steel, finish plumbing, 1 warming drawer by Duke, 2 drawer, stainless steel, local electrical, 6"H wood platform | |
| 30 | 64 | LF of stainless steel wall shelving, metal brackets | |
| 31 | 1 | Hand sink, ceramic, wall mounted, single mixing faucet, finish plumbing, in dishwashing room | |
| 32 | 1 | Above ground grease trap, Thermaco, Big Dipper, M: W-250-IS, finish plumbing, in dishwashing room | |
| 33 | 1 | Dishwashing station, stainless steel, "L" shaped, 30"D, 1 section-12'L, 3 compartment sink with 1 gooseneck mixing faucet, 1 section-5'L, with drain channel, stamped drain sink, 1 mixing faucet with wash wand, 1 dishwasher, CMA, M: C, single tray, including, finish plumbing, 1 cascading wall shelf for dish trays, 4'L x 2'D | |
| 34 | 1 | Pot hanger rack, in dishwasher room, 7'L x 2'D, stainless steel, 2 tier, wall-mounted | |
| 35 | 1 | Janitorial sink, 2' x 2', stainless steel floor model, finish plumbing, including, hose bib | |
| 36 | 13.5 | LF of service preparation tables, "L" shaped, 13.5'L, 30"D, stainless steel, with stamped sink, single mixing faucet, finish plumbing, table mounted can opener | |
| 37 | 1 | Exhaust hood, Captive Air, M: 4824, ND-2, 12'L x 4'D, with 2 exhaust fans, Greenheck, Models: 124 SWB and G-131, stainless steel, including filters, venting, roof mounted mechanical package, 144 SF of stainless steel wall sheet, 8 nozzle fire suppression system, 1 evaporative cooler for make up air, Alpine, M: ED143, 7,413 CFM, roof mounted | |

| | | |
|---|---|---|
| 38 | 1 | Walk-in cooler, NorthStar, 6.5' x 7.25' footprint, 7.5'H, galvanized insulated construction, 1 fan evaporator coil, concrete floor |
| 39 | 1 | Overhead hanging food warmer bar, Nemco, at pass through window in kitchen |
| 40 | 1 | Pass-through window shelf, 8'L x 1.5'D, stainless steel |

**BAR AND RELATED AREAS**

| Item No. | Qty. | Description |
|---|---|---|
| 41 | 1 | Liquor storage area security fence, 5'W x 7.5'H with locking door, tubular metal construction with expanded metal mesh covering |
| 42 | 1 | Walk-in cooler for beer, 34.5'D x 6'W x 7.5'H, insulated galvanized construction, 2-2 fan evaporator coils, 1 single fan evaporator coil, 2 passage doors and 2 pass through doors, concrete floor, including draw system for beer, bar tap tower, 10 product, on bar side of cooler wall |
| 43 | 1 | Bar area server's station counter, 8'L x 20"D, laminate with 3 shelves under storage |
| 44 | 1 | Bar construction, including 35.5 LF of front counter, 2'D, assumed to be wood framed, wood panel front facia, washable wallboard interior facia, polished stone top, including, 1 attached lower table, 8'L x 3'D, wood base, polished stone top, back bar shelving, polished stone, 1 section 4'L x 2'D, 1 section 5'L x 2'D base cabinet with 1 slide and 1 swing door, 1 shelf, 14.5'L x 1'D with 2-2 tier liquor bottle display shelves, 5'L x 1'D, interior illumination, 1 server station section, 3' x 2', polished stone shelf |
| 45 | 1 | Group of stainless steel bar equipment, Krowne, including, 1 speed rail, 2'L, 2 tier, wall mounted, 24 LF of light rope, consisting of:<br>2 Jockey boxes, 1'W, M: KR-B1223<br>2 Cocktail stations, 3'W, with speed rails<br>2 Drain boards, 2'W, M; 18 – GSB1<br>1 Bar sink, M; 18-63C, 6'L, 3 compartments, 2 drain boards, single mixing faucet<br>1 Hand sink, 1.5'W, M: KR23DS |
| 46 | 147 | SF of quarry tile flooring, 6" x 6", inside bar |
| 47 | 1 | Carbonized mixed beverage system, with two guns, eight product, including tubing and system components, Wunderbar, assumed to be vendor owned |
| 48 | 40 | LF of bar soffit, approximately 5'H, assumed to be wood framed with laminate plywood covering |

| Item No. | Qty. | Description |
|---|---|---|
| 49 | 415 | SF of brick veneer wall treatment |
| | | **RECEPTION/MAIN LOUNGE** |
| 50 | 1 | Customer reception counter, 6'W feet x 20"D, attached to wall, wood, laminate top, open under shelving, including 1 back counter, 7'L x 1'D, 2 doors and under shelving |
| 51 | 934 | SF (estimate) of floor platforms under carpeting in main lounge, 8"H (unless otherwise noted), assumed to be wood frame and decking, consisting of:<br>200 SF, 6"H, reception area and adjacent walkway in main lounge<br>70 SF, 10' x 7' footprint, seating booth on east wall<br>216 SF (estimate), 2-12' x 9', semi circular fronts, main lounge seating booths, near bar<br>448 SF, 28' x 16', 1'H, west wall of main lounge |
| 52 | 1 | Group of pony walls and various improvements, in main lounge and adjacent corridor to old VIP rooms, pony walls are assumed to be wood framed, drywall covering, stained wood tops, consisting of:<br>2 Pony walls, 1' thick, 43"H, 1–6'L, 1-4'L, including, 1 wood partition, 8'H x 2'D, seating booth on east wall, main lounge<br>2 Pony walls, 2-30 LF, 43"H, "U" shaped, stained wood fascias, 1' thick, 2-3'H ornamental statues, on main lounge floor, near bar<br>33 LF of ornate metal handrail, 3'H, on west wall platform<br>2 Pedestal tables, irregular shape, approximately 2.5' x 3' x 2.5', wood and painted drywall, stained wood tops, with 2 ornamental statues, 3'H, on west wall platform<br>6 LF of pony wall, painted drywall, stained wood top, including, 6.5 LF of drink ledge, Corian type top, one attached table, 6' x 2.75' x 3', painted drywall fascia with ornate metal section, at seating booth in northwest corner of main lounge<br>36 LF, 4.5'H, 6" thick, in corridor to old VIP rooms<br>30 LF of pony wall, 2-15 LF each, 3'H, "U" shaped enclosures for 2 sofas on north side of main lounge |
| 53 | 3 | Awnings, metal frames, canvas covering, 2 spear tip rods each, wall mounted, consisting of:<br>1 6'W x 3'D, over reception counter<br>1 10'W x 2'D, at seating booth on east wall of main lounge<br>1 9'W x 2'D, at seating booth in northwest corner of main lounge |

| Item No. | Qty. | Description |
|---|---|---|
| 54 | 24.5 | LF of DJ booth partition wall, 12 LF-8'H, 12.5 LF-6'H, assumed to be wood frame, 2 sided painted drywall, 1-swing door, painted wood, including, 1 pony wall, painted drywall, 4'L x 3'H, stained wood ledge |
| 55 | 3,900 | SF (estimate) of "blackout" ceiling paint in main lounge, including ducting and other hardware |
| 56 | 1 | Dance platform, irregular shape, approximately 18' x 18' footprint, 27"H, with Corian type drink ledge, 16"D, ceramic tile flooring, 12" x 12", 1 soffit, 47 LF, 5'H x 1'D, interior of soffit and ceiling paint, depicting "blue sky and clouds", 1 dance pole, 12'H, 1 set of stairs, 3 steps, and metal handrail |
| 57 | 1 | Dance platform, 6.5' diameter, assumed to be wood frame with laminate finish, with spiral stair case, and Corian type platform, with approximately 25 LF of ornate metal handrails, 3'H |
| 58 | 92 | LF of partition walls, (north and west sides, reception area and main lounge), 10' to 12'H, assumed to be wood framed with insulation, painted drywall, including 1 solid wood swing door with wood frame, 1 composite door with metal frame, 2 solid wood doors with wood frames, including partitioning for dance booth (west side) with 1 stained wood ledge at fenestration, 4'L |
| 59 | 111 | LF of painted crown molding, 1'H, on partition walls in main lounge |
| 60 | 150 | LF of furred painted drywall on walls, 12' to 15'H, assumed to be wood frame with insulation, north and west walls in main lounge |
| | | **REMAINDER OF DAMES N' GAMES** |
| 61 | 5 | Love seats, fabric, approximately 5'L, with 5 dance stands, approximately 2' x 2', carpeted tops, in old VIP rooms |

| | | |
|---|---|---|
| 62 | 1 | Group of improvements for side by side women's and men's restrooms, (quantities include both restrooms), consisting of :<br>238 SF of ceramic tile flooring, 1' x 1'<br>792 SF of ceramic wall tiles, 1' x 1', 96 LF of bullnose base coving<br>5 Hand sinks, ceramic, single mixing faucets, wall mounted, finish plumbing<br>2 Exhaust fans, with vents<br>2 Electric hand dryers, Xlerator, stainless steel, wall-mounted<br>2 Urinals, finish plumbing, with 2 privacy panels<br>3 Toilets, finish plumbing<br>2 Toilet partitions, 1 single panel (Men's), 1-2 stall configuration (Women's), laminate panels, metal frames<br>4 Grab bars, 1-3'L, 2-4'L, 1-5'L<br>3 Dual bath tissue dispensers, plastic<br>3 Toilet seat cover dispensers, plastic<br>2 Wall mirrors, 3' x 2.5', ornate plastic frames |

| Item No. | Qty. | Description |
|---|---|---|
| 63 | 1 | Counter top, 37'L x 2'D, Corian type, with back splash, wood bracketing, 5 power strips, in Entertainers' locker room |
| 64 | 57 | LF of handrailing, 2" tubular metal, wall mounted, in hallway behind dance stage |
| 65 | 1 | Shower, in entertainers' locker room, 2' x 3.5' footprint, fiberglass |
| 66 | 1 | Group of wall cabinetry, painted wood, in file room and manager's office, consisting of:<br>1 Cabinet, 58"W x 8.5'H, 8 doors<br>1 Upper shelf, 8' x 2' x 2', 2 vertical dividers<br>1 Recessed shelving, 7' x 4' x 2', 2 tier<br>1 Shelving, 11' x 8' x 1', 2 end pieces, 3'W, 1-2 tier, 1-3 tier, with lower cabinets, middle section, 5'W, with built-in desk, 2 drawers, upper single bridge shelf, single tier |
| 67 | 8 | Stools, 1' diameter laminate seats, 2'H, single metal pedestals, floor attached, in VIP room, east end of building |
| 68 | 413 | SF of wall mirror, throughout |
| 69 | 1 | Exhaust fan, in Entertainers' locker room |

| | | |
|---|---|---|
| 70 | 1 | Entertainers' makeup room counter, 13'L x 13"D, painted wood, wood brackets |
| 71 | 30 | Entertainers' room locker stacks, 2 openings each, 1-gang of 24, with platform, 24"D, 1-gang of 6, with platform, 12"D, platforms are 6" |

DAMES N' GAMES
LEASEHOLD IMPROVEMENTS
EFFECTIVE DATE OF VALUE - AUGUST 24, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **DAMES N' GAMES (EXTERIOR AND OCCUPIED AREA)** |
| 72 | 1 | Rear parking lot entry swing gate, painted tubular metal, 18'L x 7.5'H, with 8'H bollard |
| 73 | 7,582 | SF (estimate) of exterior wall paint, 17'H walls |
| 74 | 1 | Lot of parking lot parking space paint for approximately 55 cars, 4 directional arrows, "Compact" signs and walkway striping, 2 ADA spaces in front parking lot |
| 75 | 1 | Group of restroom improvements, manager's office, consisting of:<br>1 Toilet, finish plumbing<br>1 Base cabinet with backsplash, 62"L, laminate, single door, drop-in stainless steel sink, finish plumbing, with upper wall shelf, 2'L x 1'D<br>1 Base cabinet, 52" x 72" x 26", laminate, 3 doors, with hutch, 3 doors<br>1 Grab bar, 4'L<br>1 Exhaust fan, vent<br>1 Mirror, 2' x 2'<br>1 Dual bath tissue dispenser, plastic<br>1 Toilet seat cover dispenser, plastic |

| | | |
|---|---|---|
| 76 | 654 | LF of partition walls, assumed to be insulated wood frame, 2 sided painted drywall, consisting of:<br>75 LF x 20'H, with stage entrance and 46" x 34" fenestrations<br>121 LF x 8'H, with 46" x 34" fenestration<br>145 LF x 9'H<br>46 LF x 14'H<br>144 LF x 10'H<br>45 LF x 11'H<br>43 LF x 8.5'H<br>22 LF of base board, 4.5"H<br>13 LF of stained wood top ledges on fenestrations |
| 77 | 6,690 | SF (estimate) of furred painted drywall, assumed to exist with insulation, approximately 15'H, covering the interior of the perimeter walls of entire building |
| 78 | 28 | LF of decorative wood ceiling beams |
| 79 | 3,580 | SF (estimate) of painted drywall ceiling, assumed to be wood ceiling structure and includes insulation |
| 80 | 9 | Interior doors, wood, including jambs, consisting of:<br>4 36" x 80", solid<br>1 30" x 80", solid<br>1 36" x 80", solid, with 17" x 22" window, single pane<br>1 36" x 80", hollow core<br>1 24" x 80", hollow core<br>1 30" x 80", hollow core |
| 81 | 640 | SF (estimate) of suspended ceiling system, including metal T-bar grid and acoustic panels, throughout |
| | | **REMAINDER OF BUILDING (SOUTH UNOCCUPIED AREA)** |
| 82 | 1 | Side door to alleyway, 36" x 80", wood, metal frame, wall penetration |
| 83 | 4,078 | SF (estimate) of suspended ceiling system, including metal T-bar grid and acoustic panels |
| 84 | 3,715 | SF of carpeting |
| 85 | 7 | Built-in booths, stained wood, vinyl seats, "U"-shaped |

| | | |
|---|---|---|
| 86 | 220 | LF (estimate) of finished plywood wall paneling, 8'H, with molding |
| 87 | 1 | Bar counter, 26 LF, stained wood, 17 LF of overhead storage cabinet, with glassware hangers |
| 88 | 588 | SF of wallpaper, sports graphics, no longer usable |
| 89 | 24 | SF of wood plank flooring, at entrance to restrooms |
| 90 | 1 | Group of improvements for women's and men's restrooms, consisting of : |
| | 150 | SF of ceramic tile flooring, 1' x 1', with 6" x 6" accent tiles |
| | 150 | SF of ceramic tile flooring, 1' x 1' |
| | 364 | SF of ceramic wall tiles, 6" tiles |
| | 1 | Sink counter, 5'L, laminate, 2 drop-in ceramic sinks, single mixing faucets, finish plumbing |
| | 1 | Sink counter, 7'L, laminate, 2 drop-in ceramic sinks, single mixing faucets, finish plumbing |
| | 2 | Urinals, finish plumbing, with 1 privacy panel |
| | 3 | Toilets, finish plumbing |
| | 2 | Toilet partitions, 1 single panel (Men's), 1-2 stall configuration (Women's), 2 panels |
| | 6 | Grab bars, 3-3'L, 3-4'L |
| | 3 | Bath tissue dispensers, 2 roll, plastic |
| | 3 | Seat cover dispensers, plastic |
| | 820 | SF (estimate) of wall and ceiling paint, with cut out sheet metal shapes on men's room walls, sports graphics on women's room walls |
| | 1 | Wall mirror, 6' x 4' |
| | 2 | Exhaust fans, venting |

| Item No. | Qty. | Description |
|---|---|---|
| 91 | 50 | LF (estimate) of 2 sided partition walls, 8.5'H, assumed to be wood frame and have insulation, painted drywall |
| 92 | 2 | Solid wood doors, 3' x 7', with jambs |
| 93 | 350 | SF (estimate) of painted drywall ceiling, assumed to be wood ceiling structure and includes insulation |

**ATTACHMENT B-4**

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS, LEASEHOLD IMPROVEMENTS, AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
PROJECT APN: 2210-025-005,035; ESFV-E-011-1**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A-1" and depicted in the plat map attached hereto as Exhibit "B-1" ("Fee Interest"); and (ii) the leasehold improvements and improvements pertaining to realty that are more particularly described in Exhibit C-1 attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A-1", "B-1", and C-1 are incorporated herein by reference.

Section 4.

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

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

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

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

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

(a.) The public interest and necessity require the Project;

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

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of July, 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

## ATTACHMENTS

Exhibit - A-1-- Fee Interest Legal Description
Exhibit - B-1-- Fee Interest Plat Map
Exhibit - C-1--Leasehold Improvements and Improvements Pertaining to Realty

**EXHIBIT "A-1"**
**PARCEL ESFV-E-011-1**

# LEGAL DESCRIPTION

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

APN: 2210-025-005 and 2210-025-035

The South 501 feet to the East 215 feet of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 22, Page(s) 130 and 131 of Maps, in the office of the County Recorder of said County.

Except the West 70 feet thereof.

APN: 2210-025-005 and 2210-025-035
(End of Legal Description)

**EXHIBIT "B-1"**
**PARCEL ESFV-E-011-1**

## PLAT MAP

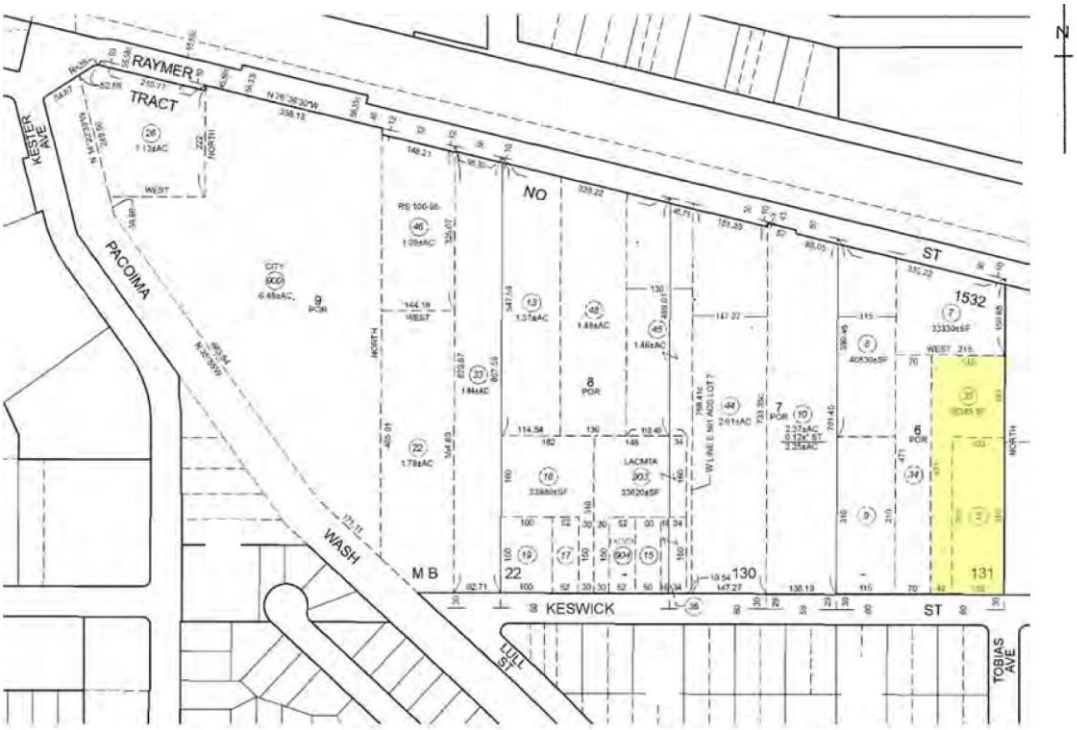


**EXHIBIT "C-1"**
**PARCEL ESFV-E-011-1**

FRONTIER COMMUNICATIONS
IMPROVEMENTS PERTAINING TO TIIE REALTY-TENANT
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| | | **EXTERIOR AND THROUGHOUT** |
| 1 | 1 | Group of Information technology (IT) materials and installation, consisting of:<br>7 Wireless access points, with receptacles and category 6 (cat 6) cabling<br>1 Lot of internet cabling, cat 6 cabling, to internet points of use<br>260 Linear feet (LF) (estimate) of 2" diameter conduit and cabling, including approximately 130 Lf above ground (south building). and 130 LF below ground from south building to north building, including excavation, trenching, recompaction and asphalt patching<br>1 OM3 fiber optic cabling from the minimum point of entry (MPOE) to main distribution frame (MDF)<br>1 Installation of fiber optic cabling from the public right of way to the MPOE<br>2 Open frame component racks, 1 in each building |
| 2 | 1 | Group of security materials and installation, consisting of:<br>1 Access control system, Lenel, for 3 access control points (exterior front gate and 2 entry doors to buildings), with specialized access control hardware, electrical wiring, intercom and keypad at front gate, cabling from the front gate, output radio reader, Wiegland, at front gate with 20 vehicle remotes<br>6 Surveillance cameras, Axis, 360 degree, Internet protocol, cabling, conduit, cabling |
| 3 | 1 | Driveway rolling gate, 26 LF, 8'H, 3 strand barbed wire, in-ground sensor loop, 1 safety beam interrupter switch, including 39 LF of chain-link fence, 8'H with 3 strand barbed wire, 1 pedestrian gate, 4'W x 8'H |
| 4 | 4 | Roof-mounted exhaust systems, 2 in each warehouse, including, roof curbs, 2 air handlers, interior ducting and returns, local electrical, engineering, permitting |

| Item No. | Qty. | Description |
|---|---|---|
| 5 | 8 | High intensity discharge (HID) LED lights, motion sensors, exterior building mounted, including, local electrical |
| 6 | 1 | Lot of minor miscellaneous improvements, throughout, consisting of:<br>1 Lot of minor miscellaneous signage, throughout<br>1 Sun shade, on exterior of south office wall, 8' x 6.5', fabric<br>6 Wall standards, 4-6'H, 2-4'H, 22-1'L standouts, with hanger rods, north warehouse |
| 7 | 1 | Equipment pen, 13' x 11' footprint, 8.5'H, 4 sided chain link fence, 2 interior partitions, chain-link, 11'L x 8.5'H, corrugated galvanized iron (CGI) roof with 8 tubular metal uprights, 2–3.75'W swing gates, in yard |
| 8 | 13 | LF of chain link fence equipment pen, 10'H, including 2 swing gates, 4.75'W, 4 gas cylinder bottle rails, 5.5'L x 4'H, 2" diameter painted tubular metal, "U" shaped, ground mounted, 1 mail box, swing gate mounted, in yard |
| 9 | 1 | Ice merchandiser canopy, 12' x 8' x 6' with 4 uprights, tubular metal, 3" diameter with 2 "L" shaped cross members, in yard |
| 10 | 1 | Electrical receptacle, with weather housing for ice merchandiser, south building exterior wall mounted, including local electrical |
| 11 | 28 | Linear feet (estimate) of .75" diameter copper water supply pipe with 4 ball valves, 1 hose bib, 1 water filter manifold, GE Space Appliances, M: GXWH35S, S: ZR4A 01904T, in yard |
| 12 | 1 | Air compressor canopy, 8'L x 8"H x 5'W, 4 tubular metal uprights, 3" inch diameter, CGI roof cover, concrete equipment pad, 9"H, in yard |
| 13 | 1 | Security alarm system, throughout, consisting of:<br>2 Control panels<br>2 Code pads<br>5 Motion sensors<br>4 Door contacts<br>10 Roll up door contacts |

**EXHIBIT "C-1"**
**PARCEL ESFV-E-011-1 (Cont'd)**

| Item No. | Qty. | Description |
|---|---|---|
| | | **SOUTH OFFICE AND WAREHOUSE** |
| 14 | 21 | Lf of chain link equipment pen, 10'H, 3 sided, 2 swing doors, 4.5'L x 10'H |
| 15 | 19 | Light fixtures, in warehouse, LED, 2-approximately 10" diameter, 17-4'L strip fixtures, 4 elements each, with motion sensors, approximately 675 LF of .5" diameter EMT conduit, circuit breakers, 20 Amp |
| | | **NORTH OFFICE AND WAREHOUSE** |
| 16 | 72 | Lf of chain link equipment pen, 10'H, with 1-44"W swing gate |
| 17 | 20 | Light fixtures, LED, 4'L, 4 elements each, with motion sensors, approximately 680 LF of .5" diameter EMT conduit, circuit breakers |
| 18 | 1 | Group of electrical, for business equipment, consisting of:<br>140 Lf (estimate) of 3" diameter metal conduit from main service panel to subpanel E<br>1 Subpanel "E", 200 Amp, 240 V, west wall mounted, including circuit breakers, with safety switch<br>200 Lf (estimate) of .75" diameter metal conduit, including, 1 duplex receptacle, 8 quad receptacles, 120 V, 1 single receptacle, 240V<br>2 Safety switches, 240 V, 30 Amp, for vehicle lift and exterior air compressor |
| 19 | 1 | Vehicle Lift, Mohawk, M: TP18, S; 9401169, 2 post, 18,000 lbs. capacity, floor mounted, installation |
| 20 | 2 | Equipment pads, for Mohawk vehicle lift, reinforced concrete, 2-6' x 5' footprints, including 8 LF of 1'W concrete pad between vehicle posts, 8"D (estimate), saw cutting and demolition of preexisting concrete slab |

| Item No. | Qty. | Description |
|---|---|---|
| 21 | 200 | LF (estimate) of compressed air piping, .75" diameter, metal, from exterior air compressor to points of use, including, 5 quick connects, 1 hose reel, Reelcraft, M: 2Z864, wall mounted |

FRONTIER COMMUNICATIONS
LEASEHOLD IMPROVEMENTS-TENANT
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| 22 | 3 | Roll up warehouse doors, 1 north wall of south warehouse, 14'W x 12H, motorized, with safety beam, local electrical, 2 north warehouse, west side, 1-12.5'W x 14'H, 1-14'W x 14'H, manual track doors, spring loaded |
| 23 | 1 | Wireless security/fire alarm antenna |
| 24 | 1 | Lot of parking area striping, exterior and in warehouses, including, 48 standard and truck spaces, 4 ADA spaces, directional arrows, walkways |
| 25 | 33 | Wheel bumpers, concrete, 4'L, throughout |
| 26 | 11 | Emergency exit signs, including, 9 single sides, 2 with 2 element light fixtures, 2-2 sided |

FRONTIER COMMUNICATIONS
IMPROVEMENTS PERTAINING TO THE REALTY-LANDLORD
EFFECTIVE DATE OF VALUE - SEPTEMBER 12, 2023

| Item No. | Qty. | Description |
|---|---|---|
| 224 | 1 | Pole sign, painted metal, approximately 20'H, 6" square tubular single post, including, 2 sign frames, 1-10'W x 4'H, 1-6'W x 3'H, (no sign fascias |

# Hearing to Adopt Resolutions of Necessity

# East San Fernando Valley Light Rail Transit Project

# Agenda Item #2024-0432

Metro

Regular Board Meeting
July 25, 2024

# Hearing to Adopt Resolutions of Necessity
# East San Fernando Valley Light Rail Transit Project

**Project:** Extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations.

The initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

**Property Impacts:** Full Fee Simple Interest for four Maintenance and Storage Facility parcels and one Traction Power Substation parcel.

**Property Locations:** See next slide for locations.

**Relocation Impacts:** Project impacts will require 11 businesses to relocate.

**Safety Impacts:** The Board action will not have an impact on LACMTA's safety standards

Metro

# Hearing to Adopt Resolutions of Necessity
# East San Fernando Valley Light Rail Transit Project

## PARCELS OVERVIEW

1. 14546 Raymer, Van Nuys, CA
2. 14617 Keswick, Van Nuys, CA
3. 14626 Raymer, Van Nuys, CA
4. 14635 -14645 Keswick, Van Nuys,CA

1. Parcel : ESFV-E-004-1



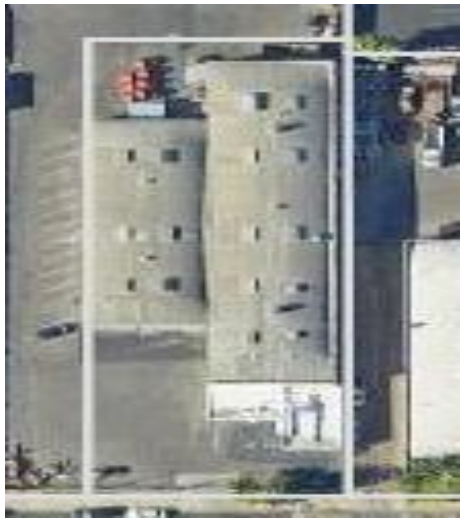
2.Parcel :ESFV-E-008-1



3. Parcel: ESFV-E-010-1



4. Parcel: ESFV-E-011-1



# Hearing to Adopt Resolutions of Necessity
# East San Fernando Valley Light Rail Transit Project

| Assessor's Parcel Number | Project Parcel Number | Parcel Address | Purpose of Acquisition | Property Interest(s) Sought |
|---|---|---|---|---|
| 2210-030-029 | ESFV-E-004-1 | 14546 Raymer St, Van Nuys, CA | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-024 | ESFV-E-008-1 | 14617 Keswick St, Van Nuys, CA | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-030-017 | ESFV-E-010-1 | 14626 Raymer Street Van Nuys, CA | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |
| 2210-025-005,035 | ESFV-E-010-1 | 14635-14645 Keswick St, Van Nuys, CA | Construction and operation of the East San Fernando Valley Light Rail Transit Project | Fee Interest; Improvements Pertaining to Realty and Leasehold Improvements |

Metro

# Hearing to Adopt Resolutions of Necessity
# East San Fernando Valley Light Rail Transit Project

**Relocation Benefits Provided to Displaced Businesses:**

- Movement of Personal Property/Reconnection of Personal Property—No limit
- Re-Establishment Benefits
- Payment for Expenses Connected with Searching for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

Metro




Metro

**File #:** 2024-0437, **File Type:** Motion / Motion Response **Agenda Number:** 45.

**REVISED**
**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: IMPROVING ACCESS CONTROL: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING an update on strategies to improve safety for Metro riders and employees, including costs and implementation timelines, in response to Motion 34.1;

B. ESTABLISHING a Life-of-Project (LOP) budget in an amount not-to-exceed $65.1 million for the implementation of Enhanced Access Control strategies, to include:

1. Expansion of the TAP-to-Exit pilot from one end-of-line station to all 10 end-of-line stations;
2. Expansion of the Elevator Open-Door pilot from 21 elevators to 57 elevators;
3. Expansion of the Smart Restroom pilot from 10 stations to 64 stations and transit centers;
4. A new pilot of taller fare gates at up to three rail stations; and
5. A new pilot of two weapons detection technologies at two transit hubs on the rail system, which may include Dual-lane metal detector and Millimeter-Wave radar detection systems

C. AMENDING the FY25 budget by an amount not-to-exceed $15.4 million for TAP-to-Exit at 10 end-of-line stations with gate telephone (GTEL) installations, adding TAP and barcode readers to exit side of gates, and to pilot test upgraded new faregates from different vendors at up to three rail stations; and

D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP.

**HORVATH, HAHN, DUPONT-WALKER, AND SANDOVAL AMENDMENT:** WE MOVE that the Board direct the CEO to report back to the Board on the feasibility of bringing the custodial services for the Throne Restroom Pilot in-house, including but not limited to opportunities to expand Metro's Room-to-Work Program and the use of Room-to-Work employees to perform these custodial

functions.

## ISSUE

At its April 2024 meeting, the Board approved Motion 34.1 by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis (Attachment A), directing staff to provide an update on current strategies - and research potential new ones - to improve safety for Metro riders and employees and report back to the Board. As requested, a report was provided at the June 2024 meeting. This report builds upon last month's report by including cost analysis and timelines with recommendations regarding the expansion of early pilot successes, launch of new pilots, and additional information on video management and analytics - all aimed at enhancing access control to ensure the system is used solely for its intended purpose of transit. By strengthening security measures, Metro aims to prevent unauthorized use and maintain a safe environment for everyone.

## BACKGROUND

Many large cities nationwide, including Los Angeles, are confronting an increase in the severity of transit crimes experienced by customers and employees compared to pre-pandemic levels. As part of Metro's efforts to do everything it can to better secure the system and prevent these tragic incidents in the future, our public safety strategy is aligned around three safety imperatives that are based on Metro's Public Safety Mission and Values Statements and informed by Metro's Public Safety Data Analytics and Bias-Free Policing Policies:

- **Increasing the visible presence of uniformed personnel** by deploying more uniformed personnel throughout the system to deter crime and provide immediate assistance to riders and employees;
- **Enhancing access control** to ensure the system is used solely for its intended purpose; and
- **Strengthening partnerships to address societal issues** by continuing to partner with the County, the Cities, and Regional Agencies to address homelessness, untreated mental illness and drug addiction.

As presented to the Board in June, Metro has been researching technologies to support improved access control developed to address the following safety concerns:

- Use and/or possession of weapons on the Metro system
- Fare evasion and fare enforcement
- Enforcement of Metro's exclusion lists for persons violating Metro's Code of Conduct
- Identifying repeat offenders of crimes on the system

In addition to researching technology applications for safety and security, staff has also explored ways and designed pilot programs to improve safety and the customer experience by changing the station environment.

## DISCUSSION

This report outlines the research and analysis staff conducted on potential new technologies, infrastructure updates, and station interventions that all share the same underlying objective: improving safety for all Metro riders and employees. This report will discuss expanding three pilot programs that have been very successful in ensuring that the system is used solely for the purpose of transit, thereby improving safety and security. They include:

- Expanding the TAP-to-Exit Program
- Expanding the Elevator Open-Door Program
- Expanding the Smart Restroom Initiative

Staff also recommends introducing two new pilot programs:

- Testing new taller faregates at up to three stations
- Assessing the real-life efficacy of two different weapons detection technologies at two transit hubs on the rail system

Lastly, the report addresses the Board's interest in the state of Metro's CCTV infrastructure and its ability to integrate biometric identification to enhance safety by identifying individuals on watchlists and enabling proactive security responses.

**Expanding the TAP-to-Exit Pilot Program**

Law enforcement data reveals that nine out of ten individuals arrested on Metro do not have valid fare, which is more indicative of the vulnerabilities of the current fare collection system because there is no reliable data to determine what percentage of all non-fare-compliant users commit crimes. As such, staff have been working on near-term and long-term solutions to ensure the system is being used solely for transit by improving fare compliance equipment and policies.

In late May 2024, staff launched a TAP-to-Exit pilot program at North Hollywood, an end-of-line station on the B Line, to improve fare compliance by using existing fare collection equipment and enable fare inspectors to ensure compliance with Metro's Code of Conduct across a high volume of customers.

Within the first month of the program, key findings indicated the implementation at this single station resulted in an outsized safety improvement across all B Line stations. In the first month, the pilot helped to identify and correct 15,000 unpaid rides that were subsequently paid for upon exit, which translates to 11% of total tap-outs. Multilingual staff surveyed over 100 customers at the North Hollywood Station, in which 91% reported feeling the station was cleaner and 86% felt safer.

- Across the 14 stations of the B Line:
    - Paid rides have increased by 15%, translating to more than 100,000 more paid rides in the program's first month.
    - Reported crime and other issues have dropped over 40% on the Transit Watch app, where customers can "See Something, Say Something," which includes substantial reductions in physical fights, disturbances, drug use, and harassment.

As an added benefit of the pilot, Metro's Low-Income Fare is Easy (LIFE) Program enrolled more than 170 customers onsite, ensuring that income-qualified individuals with legitimate transportation needs were offered no-cost TAP cards with preloaded rides and significantly discounted fares in future months.

Staff is currently reviewing data and customer feedback from the first 90 days of the pilot. However, given the strong success of the pilot, staff is now planning to expand this program to all the end-of-line stations, beginning with the Downtown Santa Monica end-of-line station on the E Line. In addition to enhanced fare compliance efforts at this Station, fare inspection teams will also be expanding enforcement efforts for passengers exiting at both ungated end-of-line stations on the A Line, at Downtown Long Beach and APU/Citrus College in Azusa, and at Willowbrook/Rosa Parks A & C Line Station. This effort will begin with an education-first approach, layered with our equitable LIFE program enrollments, and consistent with our previous and successful approaches at Westlake/MacArthur Park and North Hollywood stations. Staff will also be investigating technology enhancements to reinforce tapping on exit at end-of-line stations.

***Timeline***: TAP-to-Exit Pilot Program to be expanded to Santa Monica in August 2024.

*Systemwide Expansion of TAP-to-Exit*
To facilitate the longer-term expansion of TAP-to-Exit, staff is exploring the feasibility of adding TAP-to-Exit across the entire system of faregates, matching the decades-long practice seen at other large transit agencies within North America and across the world, including:

- Bay Area Rapid Transit (BART)
- Washington Metropolitan Area Transit Authority (WMATA)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- London Underground (TfL)
- Tokyo Metro

The Metro system has stations with faregates and stations without faregates, which creates challenges for rapid expansion of TAP-to-Exit such as:

- Gate telephones (GTEL) must be located inside the paid station area to provide ADA-compliant customer assistance when onsite staff are unavailable;
- Availability of optic scanners to process Metrolink QR code ticketing to ensure seamless compatibility with Metro faregates that primarily accept TAP fare media; and
- Consistent uniformed personnel to provide passenger support.

The recently approved TAP Plus upgrades includes 603 new TAP and barcode readers to be installed on faregates. An additional 603 readers are required for installation on the faregates on the exit side, along with 290 readers for new rail projects to facilitate TAP-to-Exit implementation. This will upgrade the TAP readers on the exit side of the gates to be compatible with the recently approved TAP Plus upgrades to the entry side, which includes Metrolink compatibility.

The table below outlines the estimated cost and timeline for completion of systemwide implementation. This includes a 20% contingency to cover additional engineering and unforeseen

costs.

| TAP-To-Exit Requirements | Preliminary Cost Estimate | | Estimated Timeline |
|---|---|---|---|
| | Current Gated Stations | New Rail Projects | |
| GTEL installation[1] (At stations currently without GTELs) | $ 2,412,672 | N/A | 2 weeks per station 12 to 24 months |
| Redistribution/installation of existing Metrolink optic QR readers (Contingent on GTEL availability) | $ 60,000 | N/A | 3 months |
| TAP and barcode readers | $ 3,256,200 | $ 1,566,000 | 10 months |
| Contingency (20%) | $ 1,145,774 | $ 313,200 | |
| **Total** | **$ 6,874,646** | **$ 1,879,200** | **~12 months** |

[1] GTEL installations are required for ADA compliance as part of TAP-to-Exit. North Hollywood and Downtown Santa Monica stations already have existing GTELs in the paid station area.

***Cost***: ~$8.8 million for TAP-to-Exit expansion systemwide

**Expanding the Elevator Open-Door Pilot Program**
Elevators are a critical component of the station experience, particularly for customers with disabilities, bicycles or other belongings, and parents with strollers. They are also susceptible to misuse because of the confined nature and placement relative to the overall passenger flow of a station. Since January 2024, there have been nearly 150 complaints about station elevators logged through Customer Care, or nearly 1 complaint per day. 4 out of 5 of these complaints are related to security, cleanliness or maintenance concerns about a station elevator. Therefore, staff has continued to identify near-term solutions to quickly respond to these customer pain points. Over the past several months, staff have been incrementally expanding the program to keep elevator doors open when not in use, which has improved safety and cleanliness through natural surveillance and deterrence of illicit activity. Additionally, the open-door pilot aligns well with recently adopted Metro Design Criteria for new facilities, requiring “hands-free” access to elevators to facilitate use by persons not able to actuate elevator call/floor selection buttons.

No issues or problems have been reported by persons with a disability regarding the open-door pilot program. Ambassadors have reported that parents with strollers and customers with bicycles are having an easier time entering the elevator, with additional time and visibility to negotiate their items into the elevator. Facilities Maintenance and Security also report significant drops in special clean-ups and extended dwelling/willful blocking of Open-Door Pilot Program at the three new Regional Connector stations. Thereafter, it was expanded to three more stations, including APU/Citrus College A Line Station, Willowbrook/Rosa Parks A & C Line Station, and El Monte J Line Station. In total, 21 out of 57, or 37%, of eligible elevators at Metro’s newer stations are now part of the Elevator Open Door Pilot Program. Staff is reconfiguring all 57 eligible elevators. Once completed, the stations with open-door elevators will include:

- Regional Connector (Little Tokyo/Arts District, Historic Broadway, Grand Ave Arts/Bunker Hill)
- A (Gold) Line (Arcadia, Monrovia, Irwindale, APU/Citrus College)
- A (Blue) Line (Willowbrook/Rosa Parks)

- E (Expo) Line (Palms, Expo/Sepulveda, Expo/Bundy)
- K Line (Expo/Crenshaw, MLK Jr., Leimert Park)
- El Monte Bus Station
- NoHo B-G Line Connection Portal
- Universal City/Studio City Pedestrian Bridge across Lankershim Blvd.

***Timeline***: All 57 elevators in the stations listed above will be reconfigured by September 2024. In addition to the 57 elevators listed above, there are 123 older elevators, primarily on the Metro B, C, and J Lines, that do not currently have this capability, but will eventually be addressed through the ongoing Elevator Modernization Program. Staff will explore other strategies to better secure the older elevators while they are being modernized.

***Cost***: There are no additional costs for the 57 newer elevators listed above, as the reprogramming can take place within the existing hardware and service contract. For the 123 older legacy elevators, staff will continue to keep the Board updated of this progress through the ongoing Elevator Modernization Program.

**Expanding the Smart Restroom Initiative**
Following the successful Unsolicited Proposal pilot with Throne Labs that began in October 2023, Metro has incrementally expanded the pilot of free, public restroom access to every rail and bus rapid transit (BRT) line, including 10 locations with Throne Labs smart restrooms. These ADA-compliant, touch-free restrooms require cell phone access to increase user feedback and accountability, deter illicit activity, and preserve clean and safe access for its intended purpose.

Since the program began in October 2023, there have been over 66,000 uses across 10 locations and a 4.2 out of 5-star average satisfaction rating. Staff have also seen a 50% reduction in public urination and defecation at stations with these restrooms installed, and the Throne systems have not experienced calls for police or emergency services.

***Timeline***: As a result, staff is proposing a systemwide expansion of smart restroom access, phasing up to a total of 64 restrooms over the next four years. Exact locations and orientation will be determined through individual site assessments with sufficient Metro property, accessibility, and utility. Staff estimates the following phasing to allow sufficient time to implement and support:

- Year 1 (CY25): Add +20 additional new restrooms, for a total of 30 locations, $2.71M
- Year 2 (CY26): Add up to +34 additional new restrooms, up to 64 total locations (including the current 10), $6.08M
- Year 3 (CY27): Continue operating up to 64 locations, $6.38M
- Year 4 (CY28): Continue operating up to 64 locations, $6.70M

***Cost***: This four-year estimated cost for an incremental expansion of smart restroom access totals up to $21.87M, and the first year would be funded through the approved FY25 Station Experience budget. This four-year contract also ensures safe and accessible restroom access through the 2028 Summer Olympic and Paralympic Games and beyond.

**New Pilot: Testing Taller Faregates**

Half of the Metro Rail system employs faregates, and the other half relies on standalone validators (SAVs) in which customers are requested to tap their cards but are not physically stopped by a faregate. This is because many street-running stations do not have adequate space to install faregates and still comply with Fire/Life Safety and ADA requirements. Moreover, the current turnstile and leaf-style faregates are highly susceptible to fare evasion, especially the wide, ADA leaf-style gate that provides additional space and time for customers with disabilities to enter but is open to all riders.

Staff has closely monitoring the efforts of peer transit agencies that have been replacing traditional faregates with modernized designs (including taller faregates) that better meet today's mobility needs. The improved access control provided by these new faregates has reduced fare evasion at those transit agencies by up to 90%.

In addition, modern faregates have many features that Metro's 20-year-old faregates lack that could improve safety and the customer experience. These features include the following:

- Precise motion sensor detection to reduce "piggybacking" or "tailgating" fare evasion commonly seen in today's wider, ADA-compliant faregate.
- Electromechanical locks to prevent "forced entries" from determined fare evaders, which are commonly reported on today's faregates and lead to resiliency challenges.
- Replacing turnstile bars with paddle-style doors that reduce customer pain points with bicycles, luggage, and other belongings, which is particularly relevant with the upcoming LAX/Metro Transit Center and growing investment in active transportation.
- Application Programming Interface (API) integration with security solutions, such as integrated weapons detection through improved camera detection.

Therefore, staff proposes a near-term, targeted procurement for up to three pilots at up to three stations, one of which is the future LAX/Metro Transit Center (formerly known as Airport Metro Connector). Other stations under study are Westlake/MacArthur Park, Universal City/Studio City, North Hollywood, Downtown Santa Monica, Norwalk, Union Station (A Line), 7th Street/Metro Center, Willowbrook/Rosa Parks, and Pershing Square (5th St/Hill St Entrance). No additional funds will be needed to deploy the pilot at the LAX/Metro Transit Center Station, as the expenditures can be absorbed by the existing project LOP.

***Timeline***: Pilot to tentatively begin in November 2024.

***Cost***: $14.4 million for up to three different gate arrays from up to three different vendors for pilot testing.

**New Pilot: Weapons Detection Systems**

At the Board's directive to find measures to keep weapons off our transit system, staff have researched several weapons detection technologies, including hand-held and walkthrough systems. Staff found multiple systems available today that use advanced technologies such as artificial intelligence (AI), machine learning, and sophisticated sensors to accurately detect a wide range of

weapons, including improved detection of concealed and small weapons. These advancements can greatly reduce the need for labor-intensive searches and can also retain and analyze large amounts of data to identify patterns and improve detection accuracy. The mere presence of these systems can act as a deterrent, discouraging individuals from bringing weapons into station areas.

Conversely, deploying these systems may hinder the riders' experience by narrowing access points and extending the time necessary to enter a station or board a bus. A system's underperformance and accuracy adjustment could also lead to misidentifying non-threatening items as weapons, leading to unnecessary alerts and delays, with some riders finding the additional security measures inconvenient.

Staff identified two systems with the highest potential to reduce the number of weapons on the system and meet the differing needs of the various locations, stations, and divisions. Further discussion of the research and findings, the evaluation of different technologies, as well as the results of the conversations with peer agencies are contained in Attachment B. Based on feedback from NY MTA and staff's experience with the demonstration at the City of Inglewood, staff recommends a pilot of two advanced weapons detection systems - the millimeter wave technology and dual-lane system - over 30 days at two Metro stations.

*Millimeter Wave Technology & Dual-Lane System Pilots*
Millimeter wave technology provides a highly advanced and efficient method for security screening. Unlike traditional metal detectors that rely on electromagnetic fields to identify metal objects, millimeter wave systems use high-frequency radio waves, typically 30 to 300 GHz, to create detailed 3D images of scanned subjects. This technology can detect a wide variety of concealed items, including non-metallic threats, with greater accuracy and speed. By emitting harmless radio waves that bounce off the body and any concealed objects, millimeter wave scanners can produce real-time images that security personnel can quickly analyze. This leads to enhanced security, faster checkpoint processing times, and a more streamlined experience for travelers and visitors at various facilities.

Dual-lane systems enhance safety and streamline the screening process in high-traffic areas. The system employs advanced sensors and AI to detect weapons and other threats without requiring individuals to stop, empty their pockets, or remove their bags. It uses sensors and AI to scan individuals as they walk through the system, eliminating the need for physical pat-downs or manual bag checks. It allows for a seamless, continuous flow of people, minimizes bottlenecks and wait times, and leverages machine learning algorithms to differentiate between threats and benign objects, continuously updating and improving its detection capabilities based on new data. The system can integrate with other security systems and communication tools, some currently used by the agency and others planned to be procured, for coordinated responses. These portable systems can be set up quickly, making them ideal for Metro's fluctuating security needs.

Staff will evaluate the systems based on their effectiveness in threat detection, ease of integration with existing systems, impact on passenger flow, and overall reliability.
A rigorous monitoring process will be implemented to collect comprehensive data throughout the trial period, focusing on key performance indicators such as detection accuracy, false positives/negatives, operational impact, and user feedback.

After the 30-day pilot, staff will return to the Board with an update, analyzing the systems' performance and providing recommendations on whether to implement them across the transportation network, including any necessary adjustments to ensure successful integration.

**Location Rationale:** Staff utilized crime statistics and Transit Watch app data to determine that a location on the rail system was the best location for testing. Based on data from October 2023 to April 2024, the rail system reported 3.3 as many crimes as the bus system, with 33% more Crimes Against Persons and 2.7 times as many weapon arrests.

***Timeline***: Pilot up to two separate weapons detection vendors at two separate stations, with findings to be included in the January 2025 board report. The first of the two pilots would begin in September 2024 (for security reasons, the stations are not disclosed in this report).

***Cost***: No additional cost is expected for this pilot.

In addition, as part of this research effort, staff evaluated the possibility of having weapons detection on Metro buses. The research suggests there are significant challenges when trying to deploy weapons detection systems with metal detection or advanced sensors due to space constraints, as well as available power and data connectivity onboard vehicles. Alternatively, a video analytics-based system that leverages detection algorithms over video feeds from CCTV cameras exists; however, of the handful of vendors commercializing these systems, only one is known to have partnered with a transit agency to implement their system in transit facilities, and none have implemented a detection system onboard vehicles. While there is no technology available currently to pilot on Metro buses. Staff will continue to monitor emerging technologies for their application onboard buses.

**Video Management and Analytics**

The adoption of a unified VMS will achieve not only efficient management of video information but also turn it into intelligent information, enabling functional uses such as clothing comparisons, measuring wait times, direction of travel, missing persons, loitering, people-counting, crowd management, perimeter protection, line crossing at rail platforms, and safety monitoring. While the older cameras cannot currently handle video analytics technology, multiple CCTV camera upgrade projects are being undertaken. The grant-funded FY25 procurement expanding Metro’s video analytics will include sufficient licensing to cover all cameras at all Metro fixed assets.

*Facial Recognition Technology (FRT)*

FRT, one of the available features of VMS, leverages video analytics to identify or verify a person's identity by analyzing and comparing patterns based on facial features. This technology can capture and interpret facial images from video footage or photographs and match them against a database of known faces. FRT can identify individuals on Be on the Lookout (BOLO) watchlists, exclusion lists, or those who are identified as a known threat to public safety.

Based on the multiple sources of information generated and shared in conjunction with casework, Metro security personnel are constantly aware and on the lookout. FRT can serve this same function. Upon a match and verification of an individual’s identity, security and law enforcement personnel would determine an appropriate response, enhancing the safety of passengers and staff.

If the agency moves forward with the implementation of biometric identification, it is crucial to be aware of potential biases based on a person's appearance, such as their skin tone, and how those may influence the results of FRT, which could subsequently impact security decisions. With these concerns in mind, the usage of video analytics, such as FRT, must be auditable to ensure responsible usage is taking place. Thus, in keeping with Metro's Bias-Free Policing and Public Safety Analytics policies (Attachment C), staff would work to ensure data security, transparency, and compliance. These policies provide individuals in contact with Metro staff with the assurance that they shall be treated in a fair, impartial, bias-free, and objective manner without discrimination. Consistent with bias-free policing, Metro staff would utilize any data or information gathered in a manner that averts racial profiling. Staff will continue to evaluate this technology but does not recommend moving forward with a pilot at this time. For context, in FY24, with more than 300 million boardings, Metro Transit Security only received 25 BOLOs. The OIG is leading the effort to establish communication and coordination protocols with the Court system to better address BOLOs and identify repeat offenders of crimes on our system.

As new security technologies are implemented, maintaining compliance with the Bias-Free Policing and Public Safety Analytics Policies is crucial. In accordance with these two policies, Metro has adopted comprehensive strategies involving training, transparency, accountability, data management, and community engagement, which are relevant to the technologies discussed in this report. Further information about compliance with Metro's Bias-Free Policing and Public Safety Analytics Policy is described in attachment D. These two policies are also closely aligned with the White House Blueprint on AI Bill of Rights (Attachment E).

**Public Safety Advisory Committee (PSAC) Engagement**

Since April, SSLE has met with the Civilian Advisory Committee (CAC) and PSAC to inform members of security technology implementation and provide education on what the technologies do, and how they are used. In both forums, SSLE staff provided insight into the exploration of technology to strengthen Metro's security awareness and response. Staff addressed PSAC and CAC members' concerns as to how all technologies would adhere to the Bias-Free Policing and Public Safety Data Analytics policies. In addition, PSAC was briefed on the TAP-to-Exit program, Elevator Open-Door program, and the Throne restrooms. The feedback has been positive.

1. The PSAC members had questions related to hardening the system. Some were curious about the history of Metro's buildout: "Why had Metro built the rail structure on an honor system rather than *requiring* fare upon entering?" They were pleased with the efforts of TAP to Exit and particularly appreciated the fact that there was an education period ahead of the implementation and that staff were able to capture some new enrollments into the LIFE Program.
2. The Elevator Open-Door pilot garnered a lot of support from the PSAC members generally and the vice chair specifically. She recounted a moment on one day when she was dreading getting in the elevator but found herself having to ride it, instead of taking the escalator. When she stepped in, she held her breath. After a few seconds, she breathed out and was pleasantly surprised at how fresh it smelled. Not only that, but the freshness in the elevator was also consistent. She noticed a visible difference on the push buttons as well, stating that they were clean and free of grime. She spoke at length about what a pleasant experience that was.

3. There was also support for the Throne restrooms. Some stated that it was difficult to imagine that the system would have been built without their consideration and exclaimed that it was good to see that, even if it was currently in pilot, Metro was addressing what has quickly become a challenge for riders.

At the recent July 11th meeting with PSAC, Customer Experience, FM, Station Experience, and SSLE staff provided updated presentations on the TAP-to-Exit pilot, environmental interventions, and video analytics to address how those could potentially aid in reducing fare evasion. The feedback was positive and SSLE staff expressed commitment to provide continual updates on the progress and findings as new technology and interventions are implemented.

## DETERMINATION OF SAFETY IMPACT

The initiatives discussed in this report support several safety-related strategies, including by ensuring that the Metro system is solely used for its intended purpose of transportation, making station improvements to create safer environments, and enhancing Metro's current ability to detect and remove weapons from the system.

## FINANCIAL IMPACT

The estimated LOP budget is $65.1 million. The budget amendment for FY25 is $15.4 million; the remaining balance is either already included in the FY25 budget, or additional funding will be added through future budgets. Adopting expenditures would allow the agency to implement the safety, security, and customer experience initiatives outlined in this report. Costs will be budgeted in various cost centers under Operations, Chief Safety Office, and Strategic Financial Management.

Since this is a multi-year effort, the responsible Cost Center Managers, Project Managers, and Chief Officers will be responsible for budgeting costs needed in future fiscal years.

### Impact to Budget

This action will be funded from Federal, State, and Local funds eligible for bus and rail Operations.

## EQUITY PLATFORM

As the agency explores potential technology upgrades to better protect Metro riders and employees and improve the overall rider experience, questions arise about how these efforts will impact Black, Indigenous, and other People of Color (BIPOC) and other marginalized groups who rely on our system. When determining which locations to implement weapons detection, staff will review crime data for weapons arrests, select areas with the highest crimes involving weapons, and consider environmental design parameters. Acknowledging there may be concerns about rider accessibility at stations if weapons detection systems are installed there, staff will work collaboratively with its public safety partners and other Metro departments to maintain ADA accessibility and minimize any disruptions or negative impacts on riders who depend on the Metro system for transportation. Staff will educate Metro advisory groups about implementation plans, gather feedback and concerns, and provide a transparent road map on capabilities, installation, and location deployment planning efforts.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

## ALTERNATIVES CONSIDERED

The Board could opt not to expand or implement new pilots. However, this is not recommended as the existing pilots have demonstrated success in improving safety and security and the new pilots address additional efforts to improve safety and security. For technologies such as facial recognition, the maturity of the technology and governance concerns would not constitute support to a pilot at this time.

Staff evaluated piloting new faregates at up to six stations, with an estimated implementation cost of approximately $42.9 million. However, after evaluation, staff concluded that piloting at six stations would not yield significantly different results compared to piloting at three stations while costing twice as much. Based on these findings, the recommendation is to proceed with piloting faregates at three stations to maximize efficiency and cost-effectiveness.

## NEXT STEPS

Staff will continue to advance strategies to improve the safety and security on the metro system and report back to the Board on the performance of the various pilots.

## ATTACHMENTS

Attachment A - Board Motion 34.1
Attachment B - Types of Weapons Detection Systems
Attachment C - Metro Bias-Free Policing Policy and Public Safety Analytics Policy
Attachment D - Compliance with the Bias-Free Policing & Public Safety Analytics Policy
Attachment E - White House Blueprint on AI Bill of Rights

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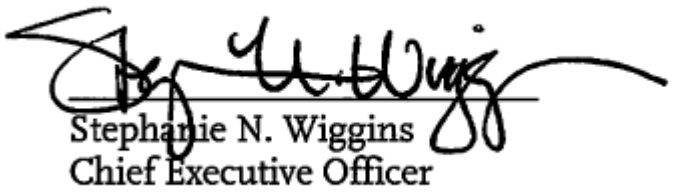
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## Board Report

**File #:** 2024-0300, **File Type:** Motion / Motion Response **Agenda Number:** 34.1

**REGULAR BOARD MEETING**
**APRIL 25, 2024**

**Motion by:**

**DIRECTORS BARGER, KREKORIAN, HAHN, NAJARIAN, BUTTS, AND SOLIS**

Related to Item 34: Bus Operator Retrofit Barriers

**SUBJECT: IMPROVING SAFETY FOR METRO RIDERS & EMPLOYEES MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis directing the Chief Executive Officer to report back to the board in 60 days on:

A. A preliminary investigation into fare gate hardening at our heavy and light rail stations, including identification of resources required, opportunities, and challenges associated with such an effort;

B. An update on implementation of latching faregates upon exit, including the proposed pilots of this technology at both North Hollywood and Union Stations;

C. An update on the proposed pilot interventions at Lake Ave, Hollywood/Highland, Downtown Santa Monica, and Norwalk stations, as highlighted in January's file#: 2023-0539;

D. Data collected on violent crimes committed over the past twelve months on the LA Metro system and any correlation found with an inability of the perpetrator to demonstrate a paid fare;

E. Data on outcomes of arrests for crimes against persons on the LA Metro system over the past twelve months, and instances of reoffending on the system;

F. Any current or recent legislative efforts to strengthen penalties for violent crimes against transit employees.

**HAHN AMENDMENT:** report back to include recommendations for ways we can keep weapons off our system, including lessons learned from peer transit agencies.

**SOLIS AMENDMENT:** report back to include how activating our stations, including adding kiosks and

prioritize care first station design improvements, could improve safety and provide jobs to at-risk individuals.

**KREKORIAN AMENDMENT:**

A. Report back to include recommendations to create holistic and reciprocal communication among Metro, local law enforcement agencies (beyond our contracted partners), the District Attorney's Office, Probation Department, and local court systems to create effective protocol concerning Be on the Lookout "BOLO" notices and Stay Away Orders; and

B. Recommendations for upgrades to the CCTV system on bus and rail facilities to support artificial intelligence and biometric technology to identify those individuals who are known repeat violent offenders, repeat disruptors to operations or individuals banned from the system by court order.

**BUTTS AMENDMENT:** report back to include staff’s research on current applications of millimeter wave scanners combined with video cameras and artificial intelligence and facial recognition technology that can be installed on train platforms and trains/buses with a feed into command/dispatch centers.

**Attachment B - Types of Weapons Detection Systems**

This attachment documents the research conducted by SSLE staff on the different types of technology available for weapons detection, the advantages and disadvantages identified, and the valuable information provided to staff by peer agencies and community partners regarding first-hand account and in-person experience with the operation of different weapons detection systems.

Based on the nature of our transit infrastructure, staff began this research effort focusing on high influx environments currently unstaffed, SSLE identified a need for units with:

- High portability, wireless connectivity;
- Indoor/outdoor operability; and,
- Integrations with existing electronic security systems.

This narrowed the list of potential systems to the following four widely used systems: (1) a portal-type system, (2) a compact pillar-type system, (3) a dual-lane system that employs electromagnetic detection and additional sensors, and (4) a millimeter wave-based detection system with AI.

The following tables summarize the advantages and disadvantages of each type of system. Wide variations in manufacturers and models exist in each of the four categories evaluated. The variance in features, accessories, and specifications is not reflected in the evaluation conducted by staff.

Table 1: Portal Type System

| **Portal Type System** | |
|---|---|
| **Advantages** | **Disadvantages** |
| • Accurate detection of various types of metals. | • Higher cost compared to simpler metal detectors. |
| • Personal items do not trigger alarms. | • Complex setup |
| • 60 pin-pointing zones for precise threat location. | • Specific spacing requirements. |
| • User-friendly features. | • System will need to be near a power outlet. |
| • Maintains performance in various environmental conditions. | • Cannot be used onboard rail or bus fleet. |

Table 2: Pillar-Type System

| Pillar-Type System | |
|---|---|
| **Advantages** | **Disadvantages** |
| • Screens many people quickly. | • Higher initial cost. |
| • Individuals do not need to remove items from their bags. | • Relying on an app might pose challenges if there are technical issues with the app. |
| • Designed to operate effectively in both indoor and outdoor environments. | • Cannot be used onboard rail or bus fleet. |
| • The system offers flexible power options. | |
| • The system is engineered to minimize false alarms. | |
| • Easy installation and can be managed remotely via a smartphone or tablet app. | |
| • The system is lightweight (only 25 lbs.) and sets up in less than one minute. | |

Table 3: Dual-Lane System

| Dual-Lane System with Artificial Intelligence | |
|---|---|
| **Advantages** | **Disadvantages** |
| • System can scan up to 3,600 people per hour. | • The initial investment can be high. |
| • System uses sensor technology and AI to detect concealed weapons. | • Regular updates and maintenance are necessary. |
| • Analytics helps security teams make smarter decisions. | • Possibility of occasional false positives. |
| • Integrates with existing CCTV VMS cameras. | • Security personnel need to be trained to effectively. |
| • Tablet interface makes it easier to train new users. | • Use of advanced AI and data analytics raises potential privacy issues. |
| • The system has received several awards, including "Best in Fan Experience Technology" and "Best in Sports Technology" for 2024. | • Extreme weather conditions might affect its performance. |
| | • Cannot be used onboard rail or bus fleet. |

Table 4: Millimeter Wave (MMW) Detection Based System with Artificial Intelligence

| Millimeter Wave (MMW) Detection-Based System with Artificial Intelligence | |
|---|---|
| **Advantages** | **Disadvantages** |
| • Accurately detects concealed weapons. | • Higher costs for advanced technology and AI. |
| • Contactless screening. | • Additional training for operation and maintenance. |
| • Process large numbers of people quickly. | • Privacy concerns regarding data handling. |
| • Functions indoors and outdoors. | • 99% accuracy with 1% risk of false positives. |
| • AI improves the system's ability to learn and enhance threat detection over time. | • Deployment may require significant changes to existing infrastructure. |
| | • Buses cannot accommodate non-standard power requirements. |
| | • Rail cars cannot accommodate non-standard power requirements. |

After evaluating each system's advantages and disadvantages, staff conducted an additional analysis to understand their overall footprint and the technology employed, how these systems meet the agency's needs, and how they integrate with the agency's current technological capabilities. That evaluation is summarized in the table below.

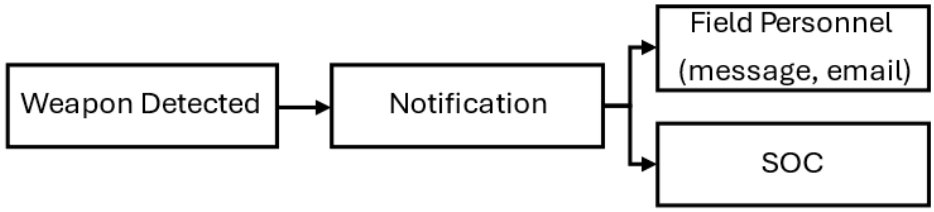
| Ratings:<br>✓ Low<br>✓✓ Medium<br>✓✓✓ High |  |  |  |  |
|---|---|---|---|---|
| | Portal-Type | Pillar-Type | Dual Lane | MMW |
| Technology | Electromagnetic | Electromagnetic | Electromagnetic<br>Thermal Imaging<br>Advanced Imaging | Millimeter Wave<br>Video Analytics |
| Portability (Battery Option) | ✓✓ | ✓✓✓ | ✓ | ✓ |
| Outdoor Operability | ✓✓✓ | ✓✓✓ | ✓✓✓ | ✓✓✓ |
| Throughput | ✓ | ✓✓ | ✓✓✓ | ✓✓✓ |
| Data Analysis | ✓✓ | ✓✓ | ✓✓✓ | ✓✓✓ |
| Network Connectivity | ✓ | ✓ | ✓✓✓ | ✓✓✓ |
| Video Analytics | None | None | ✓✓✓ | ✓✓✓ |
| VMS Integration | None | None | ✓✓✓ | ✓✓✓ |

*Peer Agencies*

Metro Board Director Butts extended an invitation to Metro staff to attend the demonstration of a weapons detection system being evaluated through a pilot in Inglewood facilities and public spaces. Staff were impressed by the system's capability, reliability, advanced analytics, and ability to integrate with the new Genetec Video Monitoring System (VMS); hence staff's recommendation to pilot the technology at Metro facilities as well. This technology is included in the evaluation of technologies discussed in this report. The system combines AI with Millimeter Wave (MMW) radar signals and ultra-fast signal processing to follow a pre-designated security policy plan. MMW radar detects the type of threat and speed of approach. AI camera identifies and locks onto the threat and tracks its movement.

An instant alert with a snapshot of a weapons threat provides a who, what, when, and where silent notification to:

1. Field staff within the area via email/SMS
    a. Immediate situational awareness to conduct consensual interviews and/or interdict, as appropriate
2. Concurrent notification to the Metro Security Operations Center
    a. Security Control Specialist will coordinate and communicate with contract and local law enforcement, ROC/BOC, and other resources on the system




*Notification sequence for weapon detection.*

Additionally, auto pre-programmed systems can be integrated to secure facilities by locking doors (if compatible systems are available) and opening a safe path to secure areas while denying threat access to sensitive locations.

Staff also reached out to TSA to inquire about any research being conducted in the field of weapons detection. Information beneficial to Metro's own research was provided by its federal partner. In accordance with 49 Code of Federal Regulations (CFR), Part 1520, the information cannot be disclosed in this public document due to its classification as Sensitive Security Information (SSI). Metro will continue its collaboration with federal partners to ensure Metro stays abreast of current and future technologies that improve the safety for Metro riders and employees.

Meanwhile, New York MTA lauded its experience using an advanced, Dual-lane multi-sensor system with video analytics, and it performed close to 22,000 screenings as part of its pilot program. According to senior staff at NY MTA, the system has been

successfully deployed several times in difficult environments throughout their system in which traditional portal-type and pillar-type systems underperform given the vast quantity of metal and radio interference present. The testing conducted has proven that any technology, even Dual-lane, multi-sensory systems, comes with limitations, primarily in misidentifying large personal electronics such as laptops and tablets and underperforming in detecting small-edged weapons. However, it has been NY MTA's experience that, as a baseline, the advanced Dual-lane system detects the presence of medium caliber handguns, improvised explosives, and large-edged weapons to a great degree of accuracy. This is consistent with what Metro experiences on the system with respect to handguns and large-edged weapons. The system NY MTA employed is in the category of Dual-lane type screening systems discussed in this report. Currently, NYPD is working to complete a report on all the testing performed as part of the pilot program. SSLE staff will continue to coordinate with NY MTA and NYPD for a review of findings.

SSLE staff made use of the information obtained as part of this research effort, including the information shared by partner agencies to determine the appropriate course of action Metro should follow as it considers the implementation of weapons detection systems, finally concluding to pilot the millimeter wave and dual-lane type systems as they most closely align with the site conditions and user throughput in our transit system.

Los Angeles County
Metropolitan Transportation Authority

Metro

# GENERAL MANAGEMENT
# Bias-Free Policing Policy

(GEN 64)

## POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is committed to providing transit services and enforcing LACMTA's Customer Code of Conduct in a professional, nondiscriminatory, fair, and equitable manner. Discriminatory conduct is prohibited while performing any LACMTA activity. LACMTA has a zero-tolerance policy for any form of confirmed bias or discrimination, and expressly prohibits all forms of biased policing.

The intent of this policy is to avert racial profiling and discriminatory actions in the deployment of LACMTA security and public safety resources and to build mutual trust and respect with the diverse groups and communities to which LACMTA provides service. This policy will serve as a companion to the Public Safety Analytics Policy (GEN 64), which ensures that any use of internal and external data sources is done in a manner that averts racial profiling and discrimination.

## PURPOSE

LACMTA is committed to protecting the constitutional and civil rights of all people as outlined in Title VII of the 1964 Civil Rights Act and the Americans with Disability Act (ADA). The purpose of this policy is to emphasize this agency's commitment to the fair and bias-free handling of security resources and to the fair and bias-free treatment of all system patrons. All LACMTA security staff, contractors, and law enforcement partners supporting LACMTA will be expected to abide by this policy.

## APPLICATION

This policy applies to all LACMTA employees and contractors. Contracted law enforcement entities will be provided the policy and be required to adhere to it.

Effective Date: 03/23/23

# GENERAL MANAGEMENT
# Bias-Free Policing Policy

(GEN 64)

## 1.0 GENERAL

All individuals having contact with agency personnel shall be treated in a fair, impartial, bias-free, and objective manner, in accordance with the law, and without discrimination as defined in this policy.

It is the policy of LACMTA to:

- Dignify and respect the diversity and cultural differences of all people.
- Assure the highest standard of integrity and ethics among all LACMTA personnel.
- Identify, prevent, and eliminate any instances of biased policing and racial profiling by LACMTA personnel.
- Provide bias-free security services consistent with constitutional and statutory mandates.
- Prioritize the use of non-law enforcement response to calls for service when appropriate.
- Ensure any data or information obtained by LACMTA or associated contract services or law enforcement agencies regarding actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration, or employment status, English language fluency or homeless circumstance, is never used in a manner that supports bias or discrimination.
- Uphold LACMTA's commitment to protecting and serving people through transit services, safety, and non-law enforcement resources that promotes and strengthens public trust and confidence in LACMTA and enhances the legitimacy of its policing practices.

It is LACMTA's policy that, except in "suspect specific incidents" where acknowledgement, identification, or reference to a suspect's specified characteristics is critical to the preservation of public safety, police and security officers are prohibited from considering actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration or employment status, English language fluency, or homeless circumstance in deciding to engage or detain a person.

## 2.0 DEFINITION OF TERMS

**Americans with Disability Act (ADA**) – Federal law that prohibits discrimination on the basis of a disability. To be protected by the ADA, you must have a disability or relationship with an individual with a disability.

**Biased Policing** - Discrimination in the performance of law enforcement duties or delivery of police services by LACMTA or based on personal prejudices or partiality of agency personnel toward classes of people based on specified characteristics.

**Discrimination** - Any adverse act or failure to act based on race, color, national origin, religion, sex, age, physical or mental disability or condition, ancestry, marital status, sexual orientation, gender identity, gender expression, affiliation, or any other basis protected under applicable federal or state law.

**Fair and Bias-free Treatment** - Conduct of agency personnel and contractors wherein all people are treated in the same manner under the same or similar circumstances irrespective of specific characteristics.

**Police Services** - Actions and activities that may not directly include enforcement of the law, but that contribute to the overall well-being of the public. These include, but are not limited to such tasks as public assistance to persons who may be lost, confused, or affected by mental or physical illness, as well as responding to medical emergencies, and providing lifesaving services, crime prevention, public information, and community engagement.

**Protected Classes** - For the purposes of this policy, real or perceived personal characteristics, including but not limited to race, color, national origin, religion, sex, medical conditions, disability, age, citizenship status, marital status, sexual orientation, gender identity, or political affiliation[1].

**Racial/Ethnic Profiling** - Suspecting someone of having committed an offense based on the individual's race, ethnicity, or national origin rather than relevant information specific to the individual or conduct in question.

**Title VII** - Title VII of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or national origin by recipients of federal financial assistance.

## 3.0 RESPONSIBILITIES

The Chief Executive Officer (CEO) will ensure all agency personnel and contractors engaged in providing safety and security resources are operating in compliance with this policy and adhere to it.

[1] [1] This list is not exhaustive but is intended to identify the factors that are most likely to produce differential decisions on the part of law enforcement. The definition of protected classes is consistent with the following laws; Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and the Rehabilitation Act of 1973.

### 3.1 Fair and Impartial Treatment

- Biased policing is prohibited both in enforcement of the law and the delivery of security and police services.

- Agency personnel shall take equivalent enforcement actions and provide bias-free services to all people in the same or similar circumstances.

### 3.2 Compliance and Reporting

- Agency personnel are encouraged to intervene at the time the biased policing or security incident occurs. Agency personnel who witness or who are aware of instances of biased policing are encouraged to report as early as possible.

- Supervisors shall:
  a. Ensure that all agency personnel in their command are familiar with the content of this policy and shall be alert and respond when biased policing is occurring.
  b. Respond to violations of this policy with training, counseling, discipline, or other remedial intervention as deemed appropriate to the violation.
  c. Ensure that those who report instances of biased policing are not subject to retaliation[2].
  d. Employees concerned about leveraging their respective chains of commands can contact the Office of Civil Rights and Inclusion at 213-418-3190 to report instances of bias policing and discrimination.

- Information on biased-policing complaints and any additional relevant information shall be provided to the CEO or their designee in a manner most suitable for administrative review, problem assessment, and development of appropriate officer-level and/or agency-level corrective actions. At least quarterly, a summary of biased-policing complaints should be provided to the CEO or their designee.

- LACMTA will generate and maintain a public facing bias complaint dashboard to ensure transparency with the community regarding any allegations of the use of age, disability, ethnicity, gender, nationality, race,

[2] The Supreme Court has defined retaliation as an intentional act in response to a protected action. Retaliation is a deliberate action used to send a clear message that complaining is unwelcome and risky. It is employed to instill fear in others who might consider making a complaint in the future. Those with cause for complaining are frequently among the most vulnerable in an institution. Once they complain, they are labeled “trouble-makers.” Retaliation, and the fear of retaliation, becomes a potent weapon used to maintain the power structure within the institution.

religion or sexual orientation as a basis for action by LACMTA security services.

- Community members who are victims of unconscious bias, discrimination, or racial profiling by LACMTA staff, contractors, or contracted law enforcement services have several options to file a formal complaint.
    a. Complete the online Civil Rights Complaint form found at https://media.metro.net/about_us/title_vi/images/civil_rights_complaint_form.pdf
    b. Submit a complaint via the Transit Watch Application
    c. Contact Customer Relations via email at CustomerRelations@metro.net or call 213-922-6235 or 1-800-464-2111.

A failure to comply with this policy is counterproductive to building the trust and respect with LACMTA customers and employees and is an act of serious misconduct and will result in discipline or termination Any employee who becomes aware of biased policing or any other violation shall report it in accordance with established LACMTA procedures. Contract public safety employees shall report violations of this policy in accordance with host agency and LACMTA procedures.

### 3.3 Training

LACMTA requires annual implicit bias training for all employees. In addition, the following represents mandatory training for all LACMTA staff and contractors providing security resources on the system.

1. Bystander Intervention (De-Escalation Training)
2. Implicit (Unconscious) Bias for Transit Security
3. Safety/Security Training (Includes a primer on Unconscious Bias training)

In addition to required training, safety and security personnel will also receive training on good practices of de-escalation and culture awareness. LACMTA will work with local Community-Based Organizations to develop and deliver training on mental health and other social services. Whenever possible, LACMTA will integrate community members from a variety of backgrounds into trainings to ensure the trainings include the perspective of those whom LACMTA serves. LACMTA will also coordinate with the Public Safety Advisory Committee (PSAC) to identify and vet training curriculum opportunities.

### 3.4 Monitoring Performance and Key Performance Indicators (KPI)

1. The Deputy Chief of Civil Rights will conduct an annual review of police and security reports.

2. On a quarterly basis, the Chief Safety Officer or designee will review the Transit Watch App, Customer Comment Analysis Tracking System (CCATS), and Customer Experience (CX) surveys to develop a report assessing feedback related to LACMTA anti-bias/anti-discrimination policies.

3. Through the annual or bi-annual safety and security survey of LACMTA patrons/riders, SSLE will assess and report on the following:
    - Percent Favorable Impression of Transit Policing Services
    - Service Rating - Service Quality
    - Service Rating – Fairness
    - Service Rating – Helpfulness
    - Increased rider satisfaction regarding racial profiling/bias

4. LACMTA will develop benchmarks for Key Performance Indicators, which will be tracked on a public-facing dashboard include:
    - Agency-wide annual compliance of all mandatory anti-bias related training.
    - Reports of complaints against law enforcement and security resources (expectation of year over year reduction).
    - Use of force incidents (expectation of year over year reduction).
    - Tracking the increased deployment of law enforcement/security alternatives (expectation of year over year increase).
    - Number of citations levied against marginalized communities (expectation of year over year reduction).

## 4.0 FLOWCHART

Not Applicable

## 5.0 REFERENCES

- Title VII of the 1964 Civil Rights Act
- LACMTA Civil Rights Policy (CIV 5)
- Internal Complaint Process (CIV 4)
- Title VI Equity Policies (CIV 13)
- Customer Complaints (GEN 42)

- Security Incident Reporting and Response Policy (IT 12)
- Public Safety Analytics Policy (GEN 63)

Los Angeles County
Metropolitan Transportation Authority

Metro

# GENERAL MANAGEMENT
# Public Safety Analytics Policy

(GEN 63)

## POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is committed to providing safe and equitable transit services to all patrons. Discriminatory conduct on the basis of an individual's actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration, employment status, English language fluency, or homeless circumstance, is prohibited while performing any LACMTA activity. LACMTA has a zero-tolerance policy for any form of confirmed bias or discrimination and ensures all safety and security activity is conducted without discrimination, racial profiling, and bias. In deploying resources, LACMTA takes into consideration information and data from a variety of platforms and sources, to include public feedback. LACMTA has drafted the Public Safety Analytics policy to ensure that any use of internal and internal data sources is done in a manner that averts racial profiling and discrimination and holds personnel accountable for actions inconsistent with LACMTA policies.

## PURPOSE

LACMTA is committed to protecting the constitutional and civil rights of all people as outlined in Title VII of the 1964 Civil Rights Act and the Americans with Disability Act (ADA). The purpose of this policy is to emphasize the agency's commitment to the collection and use of fair and bias-free public safety analytics and data and the fair and bias-free treatment of all people. This policy reaffirms LACMTA's pledge to bias-free practices as declared in its Bias-Free Policing Policy (GEN 63). LACMTA will ensure the use of all data will be done in a bias-free, non-discriminatory manner in its deployment of security and law enforcement services.

## APPLICATION

This policy applies to all LACMTA employees and contractors. Contracted law enforcement entities will be provided the policy and be required to adhere to it

Effective Date: 03/23/23

# GENERAL MANAGEMENT
# Public Safety Analytics Policy

(GEN 63)

## 1.0 GENERAL

All individuals having contact with agency personnel shall be treated in a fair, impartial, bias-free, and objective manner, in accordance with the law, and without discrimination. Consistent with its commitment to bias-free policing, LACMTA pledges to utilize any data or information gathered in a manner which averts racial profiling.

In deploying resources, LACMTA considers information provided from a variety of platforms. These include, but are not limited to, bus and rail incident reports, the Customer Comment Analysis Tracking System (CCATS), closed-circuit television (CCTV), customer and employee surveys, dispatch calls for service, law enforcement crime statistics, intrusion alarms, social media, and the LA Metro Transit Watch App. Examining data from these various platforms enables LACMTA to deploy its array of resources strategically. Examples of LACMTA resources include Transit Security Officers, non-law enforcement alternatives such as homeless outreach specialists, and Metro Transit Ambassadors.

## 2.0 DEFINITION OF TERMS

**Americans with Disability Act (ADA)** - Federal law that prohibits discrimination on the basis of disability. To be protected by the ADA, you must have a disability or relationship with an individual with a disability.

**Discrimination** - Any adverse act or failure to act based on race, color, national origin, religion, sex, age, disability, ancestry, medical condition, marital status, sexual orientation, gender identity, gender expression, or any other basis protected under applicable federal or state law.

**Fair and Bias-Free Treatment** - Conduct of agency personnel and contractors wherein all people are treated in the same manner under the same or similar circumstances irrespective of specific characteristics.

**Protected Classes** - For the purposes of this policy, real or perceived personal characteristics, including but not limited to race, color, national origin, religion, sex, medical conditions, disability, age, citizenship status, marital status, sexual orientation, gender identity, or political affiliation[1].

**Racial/Ethnic Profiling** - Suspecting someone of having committed an offense based on the individual's race, ethnicity, or national origin rather than relevant information specific to the individual or conduct in question.

[1] This list is not exhaustive but is intended to identify the factors that are most likely to produce differential decisions on the part of law enforcement. The definition of protected classes is consistent with the following laws; Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and the Rehabilitation Act of 1973.

**Title VII** - Title VII of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or national origin by recipients of federal financial assistance.

## 3.0 IMPLEMENTATION

### 3.1 Use of Analytics

Analytics can assist in the proper deployment of emergency services, safety and security technology, and resources that improve the customer experience for all patrons. LACMTA's use of analytics is intended to provide awareness of risks and issues that could potentially adversely impact LACMTA's bus and rail services and the viability, availability, and equitable deployment of LACMTA public safety and security resources. Analytics will be leveraged in a manner consistent with LACMTA's policies which promote the fair and impartial treatment of patrons, consistent with constitutional and statutory mandates.

### 3.2 Data Sources

LACMTA leverages information from a variety of sources and data sets to include:

- Calls for Service reports
- Vehicle maintenance requests
- Transit Watch App Incident reports
- Law Enforcement Service Requests (LESR)
- Incident reports
- Customer Comment Analysis Tracking System (CCATS)
- Customer Experience surveys
- Intrusion alarms at LACMTA facilities
- Trend reports from homeless outreach teams
- Justice Equity Need Index (JENI)
- Justice Equity Services Index (JESI)
- Everbridge alerts
- Feedback from frontline employees (e.g., bus operators and custodians)

LACMTA will cite the instances and circumstances for the use of any external data sets outside of LACMTA holdings (see Section 3.4).

### 3.3 Use of Demographic Data

LACMTA will only leverage demographic data in a limited capacity to provide information necessary to the public and law enforcement on persons who present a direct threat to public safety (e.g., active shooter, terror suspect, robbery suspect, etc.). At no point will the use of demographic data be leveraged to inform or support

the deployment of LACMTA's public safety resources. All data sources which utilize demographics data will be audited every 90 days by LACMTA's Chief Civil Rights Officer or designee to ensure compliance with LACMTA policies on discrimination and bias.

### 3.4 Use of External Reports

LACMTA's analytics program's use of external reports will be limited in scope and nature. Examples of such external reports include:

- U.S. Annual Crime Trends Report
- Incident reports from transit systems across the United States
- Incident reports from corporate partners
- Public Be On the Look Out (BOLO) reports from law enforcement partners articulating safety and security threats to patrons and operators
- Information Awareness Bulletins from the Federal Bureau of Investigations (FBI) and the Department of Homeland Security (DHS)
- Joint Special Event Threat Assessments from FBI, DHS, and other state and local partners
- Reports generated by the Joint Regional Intelligence Center (JRIC)

All external reports will be documented and Systems Security and Law Enforcement (SSLE) will ensure compliance with LACMTA policy.

### 3.5 Analytics Tools

Programs and tools used to support LACMTA in data analytics will include the following:

- ArcGIS
- Microsoft Power BI
- Microsoft Excel

An analytics tool policy will be drafted to ensure the usage of each program is consistent with this policy.

### 3.6 Report Types

LACMTA will leverage the aforementioned data to generate the following reports to provide awareness of safety and security issues across the system[2]: LACMTA will ensure all products are accessible to the public.

[2] This is not an exhaustive list but represents examples of LACMTA products.

- Emerging trends reports
- Analysis of security incidents impacting rail and bus lines
- Analysis of issues impacting employee and rider safety
- BOLO reports on persons posing safety risks to operators and riders
- Vandalism trend reports

### 3.7 Data Gathering, Quality, and Context

Data serves as the foundation for all analytics products and its quality determines how much a decision maker and stakeholders can trust the findings and implications. Data quality is a measure of the condition of data based on factors such as accuracy, completeness, consistency, reliability and whether it is up to date. All data utilized by the program will be assessed for data quality. LACMTA will operate from a zero-trust model in which all data will be verified for quality prior to incorporation into analysis, reports, and findings.

Equally as important as the gathering method and quality of data context. Data context is important as it limits assumptions and biases which could adversely impact the quality of the data. All data utilized within reports and products will be caveated with the following information:

- Data source
- Time range
- Data scope

## 4.0 RESPONSIBILITIES

### 4.1 Compliance

The Chief Executive Officer (CEO) will ensure all agency personnel responsible for data collection, analysis, and deployment of LACMTA resources are familiar with the content of this policy and adhere to it.

Reports relating to violations of this policy will be provided to the CEO or their designee in a manner most suitable for administrative review, problem assessment, and development of appropriate supervisor-level and/or executive-level corrective actions.

### 4.2 Training

LACMTA requires annual implicit bias training for all employees. In addition to required training, LACMTA will coordinate with the Public Safety Advisory

Committee (PSAC) and Community-Based organizations to identify and vet training curriculum opportunities on topic such as cultural awareness. Additionally, for data analytic practitioners, training will be provided to address state and federal legislation on data privacy, data, and standards.

### 4.3 Monitoring Performance and Key Performance Indicators (KPI)

- SSLE will conduct quarterly reviews of security and analytic reports to confirm compliance with this policy. This includes reports which feature demographics, personal identifying information, or law enforcement or LACMTA-derived BOLOs.

- SSLE will ensure all agency personnel involved in public safety analytics maintain 100% annual compliance in attending and completing all related bias and discrimination training.

- SSLE will address all complaints and will conduct a quarterly review of customer comments and complaints to ensure compliance with this policy.

- SSLE will continually evaluate Key Performance Indicators (KPI) to effectively measure success and assess impacts of the analytics program.

- KPI results will be published in a public facing dashboard.

## 5.0 FLOWCHART

Not Applicable

## 6.0 REFERENCES

- Title VII of the 1964 Civil Rights Act
- Civil Rights Policy (CIV 5)
- Internal Complaint Process (CIV 4)
- Title VI Equity Policies (CIV 13)
- Customer Complaints (GEN 42)
- Security Incident Reporting and Response Policy (IT 12)
- Bias-Free Policing Policy (GEN 64)

*Compliance with Bias-Free Policing and Public Safety Analytics Policies*

As new security technologies are implemented, maintaining compliance with the Bias-Free Policing and Public Safety Analytics Policies is crucial. In accordance with these two policies, Metro has adopted comprehensive strategies involving training, transparency, accountability, data management, and community engagement, which are relevant to the technologies discussed in this report. These two policies are also closely aligned with the White House Blueprint on AI Bill of Rights (Attachment D).

As stated in Section 3 of the Bias-Free Policing Policy, all contracted law enforcement entities are required to adhere to non-discriminatory practices. Vendors coming on board as part of new security efforts will also be required to develop and implement clear guidelines to explicitly mitigate biased policing, with mechanisms in place to identify, report, and address complaints.

As part of implementing weapons detection systems, Metro will work closely with vendors to determine the extent to which these technologies need to be tailored to meet the agency's expectation of transparency and accountability and ensure security practices are fair, equitable, and free from bias as required in Section 3 of the Public Safety Analytics Policy.

Similarly, when it comes to the collection, retention, and use of data in deploying resources, Metro will work to ensure internal procedures and those delegated to vendors, integrate diverse and representative validation and verification measures to avoid racial profiling and discrimination while holding personnel accountable for policy adherence as required in Section 3.7 of the Public Safety Analytics Policy and Section 3.2 of the Bias-Free Policing Policy.

As new security technologies are implemented, it is especially important to ensure personnel meet the training requirements in Section 3.3 of the Bias-Free Policing Policy. Equally important is the need for meaningful engagement and communication with stakeholders to build trust and foster strong relationships between Metro, law enforcement partners, and the public.

In terms of public safety analytics, ethical data usage has been paramount for Metro, following strong data governance policies and robust privacy protections. Analytics can assist in properly deploying emergency services, safety and security technology, and resources that improve the customer experience for all customers. Moving forward, and in compliance with Section 3.7 of Metro's Public Safety Analytics Policy, staff will work to offer transparency in the algorithms used by newly adopted technologies through education and regular impact assessments to continue to ensure fair outcomes.

In addition, conducting regular algorithmic audits, performing prompt software updates, and ensuring the use of diverse data sets will be critical to mitigating biases in analytics. These will be tracked through monitoring and Key Performance Indicators (KPIs) as outlined in Section 3.4 of Metro's Bias-Free Policing Policy. All future security

technologies incorporated into the Metro ecosystem will adhere to these policies and practices.

*White House Blueprint on AI Bill of Rights*

Metro's Bias-Free Policing Policy and Public Safety Analytics Policy are closely aligned with the principles of the White House Blueprint for an AI Bill of Rights.

Firstly, Metro's policies promote Safe and Effective Systems, the first of five principles promoted in the blueprint, by mandating professional, nondiscriminatory enforcement of transit services, thereby enhancing the safety and effectiveness of Metro's safety operations. The Bias-Free Policing Policy explicitly prohibits biased policing and discrimination, upholding Algorithmic Discrimination Protections, the next principle in the blueprint, by ensuring that no data or information obtained is used to support bias or discrimination. This is mirrored in the Public Safety Analytics Policy, which reaffirms Metro's commitment to bias-free practices and the fair treatment of all users.

In terms of data privacy, both agency's policies highlight strict guidelines to prevent the misuse and mishandling of data. The Bias-Free Policing Policy ensures that any collected data respects individuals' privacy rights, and the Public Safety Analytics Policy further emphasizes that demographic data will only be used in limited, critical circumstances with regular audits to ensure compliance; both are practices that closely follow the principle of Data Privacy in the blueprint.

Per these two policies, Metro is committed to maintaining transparency through public dashboards and providing clear channels for community feedback and complaints, ensuring the public is well-informed about Metro's practices, which ultimately align with the blueprint's Notice and Explanation principle.

Lastly, Metro prioritizes non-law enforcement responses when appropriate, requires that all employees, law enforcement partners, and security vendors receive bias training, and adopted a zero-trust model in which all data is verified for quality before incorporation into analysis, reports, and findings, making human judgment and intervention integral parts of security operations, promoting impartial treatment consistent with the Human Alternatives, Consideration, and Fallback principle in the blueprint. Metro's comprehensive policies and the measures they establish are closely oriented to the principles constituting the White House Blueprint, promoting the responsible use of AI and data analytics to ensure equitable public safety operations.

# Response to Motion 34.1 Improving Safety for Metro Riders and Employees

Ken Hernandez
Interim Chief Safety Officer

Metro

# Staff Recommendations

A. Receive and file a complete report on strategies to improve safety for Metro riders and employees, including costs and implementation timelines, in response to Motion 34.1

B. Establish a Life-of-Project (LOP) budget in an amount not-to-exceed $65.1 million for the implementation of Enhanced Access Control strategies, to include:

   1. Expansion of the TAP-to-Exit pilot from one end-of-line station to all 10 end-of-line stations;
   2. Expansion of the Elevator Open Door pilot from 21 elevators to 57 elevators;
   3. Expansion of the Smart Restroom pilot from 10 stations to 64 stations and transit centers;
   4. A new pilot of taller faregates at up to three rail stations; and
   5. A new pilot of two weapons detection technologies at two transit hubs on the rail system, which may include the Dual-lane metal detector and Millimeter Wave radar detection systems.

C. Amend the FY25 budget by an amount not-to-exceed $15.4 million for TAP-to-Exit at ten (10) end-of-line stations with gate telephone (GTEL) installations, adding TAP and barcode readers to exit side of gates, and to pilot test upgraded new faregates from different vendors at up to three (3) rail stations

D. Authorize the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP

Metro

# TAP-to-Exit Pilot Update & Expansion

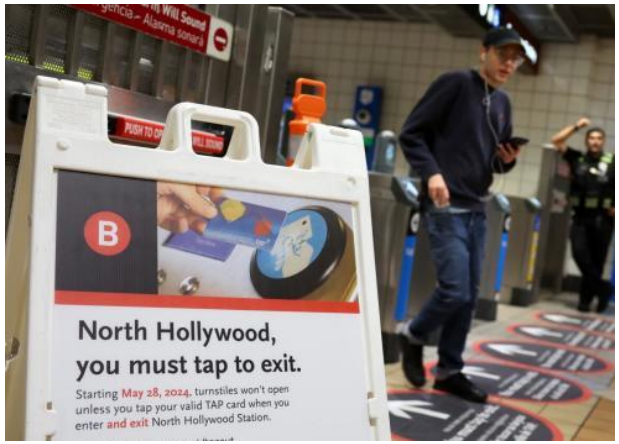
## Updates on North Hollywood Pilot

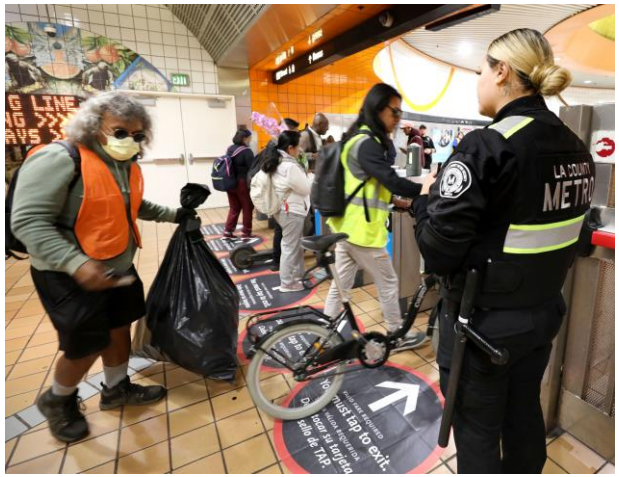
- Since May 28, the pilot has helped to identify and correct over 25,000 unpaid rides that were subsequently paid for upon exit, which translates to 11% of total tap-outs
- NoHo TVM fare sales & paid rides increased +30% (nearly $100,000)
- Multilingual staff surveyed over 100 customers at the station, in which **91% felt the station was cleaner** and **86% felt safer**, with even higher results among women & BIPOC
- Metro's Low-Income Fare is Easy (LIFE) Program enrolled nearly 200 customers onsite.

## Behavioral Change Across the 14 Stations of the B Line:

- Paid rides have increased by 15% (+100,000 increase)
- Reported crime and other issues (fights, drug use, graffiti) have dropped by over 40% on the Transit Watch app

**Plans to expand to all 10 end-of-line stations, beginning with the Downtown Santa Monica (E Line) in August 2024**, with similar, education-first rollout as North Hollywood.

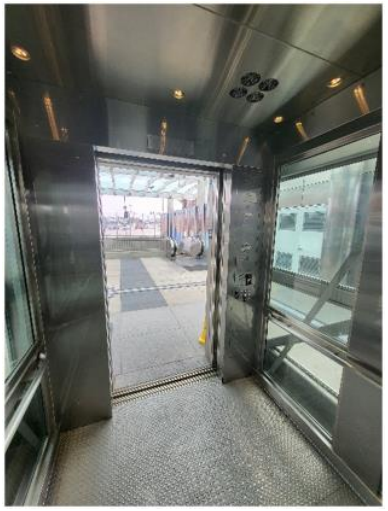


Metro

# Station Improvements

## Expanding the Elevator Open Door Pilot Program



- After starting this program at the three new Regional Connector stations, this program has now expanded to a total of six stations. This represents 21 out of 57, or 37%, of eligible elevators at Metro's newer stations are now part of the elevator door open program.
- **Vertical Transportation is in the process of reconfiguring all 57 eligible elevators to reflect this improvement by September 2024.**
- There are also 123 older elevators that do not have this capability and need hardware upgrades. These will eventually be addressed through the ongoing Elevator Modernization Program.

## Expanding the Smart Restroom Initiative




- Since the program began in October 2023, there have been over 66,000 uses across 10 existing locations and a 4.2 out of 5-star average rating.
- Staff is proposing a systemwide expansion of smart restroom access, **phasing in a total of 64 restrooms over the next four years**:
    - Year 1 (CY25): Add 20 new restrooms, for a total of 30 locations, $2.71M
    - Year 2 (CY26): Add up to 34 new restrooms, up to 64 total locations, $6.08M
    - Year 3 (CY27): Continue operating up to 64 locations, $6.38M
    - Year 4 (CY28): Continue operating up to 64 locations, $6.70M
    - ➢ **Total: $21.87M** (first year would be funded through approved FY25 Station Experience budget)

Metro

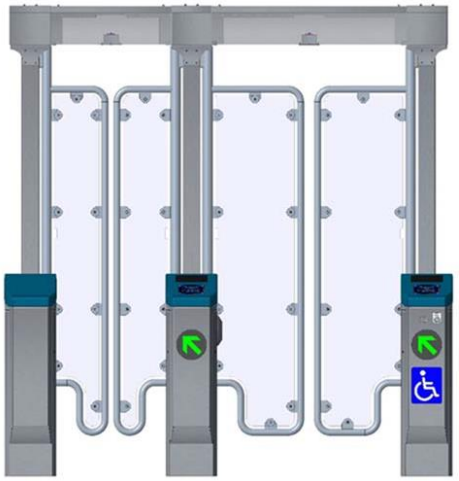
# New Pilot: Testing Taller Faregates

Modern faregates have many features that Metro's 20-year-old faregates lack that could improve safety and the customer experience:

- Precise motion sensor detection to reduce "piggybacking" or "tailgating" fare evasion commonly seen in today's wider, ADA-compliant faregate
- Electromechanical locks to prevent "forced entries" from determined fare evaders
- Replacing turnstile bars with paddle-style doors that reduce customer pain points with bicycles, luggage, and other belongings
- Application Programming Interface (API) integration with security solutions such as integrated weapons detection through improved camera detection

*BELOW: STraffic type of faregate (currently used at BART)*



*ABOVE: Standard Wide Aisle Gate (WAG) & ADA Accessible Wide Aisle Gare (AWAG)*

Metro

# New Pilot: Testing Taller Faregates (cont.)

**Staff proposes a near-term, targeted procurement for up to three pilots at up to three stations, to tentatively begin in November 2024**, one of which is the future LAX/Metro Transit Center (formerly known as Airport Metro Connector).

Other stations under study are:

- Westlake/MacArthur Park
- Universal City/Studio City
- North Hollywood
- Downtown Santa Monica
- Norwalk
- Union Station (A Line)
- 7th Street/Metro Center
- Willowbrook/Rosa Parks
- Pershing Square (5th St/Hill St Entrance)

**Procurement of up to three different gate arrays from up to three different vendors for the pilot program is expected to cost $14.3M.** No additional funds will be needed to deploy the pilot at the LAX/Metro Transit Center Station, as the expenditures can be absorbed by the existing project LOP.

Metro

# New Pilot: Weapons Detection Systems

Staff identified two systems with the highest potential to reduce the number of weapons in the system and meet the differing needs of the various locations, stations, and divisions.

## Millimeter Wave Technology



Unlike traditional metal detectors that rely on electromagnetic fields to identify metal objects, millimeter wave systems use high-frequency radio waves, typically 30 to 300 GHz, to create detailed 3D images of scanned subjects.

## Dual-Lane System



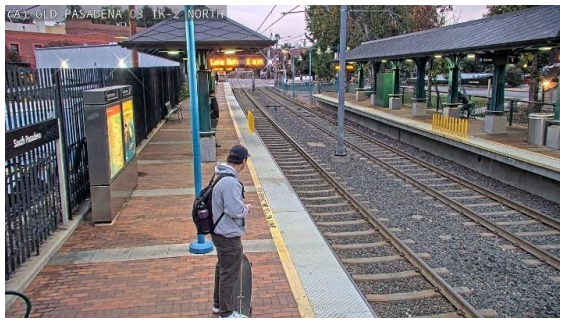
The system employs advanced sensors and AI to detect weapons and other threats without requiring individuals to stop, empty their pockets, or remove their bags.

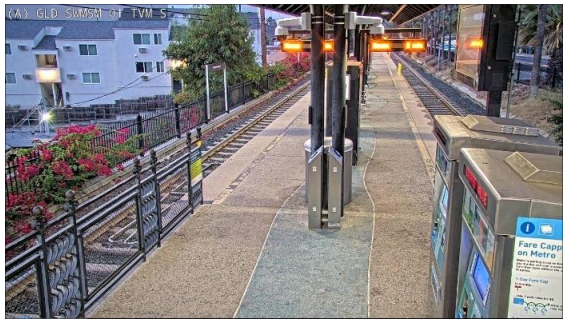
**Staff would pilot these two advanced weapons detection systems over 30 days at two Metro stations**.
No additional cost is expected for this pilot.

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# Video Management & Analytics

- The adoption of a unified VMS will achieve not only efficient management of video information but also turn it into intelligent information.
- While the older cameras cannot currently handle video analytics technology, multiple CCTV camera upgrade projects are being undertaken.
- Facial Recognition Technology (FRT), one of the available features of VMS, leverages video analytics to identify or verify a person's identity by analyzing and comparing patterns based on facial features. Staff will continue to evaluate this technology but does not recommend moving forward with a pilot at this time.
- With concerns about potential biases in mind, the usage of video analytics, such as FRT, must be auditable to ensure responsible usage is taking place.
    - Staff would work to ensure data security, transparency, and compliance in accordance with Metro's Bias-Free Policing and Public Safety Analytics policies.





*New upgraded cameras at South Pasadena Station (left) and Southwest Museum Station (right)*

# Metro's Bias-Free Policing & Public Safety Analytics Policies

As new security technologies are implemented, staff will adhere to **Metro's Bias-Free Policing and Public Safety Analytics policies**, to ensure data security, transparency, and compliance.

- Vendors coming on board will be required to develop and implement clear guidelines to explicitly mitigate biased policing, with mechanisms in place to identify, report, and address complaints.
- Metro will work closely with vendors to determine the extent to which these technologies need to be tailored to meet the agency's expectation of transparency and accountability and ensure security practices are fair, equitable, and free from bias.
- Both policies are also closely aligned with the principles of the **White House Blueprint for an AI Bill of Rights.**
    - Metro's policies promote Safe and Effective Systems, the first of five principles promoted in the blueprint, by mandating professional, nondiscriminatory enforcement of transit services, thereby enhancing the safety and effectiveness of Metro's safety operations.
    - Both agency's policies highlight strict guidelines to prevent the misuse and mishandling of data.

Metro

# Public Safety Advisory Committee (PSAC) Engagement

- Since April, SSLE has met with the Civilian Advisory Committee (CAC) and PSAC to inform members of security technology implementation and provide education on what the technologies do, and how they are used.
- Staff addressed PSAC and CAC members' concerns as to how all technologies would adhere to the Bias-Free Policing and Public Safety Data Analytics policies.
- At the July 11th meeting with PSAC, Customer Experience, FM, Station Experience, and SSLE staff provided presentations on the TAP-to-Exit pilot, environmental interventions, and video analytics to address how those could potentially aid in reducing fare evasion.
    - The feedback was positive and SSLE staff expressed commitment to provide continual updates on the progress and findings as new technology and interventions are implemented.

Metro

# Next Steps

Staff will continue to advance strategies to improve the safety and security on the Metro system and report back to the Board on the performance of the various pilots.

Metro

**File #:** 2024-0463, **File Type:** Informational Report **Agenda Number:** 47.

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT**

**ACTION: RECEIVE AND FILE**

## RECOMMENDATION

RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit (Attachment A).

## ISSUE

On April 25, 2024, the Board passed Motion 22 by Directors Bass, Butts, Dutra, Dupont-Walker, Mitchell, and Solis which made the GoPass Program permanent and required staff to report back in June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization.

## BACKGROUND

In September 2020, Metro convened the Fareless System Initiative (FSI) Task Force to study the feasibility of removing fares for the most vulnerable riders. On May 27, 2021, the Board passed Motion 45 by Directors Garcetti, Mitchell, Krekorian, Hahn, Bonin, and Solis (Attachment B) on implementation strategies for FSI. The motion directed the Chief Executive Officer to implement the FSI, subject to a final funding plan, while pursuing cost-sharing agreements, and reporting to the Board on the development, launch, and performance of FSI.

On September 23, 2021, the Board approved a staff recommendation to launch Phase 1 of the FSI for K-14 students (GoPass) on October 1, 2021, as a two-year pilot, with the understanding that future Board approval would be required to launch Phase 2 for non-student, low-income adults once available funding had been identified. At the same meeting, the Board approved Motion 40 by Directors Mitchell, Solis, Garcetti, Sandoval, and Bonin to streamline the LIFE Program and increase enrollment. On April 23, 2023, the Board approved a one-year extension of the GoPass Pilot Program to add Year 3 through June 30, 2024.

On April 25, 2024, the Board passed Motion 22 - Bridge to Fareless Transit . This motion made the GoPass Program permanent and required staff to “report back by June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization, including but not limited to:

1. Creating a cost-benefit analysis to provide unlimited free rides for all who qualify for the LIFE Program;
2. Identifying revenue impacts;
3. Identifying permanent sources of replacement revenues;
4. Feasibility of enabling the TAP app to accept applications;
5. Allowing program recipients to utilize the TAP app instead of the physical card to allow for direct program access to those receiving/signing up for Aid to Families with Dependent Children, or cash assistance and other benefits through the Los Angeles County Department of Public Social Services;
6. Coordination with open loop upgrades on the TAP system so qualified individuals can use other social benefit cards instead of Metro fare media; and
7. Outreach and engagement efforts led by Community-Based Organizations that include active and direct engagement with customers."

The motion also directed Metro to conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of subsidized transit and provide examples of how a local fare subsidy program could be instituted to support their respective constituents; describe how we are including our municipal and local operators; describe how Metro will preserve existing transit service; and describe any impact a broader fareless system could have on Access paratransit services.

## DISCUSSION

### Program Analysis

The Low-Income Fare is Easy (LIFE) Program has proven to be essential to LA County's most vulnerable transit riders. The free 20-Regional Ride option has greatly benefited LIFE participants by offering free 20-trips every month. The free 90-day pass is offered to new LIFE participants as an incentive to join the program and both options are still in use.

A. LIFE Enrollment and Program Enhancements

As a result of Motion 40, the LIFE program introduced various improvements beginning in October 2021, including self-certification. In July 2023, Metro launched fare capping to highlight the benefits of using TAP to receive fare discounts. Metro staff collected ridership data during the first 6 months of fare capping to analyze the effects on the LIFE program.

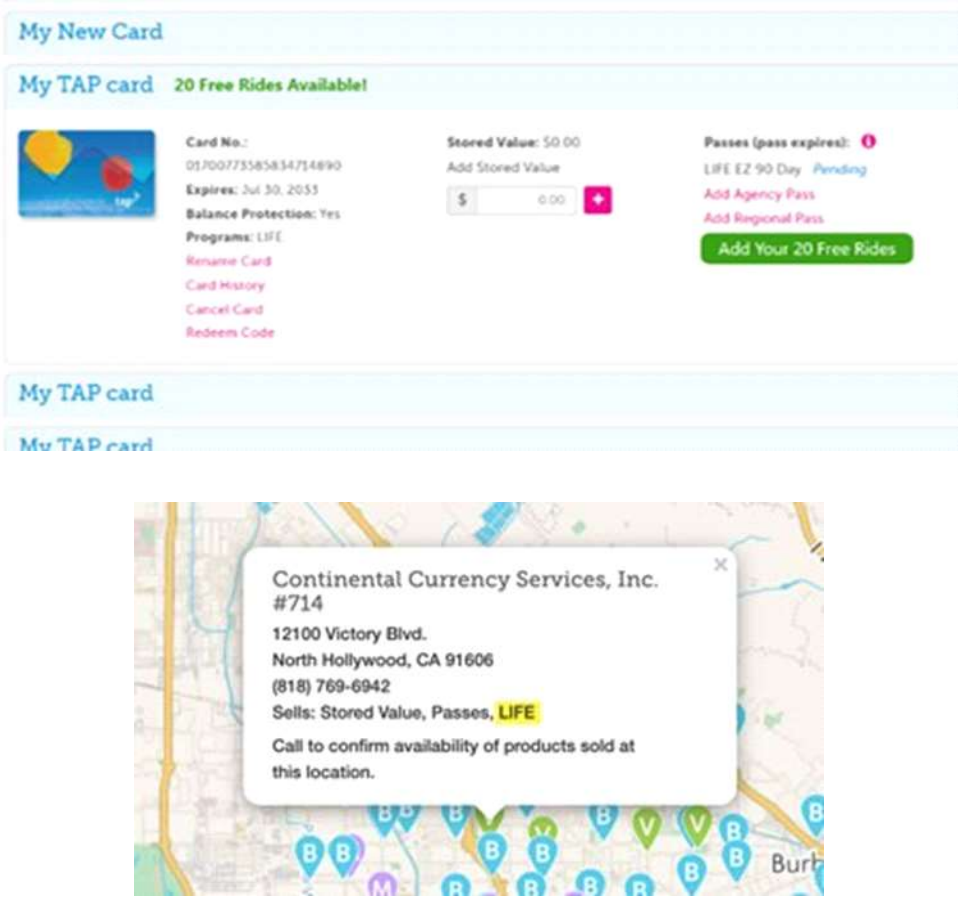
The LIFE program has over 335,000 participants currently enrolled in the program and the program has an annual cost of $33.5 million. This is triple the number of participants since 2021, when the Board requested a plan to double the number of LIFE Program enrollees. While enrollment efforts have been successful, the number of active users remains low, with a 16% utilization rate. In a 2023 survey of LIFE participants (Attachment C), 72% of respondents said they ride more frequently when they receive free fares, and 55% of those who answered said they ride multiple times a day. Staff has also heard from riders that there have been challenges loading the Free 20-Regional trip pass monthly. Currently, LIFE riders must load and activate the free trips each month, which is cited as a

barrier for riders. TAP Plus upgrades will eliminate this barrier, by allowing for automatic loading of the passes after enrollment. Other improvements being made to address these issues are listed below.

The following improvements have been delivered:

- Improved LIFE Program enrollment details to customer card profile accounts on taptogo.net website and TAP app.
- In January 2024, LIFE identifier was added to TAP vendor profiles that accept LIFE products.
- Since April 2024, Metro has launched an monthly email campaign has been initiated to remind LIFE participants to load their free LIFE 20-ride passes. This will be an ongoing effort.
- In May 2024, TAP began hosting TAP Vendor Pop up events with the LIFE program to inform customers where to load Free 20-ride or discounted passes in their neighborhood.

***Figure 1:***




The following improvement efforts are ongoing:

- Increasing the number of TAP vendors in communities where LIFE riders live, enabling them

to load passes locally, and incorporating a LIFE designation to vendor listings.

- The LIFE administrator, IILA, will be able to load LIFE 20-ride passes at their office and at events for customers who are already enrolled in the program. This will improve the customer experience as well as awareness of monthly program benefits.
- Adding the 20-ride pass to be loaded on a LIFE TAP card at Ticket Vending Machines

B. Free 90-day pass

The free 90-day pass is offered to new enrollees to incentivize ridership. The use of this pass is a strong indicator of ridership behavior, as participants have unlimited rides over 90 days. Data shows that:

- Participants tap on average 19.2 times per month
- 78% tap <30 times per month

C. Free 20-Regional Trips every month

- The free 20-Regional Trips are offered to participants every month, and need to be loaded by the participant by calling TAP customer service, or at a participating retailer A TAP card can hold up to eight active passes, so unused trips from each 20-ride pass are available until they are used up and riders can continue to load new monthly 20-ride passes (or other pass types) until all eight slots are full, meaning unused taps can be used in subsequent months if there is still space on the card.

The use of this pass shows how LIFE participants travel on the Metro system. Data shows that:

- Participants tap on average 13.3 times per month
- 85% tap <20 times per month

E. LIFE Unlimited Free Rides

The estimated cost to provide unlimited free rides for all who qualify ranges from $64 million to $123 million, annually. See details in Figure 1 below.

***Figure 2:***

| **Cost of LIFE unlimited FREE** | | |
|---|---|---|
| | ***Increase of Active users*** | ***All who qualify*** |
| Enrollment | 335,820 | 335,820 |
| Active Users | 167,910 | 335,820 |
| # of Annual trips (based on avg 19 trips per month) | 38,283,480 | 76,566,960 |
| Estimated Costs | $64.0 million | $123.3 million |

Note 1: This is defined as all currently enrolled LIFE riders. Costs would increase if additional riders were enrolled. Based on LIFE TAP data, the majority of the 20-Regional Ride users don't utilize all the free rides available, and utilization of the FREE 90-day pass indicated that, on average, the pass was used 19.2 times a month.

LIFE is a regional program and impacts transit operators throughout the county and will require consensus from all participating operators. Unlimited free rides will negatively impact fare revenues that every transit operator relies on to support their operations. With significant program cost increases (estimated from $30.5M to $89.8M annually, see Figure 2 below) and no dedicated funding, LIFE may not be able to continue, unless cuts in operating budgets are made by Metro and transit operators to sustain the program. These cost estimates are only based on projected ridership estimates and do not include additional operating costs that may be needed to meet demand.

The primary risk is that cuts in the operating budget will negatively impact the quality and frequency of service and unintentionally limit mobility options for those that need it the most. These budget shortfalls can affect transit access and opportunities to all including underserved, overburdened, and disadvantaged communities undermining the main purpose of the LIFE Program. Figure 2 below highlights key points of the Cost-Benefit Analysis.

***Figure 3:***

| | **LIFE program** | **LIFE Unlimited Free** |
|---|---|---|
| Free Trips | 20 trips each month | Unlimited |
| Who benefits | 87% of enrolled riders | 100% of enrolled riders |
| Cost | $33.5 million | $64 million -123.3 million |
| Benefit | - Allows for investments in service that can better serve low-income communities - Ensures that many riders receive assistance | - Eliminate cost barriers - Improve access to opportunity |
| Risks | - Moderately less investments in service | - Invests in free fares over current service and future service improvements - Discontinue program if funding not available - Potential misuse of system - Without funding, tradeoffs will need to be made to continue program |
| Risk mitigation efforts | Targeted and moderate subsidies help to ensure: - Sustainability of the program - Many riders have assistance | Identify and secure long-term funding |

Based on the performance of other free fare programs, such as GoPass, which had a 51% increase

in boardings between calendar years 2022 and 2023, with the shift of the LIFE Program to unlimited free rides, usage is expected to increase significantly. In addition, there are potential risks, which could include user abuse (TAP card sharing, enrollment fraud, to sell or share) and misuse of the system. Even under the current LIFE Program, the Department of Public Social Services (DPSS) has enrolled 23,696 new participants since September 2021 (3,222 or 13.6% were found to be duplicate enrollees). Results from a random audit of self-certified participants conducted in April 2024 showed an 18% response rate when trying to reach participants to review their program eligibility documents. The auditors believed the response rate was low because many of the participants selected were unhoused and were unreachable after several attempts. After learning and understanding this challenge, auditors chose a different sample group and are conducting a second audit that began in late May. Auditors will provide recommendations after this second audit has been completed. Metro staff will continue to ensure that safeguards are in place to maintain the integrity of the program and that the program responsibly provides individual benefits only to riders who qualify for the program. These safeguards will also ensure that the LIFE Program budget will continue to offer subsidies to the greatest number of people who are eligible for the discounts.

Access to affordable transportation is essential to increasing access to opportunity. Vast disparities among neighborhoods and individuals in LA County limit this access, making opportunities harder to reach for some, whether it's jobs, housing, education, health care, safe environments or other essential tenets of thriving, vibrant communities. Providing unlimited free rides to all LIFE participants could affect service since funding sources could need to be reallocated from service budgets to fund the added expense of free trips.

Permanent Source of Replacement Revenues

The Deloitte Report on Potential Funding Sources (Attachment D) identified a variety of federal, state and local funding sources. Metro has supported legislation for additional funding, at both the state and federal level. Metro has been successful in attaining short-term grants under the state's Transformative Climate Communities (TCC) grant program for projects in South LA and Pomona for a total of $7 million over 5 years for LIFE and GoPass and were recently awarded $4 million to partially offset the cost of GoPass for 5 years under the federal Reconnecting Communities grant program. However, these are small amounts compared to the annual cost of these programs and only provide short-term funding. Acquiring additional Federal and state funding will be challenging and will not offer long-term solutions as they may not be consistently available year after year. In addition, seeking state and federal funding place transit needs in competition with each other and other vital public services like education or healthcare.

Local Return

Proposition A, Proposition C, Measure R and Measure M are funded by four 1/2 cent sales tax measures approved by Los Angeles County voters. Each fund source has a Local Return apportionment of 25%, 20%, 15% and 17% respectively. Proposition A, Proposition C, and Measure M are evergreen taxes. While Measure R has a sunset date of June 30, 2039, Measure M apportionment will increase from 17% to 20% of a full cent sales tax vs a half cent sales tax on July 1, 2039. As "no sunset" taxes, this fund source can be a permanent source of replacement revenues for this initiative.

The Local Return component goes directly to the cities and Los Angeles County unincorporated areas, based on population, as posted annually by the Department of Finance (DOF). All Local Return is for use in developing and/or improving public transit, paratransit, and the related transportation infrastructure. Proposition A is restricted for direct transit use. Proposition C expands the transit use for in-direct use, such as streets and roads. Measure R and Measure M expand their allowable use not only for transit use, but for transportation use as well. Each of these sources are eligible for transit subsidies to fund free fares for low-income riders.

***Figure 4:***

| Local Return | FY2022 (1) | FY2023 (1) | FY2024 (2) | FY2023 Audited Fund Balance (3) |
|---|---|---|---|---|
| Proposition A | $ 256,897,694 | $ 264,015,496 | $ 285,000,000 | $ 540,577,330 |
| Proposition C | 213,091,328 | 218,993,336 | 236,400,000 | 449,310,284 |
| Measure R | 159,792,459 | 164,197,666 | 177,300,000 | 312,581,822 |
| Measure M | 164,197,666 | 185,742,688 | 200,940,000 | 404,146,791 |
| **Total** | **$ 793,979,147** | **$ 832,949,186** | **$ 899,640,000** | **$ 1,706,616,227** |

Notes: Local Return funding is based on sales tax revenues and vary each year; however, they are steadily increasing.

1. Actual Local Return funds received by jurisdictions.
2. Adopted budgeted Local Return funds allocated to jurisdictions.
3. Unspent funding that cities must expend in 4-5 years per Local Return Guidelines. This includes $31.2 million in Board approved Local Return Capital Reserve

Cities and jurisdictions can contribute a portion of their local return dollars for free low-income fares. Free fares for low-income riders through the LIFE program is estimated to cost $123.3 million. Contributions of 10% of their local return dollars could cover the cost of offering free unlimited rides for the LIFE program. If this usage is approved by the Board, staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using these dollars to subsidize transit.

The Deloitte Report cited above also identified a variety of alternative revenue options, such as future congestion pricing revenues, implementing a voluntary ExpressLanes toll round-up, or adding fees to Metro contracts (see complete list in Attachment D).

TAP App for LIFE Application

Currently, staff is working on an update to the TAP app that will allow customers to apply for both the Reduced Fare and LIFE program that would roll out by the end of 2024. This update will allow customers to conveniently apply for a Reduced Fare card and LIFE subsidies should they be eligible.

All this is being done on the TAP app and on one single, streamlined application that will automatically determine what subsidies the customer is eligible for. LIFE has received customer feedback that the application process has been challenging. In response, Metro has worked hard to streamline the application process, including adding self-certification of qualifying income. In addition, about 13% of LIFE participants drop off after their first 90-days free ride pass expires. This new update will create a better user experience for LIFE patrons as they will be able to apply for and use their LIFE benefits all on the TAP app, in place of a separate application and reloading a plastic card.

Department of Public Social Services (DPSS)

In September 2022, LA Metro launched a partnership with the Department of Public Social Services. A dedicated online enrollment portal was created for DPSS agents 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. Since then, the program has onboarded 14 additional DPSS offices bringing the total number to 18. Office locations and enrollments are:

| DPSS Office | Enrollments |
|---|---|
| Metro Family (Los Angeles) | 8884 |
| Rancho Park (East Los Angeles) | 4394 |
| Metro Special (South Los Angeles) | 3094 |
| Belvedere District (East Los Angeles) | 2375 |
| Lancaster | 1587 |
| Metro East (East LA/Boyle Heights) | 1205 |
| Glendale District #02 | 1022 |
| Florence (South Los Angeles) | 832 |
| San Fernando | 445 |
| Metro North (Central Los Angeles) | 301 |
| Lancaster General Relief | 209 |
| Santa Clarita Sub-Office | 199 |
| Norwalk | 86 |
| El Monte | 82 |
| Lincoln Heights | 72 |
| South Special (Compton) | 5 |
| South Family (Compton) | Onboarded |
| East San Fernando Valley | Onboarded |

Metro staff will continue to work with DPSS to provide administrative support and onboard the remaining 7 DPSS offices to further expand program enrollments throughout LA County.

DPSS Enrollments and TAP Cards

Since September 2022, DPSS offices have enrolled 20,343 customers into the LIFE Program. Enrollments are conducted by DPSS Customer Service Assistants (CSAs) who submit applications on behalf of the customers. As with all LIFE applications, LIFE Administrators review and approve all DPSS applications within 7-10 business days. If a TAP card needs to be mailed to a customer, then processing time may take longer due to mail and receipt of card at a DPSS office or address provided. Of those enrolled, 697 (3%) customers had their own TAP cards, which were reloaded with the discounted fare, while 19,646 (97%) customers requested a new TAP card to be mailed to them and are now using the benefit on their new card. If a LIFE TAP card is reported lost, it can easily be replaced, and a new card will be mailed out. Over 300 TAP cards have been returned undeliverable. In Spring 2023, Metro staff requested DPSS approval for CSAs to administer TAP cards provided by Metro to reduce customer wait time, but the offer was declined due to insufficient DPSS staff resources and the inability to safely store TAP cards in offices.

Open Loop Upgrades

TAP Plus will introduce open payments and an account-based system. This means that the Metro system will be able to accept any debit and credit card, be they plastic or virtual, so long as the card is a contactless EMV (Europay, Mastercard, Visa) card. To enable customers to utilize their existing social benefit cards, each social benefit program must upgrade to contactless EMV cards. Currently, staff is not aware of any social benefit program using contactless EMV cards, but there is an effort underway to move in that direction.

For customers to use their credit/debit cards to receive reduced fare for transit, they must first enroll in the reduced fare program or a discount program like LIFE with that credit/debit card. Another option is that Metro can connect to an entity like EBT to automatically enroll customers. The latter option highly depends on what can be negotiated with each specific social benefits program, in terms of any connections and integrations. Furthermore, there will be some cases where additional minimal engineering work may be required due to legislation changes.

Outreach and Engagement Efforts

Community Based Organizations (CBOs) have played a pivotal role in providing transportation assistance to those most in need throughout Los Angeles County. Since the 1992 Los Angeles Uprising, CBOs like First African Methodist Episcopal (FAME) Assistance Corporation, partnered with Metro's predecessor, Los Angeles County Transportation Commission (LACTC), to launch Operation Food Basket. This provided $7 dollar taxi coupons to residents in hard hit areas. In 1993, the program was renamed the "Immediate Needs Transportation" program to expand services to include bus tokens. To ensure residents received tokens, FAME Assistance Corporation partnered with several hundred non-profit organizations to distribute them throughout Los Angeles. For more than a decade, the program was a success, and in 2019, LA Metro merged the Immediate Needs Transportation program with its discounted fare program, "Rider Relief Transportation" program, and renamed it "Low Income Fare is Easy" (LIFE). The LIFE program contracted two CBOs, FAME Assistance Corporation and International Institute of Los Angeles (IILA), to administer LIFE program enrollments, outreach, and the taxi voucher program.

Since 2019, the LIFE program has partnered with 414 active CBOs to assist with enrollments, outreach, and the taxi voucher program. These CBOs are provided with an online enrollment portal, brochures and TAP cards to streamline the enrollment process and get benefits into riders' hands faster.

From July 2019 through April 2024, these CBO partnerships have directly supported:

- 61,000 Enrollments
- Distributed 70,000 brochures annually
- Provided over 30,000 TAP cards annually

Metro's CBO partners have also been deployed countywide to provide multilingual outreach and support to hard-to-reach populations, such as low-income and cash-paying riders, at Metro stations, community events, food banks, and other locations. From February 2022 through November 2023, 15 CBO partners were contracted to disseminate LIFE brochures, assist qualifying riders with applications for enrollment and support the overall public engagement campaign. Metro's CBO partners have included the Korean American Federation LA (KAFLA), LA Metro Churches, Legacy LA, Pacoima Beautiful, Eastmont Community Center, Pico Union Corporation, In the Making, Little Tokyo Community Council, Little Tokyo Service Center, and Mundo Maya. In addition to the primary partnerships, through the partnership with KAFLA, additional outreach services were provided through a network of CBO sub-partners such as: Koreatown Youth & Community Center, Homies Unidos, Hwarang Youth Foundation, Partnership for Growth LA, and Anti-Recidivism Coalition (ARC).

From February 2022 through November 2023, collectively, these CBOS provided:

- 568 Outreach events
- 371,855 In person interactions
- 93,072 materials distributed.
- 732,525 Social media impressions and engagement

CBOs also support our LIFE Limited program that provides taxi vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. This may include individuals who have been discharged from the hospital, have been released from incarceration, or are a domestic violence survivor. Taxi vouchers and their required reimbursements to taxi providers are managed by program administrators and distributed to the rider, through approved CBOs and agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency, or safety.

Metro staff will continue to work with CBO partners to expand the program even further; 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. The information will be utilized to adjust and better focus outreach efforts, as well as identify new strategies for program growth.

Impact on Other Transit Agencies

Staff hold biweekly Ad Hoc Committee meetings to collaborate with the transit agencies participating

in GoPass. Most of these agencies also participate in LIFE. In 2021, transit operators agreed to pilot the GoPass program as Phase 1 of FSI using available American Recovery Plan Act (ARPA) funding, with the understanding that additional funding would need to be identified prior to the Board approving Phase 2 of FSI for low-income adults. Due to GoPass, participating agencies have seen higher ridership that results in higher costs for providing increased transit service, more vehicles, additional cleaning and maintenance, and increased security. Expanding the LIFE Program will increase ridership and costs. Participating agencies have expressed concerns about being reimbursed for these programs at a rate that is lower than their regular fare rate, while their costs continue to increase. While they support the overall goal of GoPass and LIFE programs, agencies they are requesting to be fully reimbursed for boardings that are free to riders in order to cover their own costs.

Impact on Access Paratransit Services

Section 37.131(c) of the Code of Federal Regulations states: *The fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (i.e., without regard to discounts) for a trip of similar length, at a similar time of day, on the entity's fixed route system.*

The regulations limit paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of $1.75 for purposes of calculating a maximum paratransit fare amount.

Access charges a fare of $2.75 each way for a trip up to 19.9 miles and a fare of $3.50 for a trip of 20 miles or more in the Los Angeles basin. For fares in the Santa Clarita and Antelope Valleys, Access charges $2 each way due to the lower base fares of the fixed-route systems in those areas. Access Services projects to collect $11.1 million in fare revenues for FY25, an increase of 25.7 percent or $2.3 million from FY24.

Fare Programs staff has consulted with County Council on this regulation, and they agree that the LIFE program fare does not constitute Metro's base fare, rather, it is a discounted fare only for eligible participants. However, a completely fareless system will have a larger impact on Access paratransit services, because Access would be required to be fareless as well.

## EQUITY PLATFORM

At its core, the goal of free and reduced fare programs is to achieve greater equity by reducing barriers and improving access to transit and opportunity for all communities. The LIFE Program has tripled its enrollment over the past three years, based on the improvements already implemented. Additional improvements to the program will allow more low-income residents of LA County to benefit from increased transportation affordability. Depending on the long-term funding options and tradeoffs for expanded free and reduced fare programs, potential service impacts could impact riders' access to opportunities.

## 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 to collaborate with social benefits programs and other transit agencies throughout LA County to expand LIFE program participation in ways that also preserve service and reliability.

Additionally, staff will work to unify the qualifying senior age across the region to simplify and expand transit access for older adults. We will also continue to analyze lowering the enrollment requirement from full-time to part-time for college and vocational students to increase eligibility and potentially ridership. These efforts aim to enhance equitable access to affordable transit for all community members.

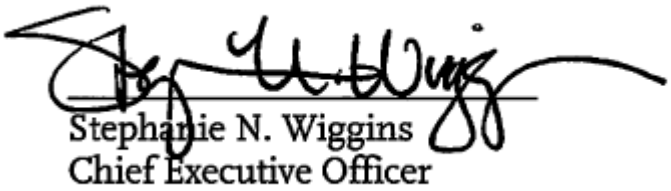
If approved, staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using Local Return and other dollars to subsidize transit.

## ATTACHMENTS

Attachment A - Motion 22
Attachment B - Motion 40
Attachment C - LIFE Survey Results
Attachment D - Potential Funding Sources

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Stephanie N. Wiggins
Chief Executive Officer

**Attachment A**

# Metro

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

## Board Report

**File #:** 2024-0258, **File Type:** Motion / Motion Response **Agenda Number:** 22.

**REVISED**
**EXECUTIVE MANAGEMENT COMMITTEE**
**APRIL 18, 2024**

**Motion by:**

**DIRECTORS BASS, BUTTS, DUTRA, DUPONT-WALKER, MITCHELL, AND SOLIS**

Bridge To Farelessness

Los Angeles County public transit users are primarily low-income people of color who are disproportionately and negatively impacted by the high cost of housing and transportation associated with living in our region. The 2022 Metro Customer Survey revealed that 43% of bus riders report household incomes under $15,000, 89% earn less than $50,000 annually, and 63% and 15% identify as Latino/a and Black, respectively. For comparison, that year's US Census found Los Angeles's median household income as $83,411, and 47% and 8.3% identified as Latino/a and Black, respectively.

Removing transit fares for those in need will make public transportation accessible and ensure that low-income individuals and families can afford public transit, promoting social equity. A reliable, frequent, and accessible public transit system improves access to economic and education opportunities, enhances social connections, and reduces isolation, especially for those who may face mobility challenges.

As of February 2024, Metro has seen ridership increase to approximately 80% of pre-pandemic levels, marking the 15th consecutive month of year-over-year ridership growth. To continue this upward trend, Metro must maintain these ridership gains and increase ridership throughout the system. Cost is often a barrier to using public transportation, and removing this barrier can encourage more people to choose sustainable and efficient modes of transit. Increased ridership can have positive economic effects by boosting local businesses around transit hubs.

Encouraging more people to use public transportation instead of driving single-occupancy private vehicles contributes to reducing traffic congestion, leading to smoother traffic flow, minimizing the need for extensive road infrastructure, and reducing carbon emissions. This aligns with environmental sustainability goals and will help Metro and the region's efforts to address climate change concerns. Metro has several targeted fareless initiatives that provide the most dependent transit riders with free and reduced fares to eliminate cost burdens and create a bridge to a fully fareless system.

Metro's Low-Income-Fare-is-Easy (LIFE) Program provides free and reduced fares to Metro's most dependent riders. In December 2023, the program recruited nearly 8,000 new participants and hosted 33 rail line pop-ups and special events in the same month. In 2023, the LIFE program reached a total of 300,000 participant enrollees. Metro could explore additional opportunities to expand initiatives that provide fareless transit access. Examples include but are not limited to exploring opportunities for local municipalities to fund transit fare subsidies for the residents within their jurisdiction, similar to a fareless transit program implemented through the collaboration of the City of Boston and the Massachusetts Bay Transportation Authority.

In September 2020, Metro's Fareless System Initiative (FSI) Task Force embarked on an intensive process of studying and identifying facts, challenges, and opportunities for eliminating fares on Metro buses and trains.

After studying and evaluating ways to implement a fareless system internally and externally, the FSI Task Force developed several strategic recommendations for the Metro Board of Directors to consider in May 2021. The leading concept included fareless transit for adult riders. In September 2021, the Board unanimously approved staff recommendations for implementing a pilot initiative known as the GoPass Fareless Pilot Program and approved a funding plan.

**SUBJECT: BRIDGE TO FARELESSNESS MOTION**

**RECOMMENDATION**

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

A. Make the GoPass Fareless Pilot Program permanent and provide a report back to the Board annually at the September Board Meeting, beginning September 2024, on program implementation, including but not limited to:

    1. An analysis reflecting the prior 12 months of data;

    2. Identifying additional funding sources to help offset the program's cost to the Agency, including philanthropic and commercial partnerships;

    3. Identifying barriers to cost sharing that educational institutions, particularly those in or serving Equity-Focused Communities, face in implementing the program;

    4. The Program's impact on Metro ridership and other outcomes for students; and

    5. Report on the feasibility of enhancements to the program.

B. Report back by June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization, including but not limited to:

    1. Creating a cost-benefit analysis to provide unlimited free rides for all who qualify for the

program

2. Identifying revenue impacts;

3. Identifying permanent sources of replacement revenues;

4. Feasibility of enabling the TAP app to accept applications;

5. Allowing program recipients to utilize the TAP app in lieu of the physical card to allow for direct program access to those receiving/signing up for Aid to Families with Dependent Children, or cash assistance and other benefits through the Los Angeles County Department of Public Social Services;

6. Coordination with open loop upgrades on the TAP system so qualified individuals can use other social benefit cards in lieu of Metro fare media; and

7. Outreach and engagement efforts led by Community-Based Organizations that include active and direct engagement with customers

C. Direct Metro to conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of subsidized transit and provide examples of how a local fare subsidy program could be instituted to support their respective constituents.

**HAHN AMENDMENT:** report back to include:

A. how we are including our municipal and local operators;

B. how we will preserve existing transit service; and

C. any impact a broader fareless system could have on ACCESS paratransit services.


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**Attachment B**



**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.


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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.


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ATTACHMENT C

# Executive Summary – LIFE Survey

## Background

In February 2023, LA Metro conducted an online LIFE participant survey. The purpose of the survey was to help develop an advocacy plan for the fare program, specifically around free fares. The survey allowed LA Metro to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

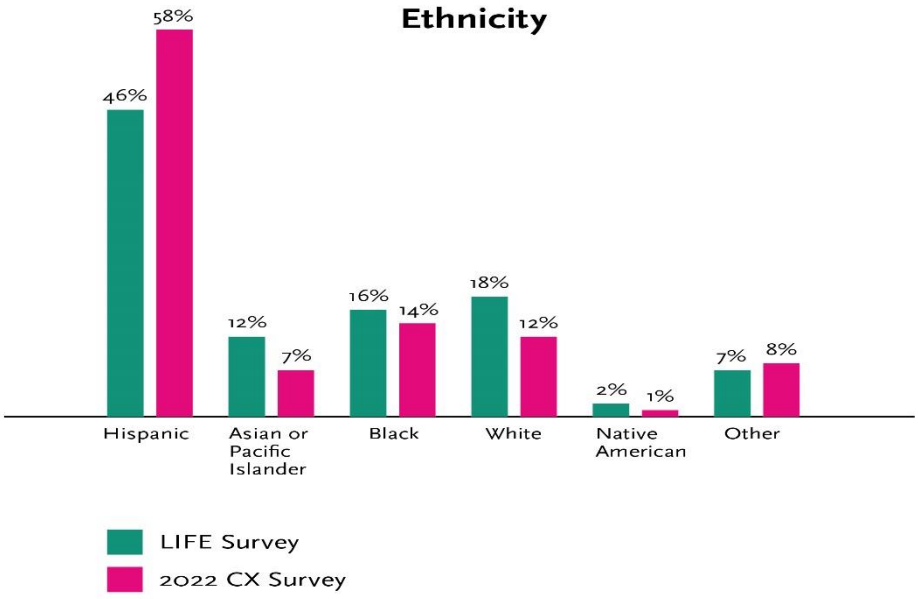
## Methodology

TAP sent out an online survey to 28.04k LIFE program participants who were eligible/are using 90 days of free fares. The survey was available in English and Spanish and was live for 10 days in February 2023. 1661 LIFE surveys were collected with a 41% response rate.

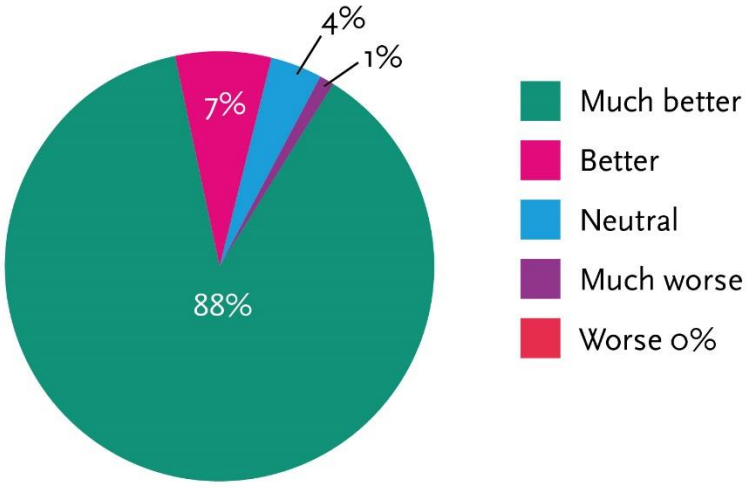
## Key Findings

- 50% of LIFE survey participants are female compared to systemwide 46%, *Customer Experience Survey 2022*
- 55% of LIFE survey participants are riding Metro multiple times a day.
- 72% rode Metro more frequently when using the free fares.
- More than 50% of LIFE survey participants have had to choose between spending money to ride LA Metro or spending it on other important needs.
    - When having to choose between spending money to ride LA Metro or spending it on other important needs, 29% of survey respondents used their money to pay the fare.
- When receiving free fares, LIFE survey participants spent the money they saved on food, housing cost, and home items.
- 95% of LIFE survey participants feel better or much better after receiving free fares.
    - The top three reasons why survey respondents felt better were because they worried less about money, felt less stressed, and were able to plan their day more easily.

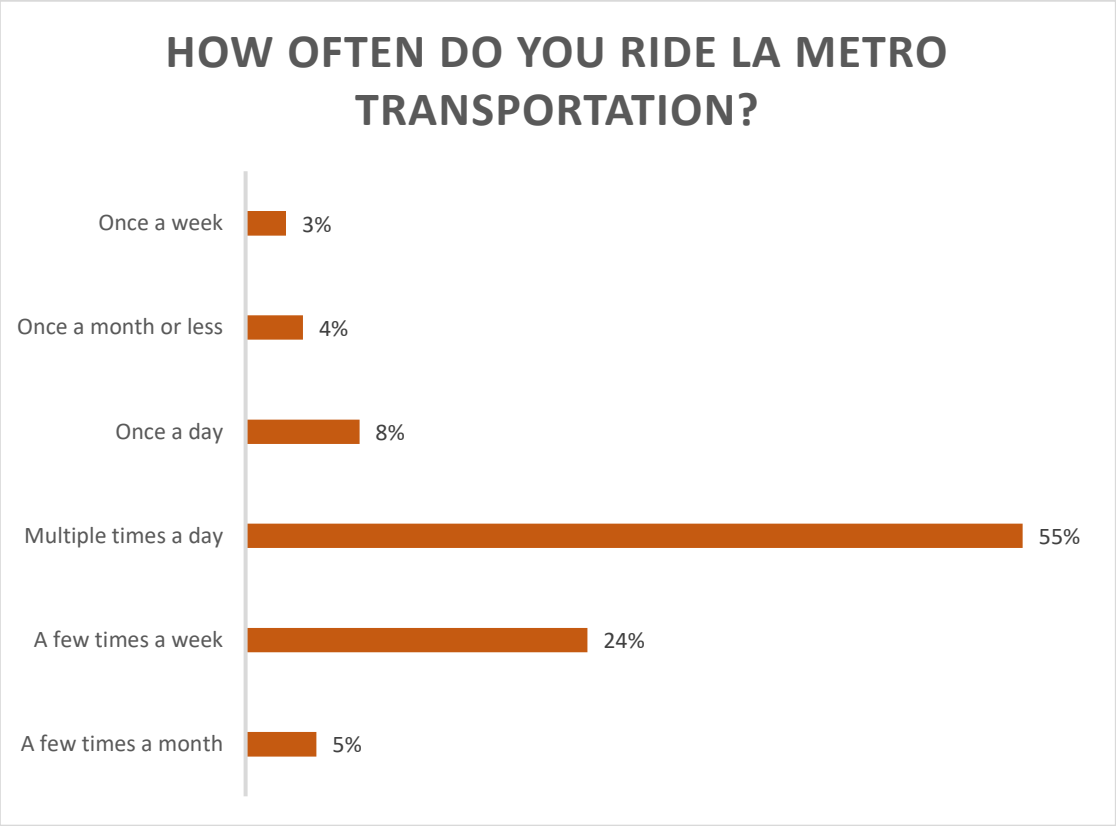
## LIFE Survey Summary

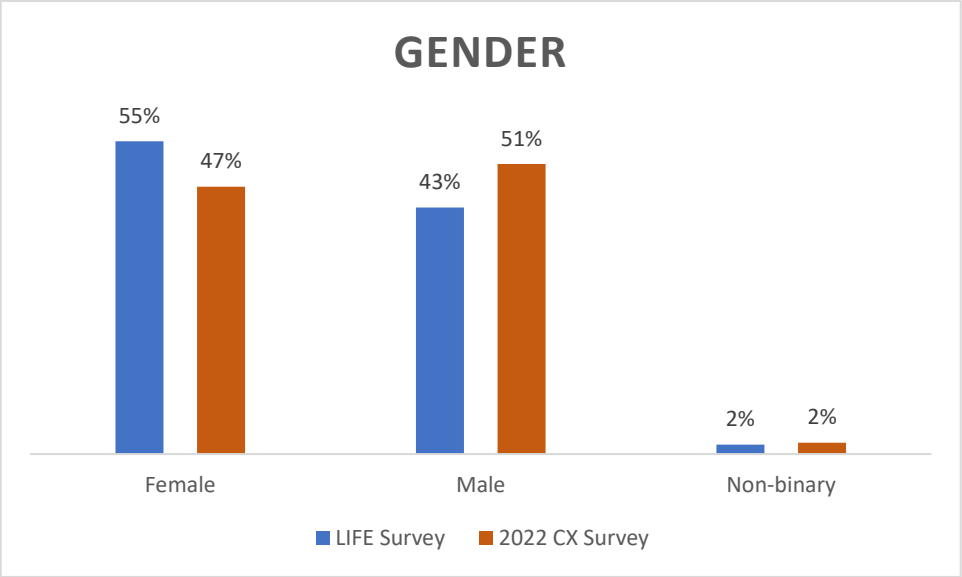


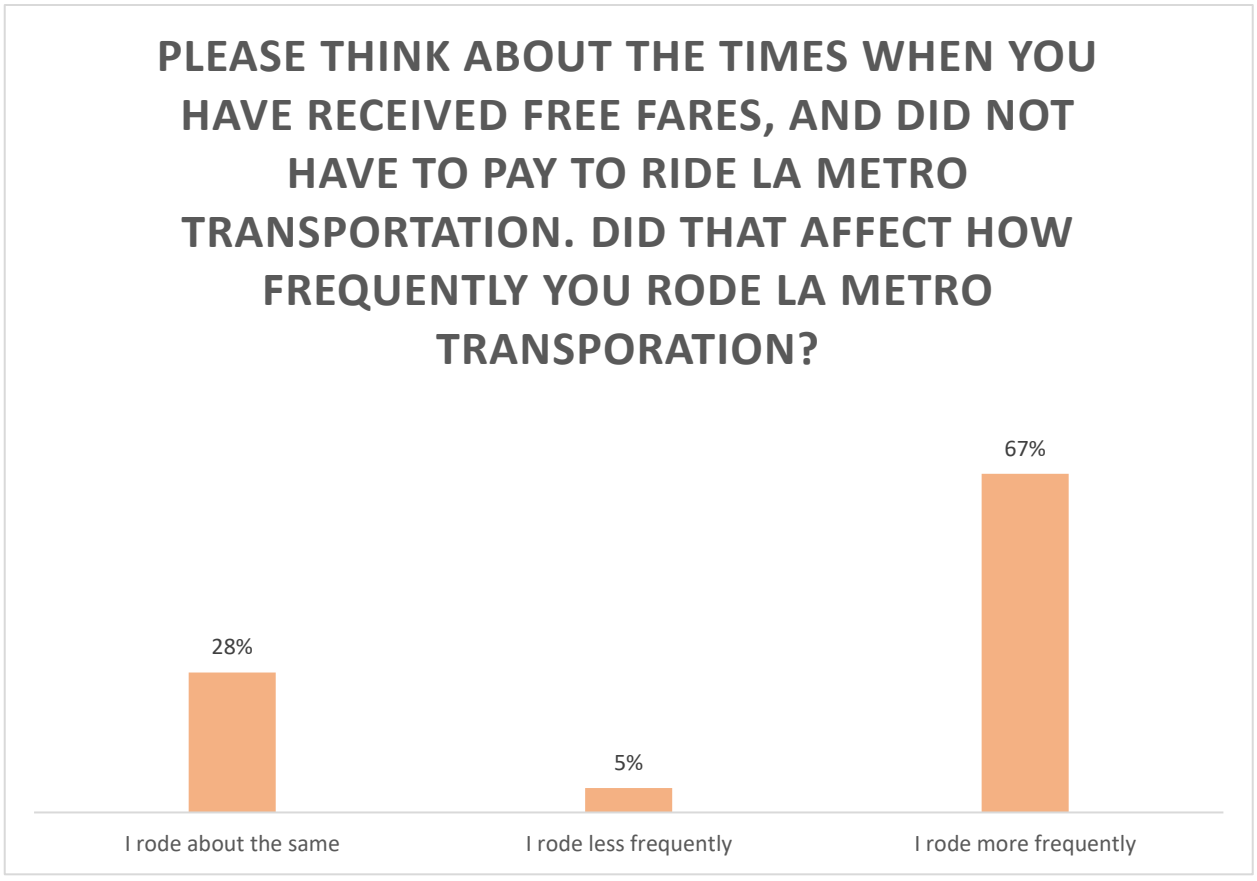

## After receiving free fares, how did you feel?



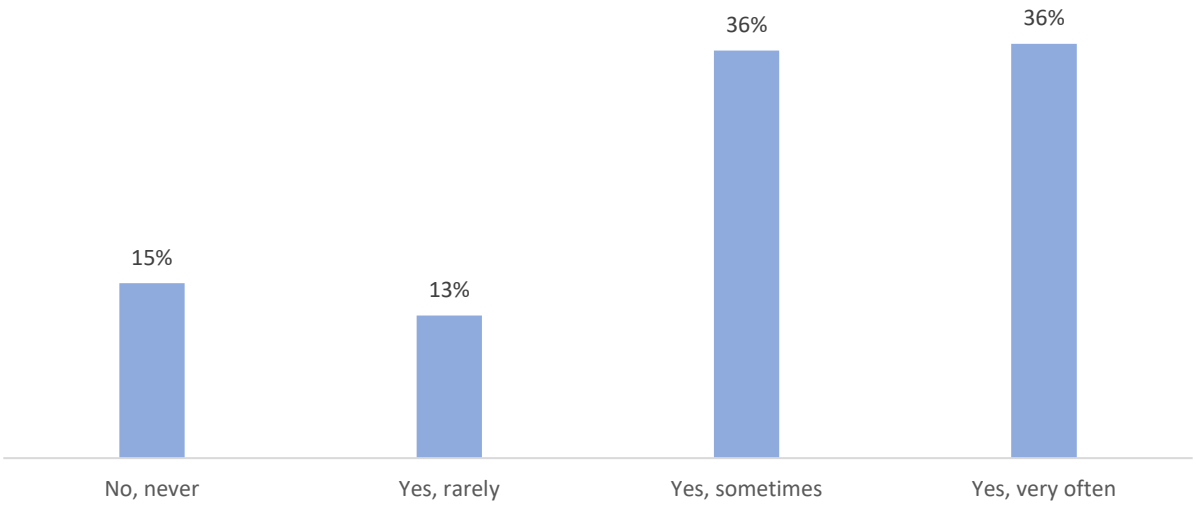
## Unformatted Graphics



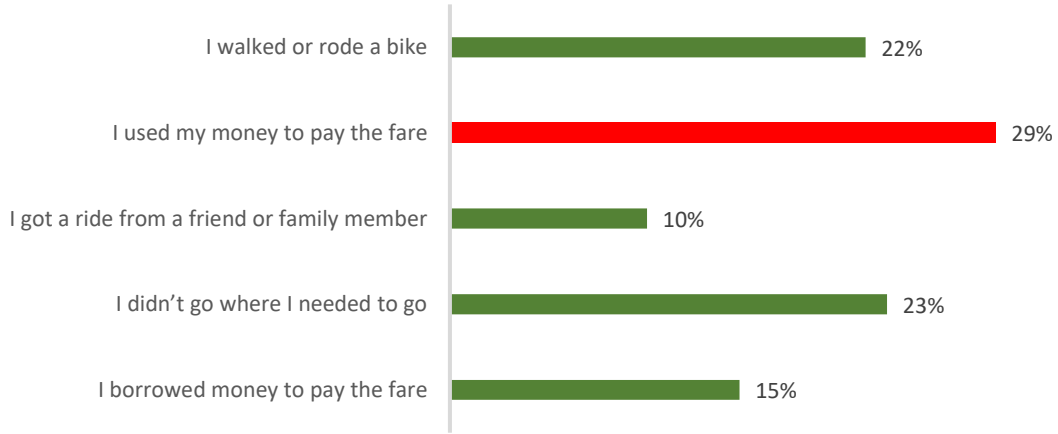




PLEASE THINK ABOUT THE TIMES WHEN YOU HAVE RECEIVED FREE FARES, AND DID NOT HAVE TO PAY TO RIDE LA METRO TRANSPORTATION. DID THAT AFFECT HOW FREQUENTLY YOU RODE LA METRO TRANSPORATION?
28%
5%
67%
I rode about the same
I rode less frequently
I rode more frequently

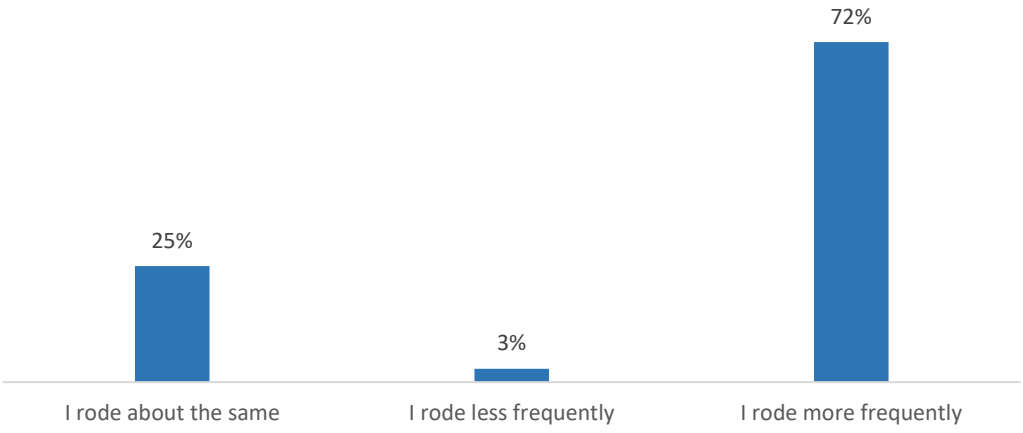
## HAVE YOU EVER HAD TO CHOOSE BETWEEN SPENDING YOUR MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS (LIKE FOOD, RENT,CHILDCARE, HEALTH SERVICES, ETC.)?



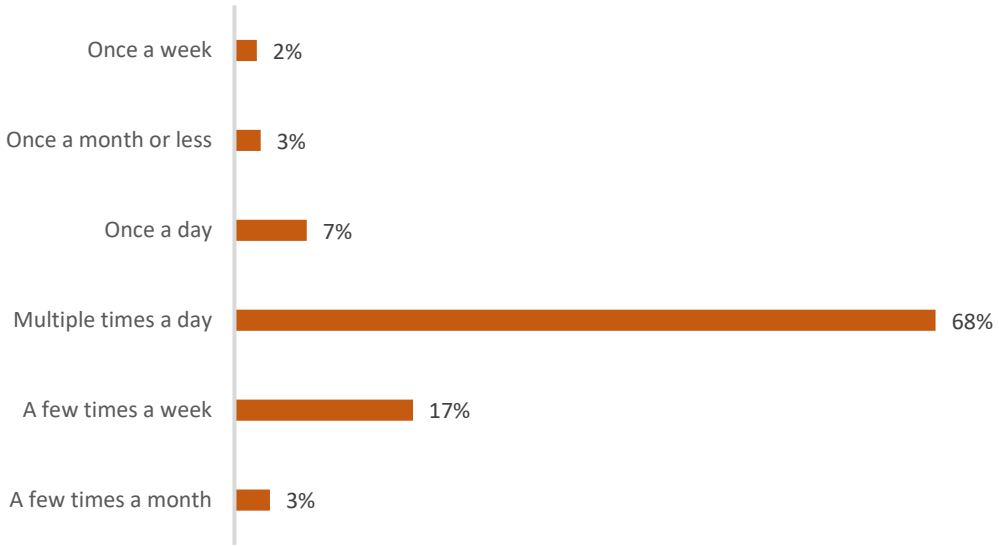

## WHEN YOU HAD TO CHOOSE BETWEEN SPENDING MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS, WHICH STATEMENT BEST DESCRIBES YOUR DECISION?



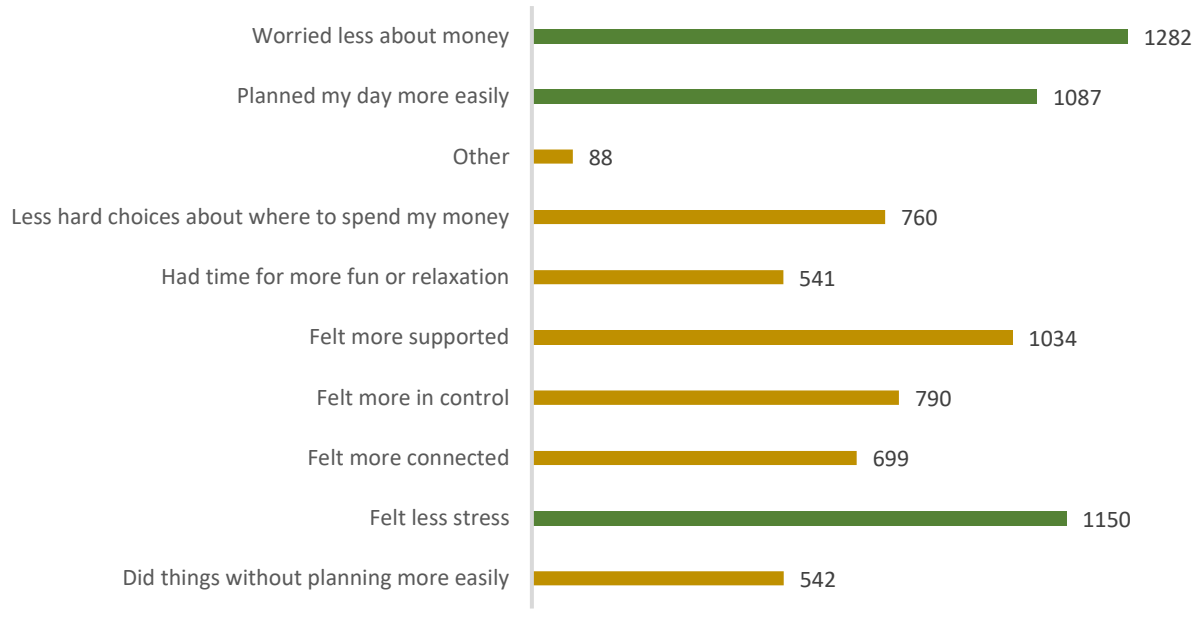
## PLEASE THINK ABOUT THE TIMES WHEN YOU RECEIVED FREE FARES, SUCH AS THE 90-DAY PROMOTIONAL PASS YOU RECEIVED WHEN YOU ENROLLED IN THE LIFE PROGRAM. DID THAT AFFECT HOW FREQUENTLY YOU RODE LA METRO TRANSPORTATION?




## HOW OFTEN DID YOU RIDE LA METRO TRANSPORTATION WHEN YOU RECEIVED FREE FARES?



## YOU MENTIONED YOU FELT BETTER WITH FREE FARES. *PLEASE SELECT ALL THE WAYS THAT YOU FELT BETTER*



## WHEN YOU RECEIVED FREE FARES, WHERE DID YOU SPEND THE MONEY YOU SAVED? *PLEASE SELECT ALL THAT APPLY*



# Attachment D - Potential Funding Sources

*Multiple Funding Sources for FSI Phase 2 and Key Fund Options*

| FEDERAL<br><br>(69 sources evaluated) | STATE<br><br>(16 sources evaluated) | LOCAL GOVERNMENT<br><br>(7 measures & propositions in addition to 26 alternative revenue sources evaluated) | NGO, PHILANTHOPY and OTHERS<br><br>(46 local organizations evaluated) |
|---|---|---|---|
| • Investment & Jobs Act (IIJA)<br>• Inflation Reduction Act (IRA)<br>• American Rescue Plan Act (ARPA)<br>• Department of Transportation (DOT)<br>• Infrastructure<br>• Housing & Urban Development (HUD) | • California Climate Investments (CCI)<br>• Road Repair and Accountability Act (SB 1)<br>• California Clean Energy Jobs Act (Prop 39)<br>• Greenhouse Gas Reduction Fund (GGRF) | LA Metro:<br>• Measure M<br>• Measure R<br>• Proposition A<br>• Proposition C<br>• Alternative revenue options<br>LA County:*<br>• Measure H<br>• Measure HHH<br>• Measure J | • Philanthropic organizations<br>• Private corporations and foundations<br>• Non-profit organizations<br>• Cost sharing with healthcare industry leaders, incl. Medi-Cal<br>• Expanded employer fare-subsidy programs<br>• Expanded advertising policy |

*These funding sources presents budget limitations and is dependent on partnering with service providers and/or receiving discretionary funding from elected officials.

## FSI Phase 2 Federal Fund Options

*FSI Phase 2 Federal and State Funding Evaluation Criteria*

| | |
|---|---|
| High | Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals |
| Medium | Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects |
| Low | Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements |

.

*FSI Phase 2 Federal Funding Sources*

| Legislation or Agency | Preliminary Findings | National Funding | Impact for LA Metro |
|---|---|---|---|
| **Infrastructure Investment & Jobs Act (IIJA)** | **56** Programs Evaluated<br>**3** High Alignment<br>**29** Medium Alignment<br>**24** Low Alignment | High: $10 B<br>Med: $34 B[1] | • Apply for funding to offset capital expenditures<br>• Request waivers to use the funding for operational expenditures |
| **Department of Transportation (DOT)** | **7** Programs Evaluated<br>**7** Medium Alignment | Med: $70 M | • Apply for funding to offset capital expenditures<br>• Request waivers to use the funding for operational expenditures |

[1] National funding amounts for FY22 - 26

| | | | |
|---|---|---|---|
| **Housing and Urban Development (HUD)** | **4** Programs Evaluated<br>**2** Medium Alignment | Med: $6 M[2] | • LA Metro must partner with a public housing authority to receive funds |
| **American Rescue Plan Act (ARPA)** | $27 Billion to California<br>$3.3 Billion to LA Area Counties<br>$2.8 Billion to LA Area Municipalities<br>Medium Alignment | N/A | • Money must be allocated by Dec 2024<br>• Inquire about remaining ARPA funds in LA area |
| **Inflation Reduction Act (IRA)** | Program data not yet fully released<br>Low Alignment | Climate & Energy:<br>$137 B[3] | • Possible alignments:<br>• Lowering consumer costs<br>• Lowering emissions & greenhouse gases |

**Represents an overall list of multiple fund sources researched.**

*Federal Funding Sources Overall Matrix*

| # | Alignment | Program Name | Agency |
|---|---|---|---|
| 1 | High | Local and Regional Project Assistance Grants (RAISE)* | DOT |
| 2 | High | Pilot Program for Transit Oriented Development | DOT – FTA |
| 3 | High | Research, Development, Demonstration and Deployment Projects | DOT – FTA |
| 4 | Medium | Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD) | DOT – FHWA |
| 5 | Medium | All Stations Accessibility Program* | DOT – FTA |
| 6 | Medium | Bridge Investment Program* | DOT – FHWA |
| 7 | Medium | Bus and Bus Facilities Competitive Grants* | DOT – FTA |
| 8 | Medium | Capital Investment Grants* | DOT – FTA |
| 9 | Medium | Charging and Fueling Infrastructure Grants (Corridor Charging)* | DOT – FHWA |
| 10 | Medium | Commercial Motor Vehicle Operators Grant Program | DOT – FMCSA |
| 11 | Medium | Congestion Relief Program* | DOT – FHWA |
| 12 | Medium | Consolidated Rail Infrastructure and Safety Improvement Grants* | DOT – FRA |
| 13 | Medium | Enhanced Mobility of Seniors and Individuals with Disabilities* | DOT – FTA |
| 14 | Medium | Federal - State Partnership for Intercity Passenger Rail Grants* | DOT – FRA |
| 15 | Medium | Metropolitan Planning* | DOT – FHWA |
| 16 | Medium | Metropolitan Transportation Planning Program* | DOT - FTA |
| 17 | Medium | National Infrastructure Project Assistance (Megaprojects)* | DOT |
| 18 | Medium | Nationally Significant Freight and Highway Projects (INFRA)* | DOT |
| 19 | Medium | Pilot Program for Enhanced Mobility | DOT - FTA |
| 20 | Medium | Pollution Prevention Grants | EPA |
| 21 | Medium | Prioritization Process Pilot Program | DOT - FHWA |
| 22 | Medium | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Discretionary | DOT - FHWA |
| 23 | Medium | Rail Vehicle Replacement Grants* | DOT - FTA |
| 24 | Medium | Railroad Crossing Elimination Grants* | DOT - FRA |
| 25 | Medium | Reconnecting Communities Pilot Program* | DOT - FHWA |
| 26 | Medium | Restoration & Enhancement Grant Program | DOT - FRA |
| 27 | Medium | Safe Streets and Roads for All | DOT |
| 28 | Medium | State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects- INFRA) | DOT |
| 29 | Medium | Statewide Transportation Planning | DOT - FTA |
| 30 | Medium | Strategic Innovation for Revenue Collection (Set -aside) | DOT - FHWA |
| 31 | Medium | Strengthening Mobility and Revolutionizing Transportation (SMART) Grants | DOT |
| 32 | Medium | Transportation Infrastructure Finance and Innovation Act* | DOT |
| 33 | Medium | Thriving Communities Technical Assistance | HUD |
| 34 | Medium | Authority to Accept Unsolicited Proposals for Research Partnerships | HUD |
| 35 | Medium | Areas of Persistent Poverty | DOT - FTA |

[2] National funding amounts for FY22 – 23
[3] National funding amounts for a 10-year period

| # | Alignment | Program Name | Agency |
|---|---|---|---|
| 37 | Medium | Enhancing Mobility Innovation | DOT - FTA |
| 38 | Medium | Innovative Coordinated Access & Mobility Grants | DOT - FTA |
| 39 | Medium | Integrated Mobility Innovation | DOT - FTA |
| 40 | Medium | Public Transportation Innovation | DOT - FTA |
| 41 | Medium | Safety Research & Demonstration Program | DOT - FTA |
| 42 | Medium | California State Funding | ARPA |
| 43 | Low | Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set aside) | DOT - FHWA |
| 44 | Low | Bridge Formula Program* | DOT - FHWA |
| 45 | Low | Bus and Bus Facilities Formula Grants* | DOT - FTA |
| 46 | Low | Carbon Reduction Program | DOT - FHWA |
| 47 | Low | Commercial Driver's License Implementation Program | DOT - FMCSA |
| 48 | Low | Congestion Mitigation and Air Quality Improvement Program | DOT - FHWA |
| 49 | Low | Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set - aside)* | DOT - FHWA |
| 50 | Low | Growing State Apportionments* | DOT - FTA |
| 51 | Low | Growing States and High-Density States Formula* | DOT - FTA |
| 52 | Low | High Priority Activities Program* | DOT - FMCSA |
| 53 | Low | Highway Safety Improvement Program* | DOT - FHWA |
| 54 | Low | Highway Safety Programs* | DOT -NHTSA |
| 55 | Low | Intelligent Transportation Systems Program* | DOT - FHWA |
| 56 | Low | Low or No Emission (Bus) Grants* | DOT - FTA |
| 57 | Low | National Culvert Removal, Replacement, & Restoration Grant* | DOT |
| 58 | Low | National Priority Safety Programs* | DOT - NHTSA |
| 59 | Low | On-the-Job Training Program | DOT - FHWA |
| 60 | Low | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Formula | DOT - FHWA |
| 61 | Low | Public Transportation Technical Assistance and Workforce Development* | DOT - FTA |
| 62 | Low | Railway-Highway Crossings Program* | DOT - FHWA |
| 63 | Low | State of Good Repair Formula Grants* | DOT - FTA |
| 64 | Low | Surface Transportation Block Grant Program* | DOT - FHWA |
| 65 | Low | Technology & Innovation Deployment Program | DOT - FHWA |
| 66 | Low | Urbanized Area Formula Grants* | DOT - FTA |
| 67 | Low | Choice Neighborhoods Planning Grants | HUD |
| 68 | Low | Jobs Plus | HUD |
| 69 | Low | Neighborhood Access & Equity Grants | DOT - FHA |

*Indicates **35** Federal capital programs. Note that competition with Federal capital program will be hard since FSI may not be the top priority, however the agency may leverage existing efforts for future changes in legislation that tie to fare free language in capital funding application.

*Overview of High-Alignment Federal Funding Programs*

| Federal Program | Program High-Level Information | Funding Value | Potential Next Steps |
|---|---|---|---|
| **IIJA – DOT RAISE Program** | • Program invests in surface transportation that will have a significant local or regional impact.<br>• Eligible projects include projects the Secretary considers to be necessary to advance the goals of the program.<br>• Strong focus on Community Connectivity, Justice 40, Quality of Life, and Sustainability | **FY23:** $5-25 M Per Award<br>**IIJA Total:** $7.5 B | Apply for FSI Funding<br>FY 2023 NOFO<br>Applications due: 2/28/2023 |
| **IIJA – FTA Enhanced Mobility of Seniors & Individuals w/ Disabilities** | • Grants to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services<br>• FTA's program goal for grants is to identify and test promising, innovative, coordinated mobility strategies other communities can replicate. | **IIJA Total:** $2.2 B | Monitor FTA and Grants.gov for FY 23 NOFO Release |
| **IIJA – FTA Research Development, Demonstration, and Deployment Projects** | • Provides funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation.<br>• Eligible research and demonstrations under this program explore novel approaches to improve public transportation service, especially for transit-dependent individuals<br>• Data to be used to enhance insights and help transit agencies undertake activities that help meet equity, safety, climate change, and transformation goals for a safer, environmentally cleaner, socially jus,t and connected public transportation system. | **IIJA Total:** $132 M | Monitor FTA and Grants.gov for NOFO Release |

# FSI Phase 2 State Fund Options

FSI Phase 2 Federal and State Funding Evaluation Criteria

| | |
|---|---|
| High | Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals |
| Medium | Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects |
| Low | Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements |

16 programs were identified to have high and medium alignment with FSI Phase 2.

*FSI State Funding Sources*

| Agency or Legislation | Preliminary Findings | CA Funding | Impact for LA Metro |
|---|---|---|---|
| **Air Resource Board** | **5** Programs Evaluated<br>**1** High Alignment<br>**2** Medium Alignment<br>**2** Low Alignment | $164 M | May fund programs that:<br>• Prioritize Transportation Equity and Mobility<br>• Needs Assessment targeting CBOs<br>• Fleet electrification<br>• Truck Loan Assistance Program |
| **California Transportation Commission** | **4** programs<br>**3** Medium Alignment<br>**1** Low Alignment | $3.57 B | • *Metro is currently receiving funds for Active Transportation Program* and *State Transportation Improvement Program* |
| **Caltrans** | **2** programs<br>**1** High Alignment<br>**1** Medium Alignment | $224 M | • *Metro is currently receiving funds for LCTOP*<br>• May fund wide range of mobility programs |
| **California State Transportation Agency** | **1** Medium Alignment | $800 M | • Fund capital projects |
| **California Strategic Growth Council** | **1** Medium Alignment | $350 M | • *Metro is currently receiving funds from Transit and Intercity Rail Capitaltal Program* |
| **Strategic Growth Council and Department of Conservation** | **1** Medium Alignment | $105 M | • *Metro currently receiving funds for* Neighborhood-level transformative climate community plans |
| **California Natural Resources Agency** | **1** Low Alignment | $50 M | • Expand access<br>• Meet sustainability goals |
| **California Workforce Development Board** | **1** Low Alignment | $90.25 M | • Develop a workforce development partnership |

*Overview of High-Alignment State Funding Programs*

| State Program | Program Information | Funding Value | Potential Next Steps |
|---|---|---|---|
| **Air Resource Board** | • Transportation equity pilot that aims to address community residents' transportation needs, increase access to key | $35 million proposed | California Air Resource Board (CARB) is currently planning upcoming solicitations |

| State Program | Program Information | Funding Value | Potential Next Steps |
|---|---|---|---|
| **Sustainable Transportation Equity Project (STEP)** | destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects.<br>• STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants<br>• LADOT was awarded $7m for its South Los Angeles Universal Basic Mobility Pilot Program | for FY22-23 | for $35 million of Fiscal Year 2022-23 Planning and Capacity Building, Clean Mobility in Schools, and STEP funds. |
| **Caltrans**<br><br>**Low Carbon Transit Operations Program (LCTOP)*** | • The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.<br>• Approved projects in LCTOP will support new or expanded bus or rail services to expand intermodal transit facilities and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. | $140 million (2020) | Caltrans posts LCTOP guidelines in early 2023<br><br>Transit agencies submit final allocation requests to Caltrans in Q1 2023 |

Overall list of multiple fund sources researched and contains information on program alignment, name, and lead agency.

| # | Alignment | Program Name | Agency |
|---|---|---|---|
| 1 | High | Sustainable Transportation Equity Project (STEP) | Air Resource Board |
| 2 | High | Low Carbon Transit Operations Program (LCTOP)* | Caltrans |
| 3 | Medium | Clean Mobility Options (California Climate Investments) | Air Resource Board |
| 4 | Medium | Clean Truck and Bus Vouchers (HVIP) | Air Resource Board |
| 5 | Medium | Transit and Intercity Rail Capital Program* | California State Transportation Agency |
| 6 | Medium | Affordable Housing and Sustainable Communities | California Strategic Growth Council |
| 7 | Medium | Local Partnership Program | California Transportation Commission |
| 8 | Medium | Active Transportation Program | California Transportation Commission |
| 9 | Medium | State Transportation Improvement Program | California Transportation Commission |
| 10 | Medium | Sustainable Transportation Planning Grants | Caltrans |
| 11 | Medium | Transformative Climate Communities | Strategic Growth Council and Department of Conservation |
| 12 | Low | Air Quality Improvement Program (AQIP) | Air Resource Board |
| 13 | Low | Community Air Protection Program | Air Resource Board |
| 14 | Low | Urban Greening | California Natural Resources Agency |
| 15 | Low | Solutions for Congested Corridors | California Transportation Commission |
| 16 | Low | Resilient Workforce Fund (RWF) Program | California Workforce Development Board |

- Considered that the two high alignment funding options are not impacted by Article XIX. Low and medium alignments indicate there might be some restrictions and challenges for funding application.

## Local Funding Summary – Government Organizations
### *Overview of High Alignment Local Funding Programs*

| Local Source | Program high level Information | Funding Value | Potential Next Steps |
|---|---|---|---|
| Measure M | • No sunset half-cent sales tax measure approved by voters in 2016<br>• Rate of this tax will increase to one percent on July 1, 2039, following the expiration of Measure R<br>• Consists of four sub-funds: Transit Operating and Maintenance; Transit, First/Last Mile (Capital); Highway, Active Transportation, Complete Streets (Capital); Local Return/Regional Rail<br>• | $1.031 billion based on FY 23 estimates<br>($20.3 million for 2% rider discount allocation) | Explore local return as a viable fund source. |
| Measure R | • 30-year, half-cent sales tax approved by voters in 2008<br>• Consists of four sub funds: Transit Capital (40%); Highway Capital (20%); Operations (25%); Local Return (15%)<br>• LA Metro has used Operations sub fund to freeze fare increases for Student, Senior, Disabled, and Medicare riders from 2009-2013 | $1.031 billion based on FY 23 estimates<br>($254.1 million for 25% Operations allocation) | |
| Prop A | • No sunset, half-cent sales tax approved by voters in 1980<br>• Consist of three sub funds: Local Return (25%); Rail Development (35%); Discretionary (40%)<br>• Currently, the "Discretionary" bucket is being used solely for Bus Transit operations and part of FAP with municipal operators | $1.031 billion based on FY 23 estimates<br>($392.1 million for 40% Discretionary allocation) | |
| Prop C | • No sunset, half-cent sales tax approved by voters in 1990<br>• Consists of five sub funds: Local Return (20%); Rail and Bus Security (5%); Commuter Rail, Transit Centers and Park & Ride (10%); Transit-related Highway Improvements (25%); Discretionary (40%)<br>• The City of Commerce received $766K in FY 21 for its zero-fare service from Proposition C 40% discretionary funds. | $1.031 billion based on FY 23 estimates<br>($406.5 million for 40% Discretionary allocation) | |

# Alternative Revenue Options and Non-Government & Philanthropic Partnerships

## *Alternative Revenue Options*

| Funding Alternative | Description | Type[4] | |
|---|---|---|---|
| **Ads & Sponsorship Management Program** | Expand advertisement & sponsorship policy, including working with the private sector<br><br>Other transit agency examples: Washington (DC) – WMATA(expanded digital ad network in partnership with OUTFRONT), Tokyo (created in-house Metro Ad Agency) |  |  |
| **Asset Recycling/Real Estate Transactions** | Sale or lease of underutilized public assets, including joint development agreements<br><br>Other transit agency example: New South Wales - Sydney Metro |  |  |
| **Battery Storage** | Lease excess storage capacity from EV fleets to utilities. |  | |
| **Carbon Offsets Credit** | Sell credits to corporations for GHG reduction achieved from transitioning from vehicle use to transit options. |  | |
| **Charge Fee on Contracts with LA Metro** | Charge % of billings that would be paid back to the FSI program on contracts |  | |
| **Congestion Pricing** | Congestion pricing on toll lanes and in urbanized areas[5]<br><br>Other transit agencies examples: Orange County – Orange County Transportation Authority (OCTA) | |  |
| **Cost Sharing with Health Insurance Companies** | Insurance will cover the cost of trips to/from health care appointments. | | |
| **Philanthropic: create an LA Metro 501(c)(3) or Partner with existing 501(c)(3)** | Encourage/solicit donations/hold fundraising events to raise money for the 501(c)(3)<br><br>Other transit agencies examples: New York - MTA |  |  |
| **Density Bonuses** | Monetize permitting developers to build more density, height, or floor area than is allowed as of-right<br><br>Other transit agency examples: New York; Atlanta; Baltimore; Washington (DC); Denver; San Diego (air rights lease) |  |  |

[4]  Policy or legislation efforts may be required  Implemented by other transit agency (agencies mentioned in appendix)

[5] 91 Express Lanes - Toll Policies

| Funding Alternative | Description | Type[4] | |
|---|---|---|---|
| **Digital Billboards** | Expand digital billboards on LA Metro facilities<br><br>Other transit agency examples: Washington (DC) - WMATA; New York | |  |
| **Distance-Based fare option** | Charge transit fees based on distance and/or time of day<br><br>Other transit agency examples: Washington (DC) |  |  |
| **Electricity Generation** | Utilize available space to install power generation equipment such as solar panels.<br><br>Other transit agency examples: Atlanta - MARTA |  |  |
| **Employer Certification Program** | Develop a "Transit Friendly Employer ” program that requires a % of fare purchases to be donated to FSI<br><br>Other transit agency example: Vancouver, BC |  |  |
| **Grocery Rewards Points or Similar Program** | Use grocery points towards fare credits, shoppers can donate points to fund FSI | | |
| **Leverage Central Maintenance Facility** | Sell maintenance capacity and power swaps by leveraging LA Metro infrastructure to support transit partners. | | |
| **Network Partnership (Wi-Fi & Broadband)** | Privatize management of Wi-Fi or broadband/dark fiber<br><br>Other transit agency example: New York - MTA (expanded Wi-Fi and cell service across the entire subway network in partnership with Transit Wireless) | |  |
| **Parking & EV Charging Fee Structure** | Establish a paid fee structure for parking and EV charging<br><br>Other transit agency examples: Paid parking – Chicago; Washington (DC); Denver |  |  |
| **Partnership Program – Pay-it-forward** | Partners/investors pay for rides.<br><br>Other transit agency examples: Boston, MBTA (partners: MIT, Target, large retail shopping mall, City agencies, others) | |  |
| **Privatization of Managed Lanes** | Managed lanes privatization to gather sustainable funds for fareless initiative<br><br>Other transit agency examples: Texas, California, Colorado, Minnesota, and Florida |  |  |
| **Refund Existing Transit Bonds or Issue Toll Revenue Bonds** | Evaluate existing and future bonds. | | |

| Funding Alternative | Description | Type[4] |
|---|---|---|
| **Retailer rewards** | Retailers provide fare credit when shoppers spend more than $x | |
| **Site/License Fees** | Charge royalties anytime LA Metro assets are used in movie production<br><br>Other transit agency example: Chicago - CTA |  |
| **Start Transit Certification Program** | Similar to LEED, transit authorities pay fee to certify their environmental and social commitments. | |
| **TNC Rideshare Fee** | Charge flat per trip fee for TNC, taxi, and limo trips<br><br>Other transit agency examples; Boston - MBTA; State of CA |   |
| **Toll Round-Up** | Institute a toll "round up" feature to allow Express Lane drivers to round up their tolls |  |
| **Value Capture Towards TOD** | Earmark property tax revenue from increased property values for TOD<br><br>Other transit agency examples:<br><br>Impact Fees - Broward County (FL); Portland (OR); San Francisco<br><br>Special Tax Districts - Washington (DC); Los Angeles; Denver |   |

# Bridge to Fareless Board Report
# MOTION 22 – REPORT BACK

July 2024

Metro

# Background

- September 2020: Fareless System Initiative (FSI) Task Force created to study the feasibility of removing fares for our most vulnerable riders.
- May 2021: Motion 45 directed CEO to implement FSI, subject to a final funding plan, while pursuing cost-sharing agreements, and reporting to the Board on the development, launch, and performance.
- September 2021: Motion 40 directed staff to double LIFE enrollment, while streamlining and improving the program
- April 2024: Motion 22 requested staff to report back in June 2024 on opportunities to expand LIFE program enrollment and utilization.
- This report is an update in response to Motion 22.




Metro

# Program Improvements

- ✓ Simplified and streamlined the loading of LIFE 20 free rides LIFE customer profile on taptogo.net.
- ✓ TAP Vendor locator map updated to include "LIFE" in TAP vendor details for vendors that offer LIFE passes.
- ✓ Beginning in April 2024, an email campaign was initiated to remind LIFE participants to load their free LIFE 20-ride passes. This will be an ongoing effort.
- ✓ In April, TAP began hosting TAP Vendor Pop-up events with the LIFE program to inform customers where to load discounted passes in their neighborhood.
- ✓ TAP has begun recruiting new TAP vendors in Equity focused communities
- ✓ LIFE Program administrator can now load LIFE 20-ride passes at their office and at events for customers who are already enrolled in the program to improve the customer experience as well as awareness of monthly program benefits.
- ✓ Future: Adding the 20-ride pass to be loaded on a LIFE TAP card at Ticket Vending Machines

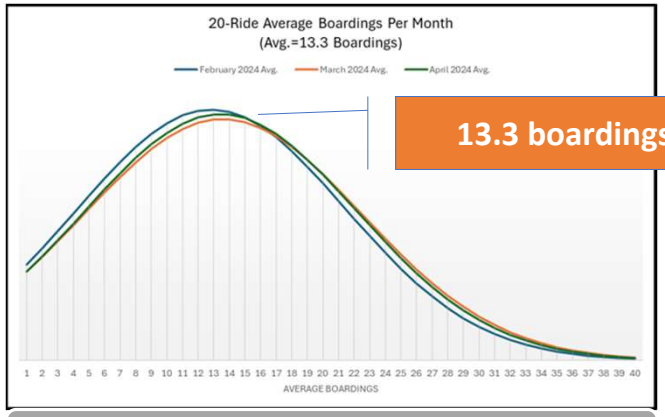
Average Weekly Enrollments: **2000**

Total LIFE Enrollments: **335,000+**

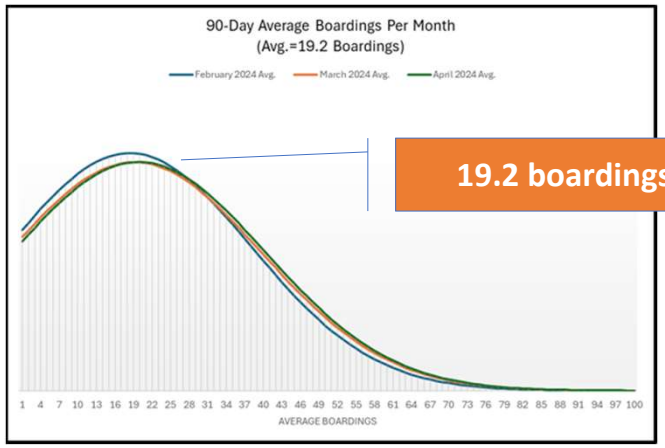
Metro

- ➢ Dedicated DPSS/LIFE Enrollment Portal
- ➢ Volunteer DPSS/LIFE Enrollment Agents at 18 DPSS Offices

# PROGRAM ANALYSIS




85% ride <20 times each month




78% ride <30 times each month




| LIFE Program | Increase of Active Users | All Who Qualify |
|---|---|---|
| Enrollment | 335,820 | 335,820 |
| Active Users | 167,910 | 335,820 |
| Estimated # Annual Trips (based on avg. of 19 trips per month) | 38 million | 77 million |
| Estimated Costs | $64.0 Million | $123.3 Million |

- All who Qualify: All currently enrolled in LIFE (335,820)
- Active users increased usage (half and total)
- Costs would increase if additional participants enroll in LIFE

# PROGRAM ANALYSIS



| | LIFE Program | | LIFE Unlimited FREE |
|---|---|---|---|
| **FREE Trips** | 20 trips each month | | Unlimited |
| **Who Benefits** | 87% of enrolled riders | + 13% | 100% of enrolled riders |
| **Benefits** | • Allows for investments in service that can better serve low-income communities<br>• Ensures that many riders receive assistance | | • Eliminate cost barriers<br>• Improves access to opportunity |
| **Cost** | $33.5 Million | + $89.8 M | $64 Million - $123.3 Million |
| **Risks** | • Moderately less investments in service | | • Invests in free fares over current service and future service improvements<br>• Discontinue program if funding not available<br>• Potential misuse of system<br>• Without funding, tradeoffs will need to be made to continue program |
| **Risk Mitigation Efforts** | • Targeted and moderate subsidies help to ensure sustainability of the program & many riders have assistance | | • Identify and secure long-term funding |






# CHALLENGES



LIFE is a regional program

Impacts transit operators throughout LA County (CONSENSUS)



Unlimited FREE rides will negatively impact fare revenues for all transit operators



Significant cost increases (est. $30.5M - $89.8M annually)

No dedicated funding, LIFE program may not be sustainable




Cuts in operating budget

Negatively impact the quality & frequency of service

Unintentionally limit mobility options for those that need it the most



Budget shortfalls can impact transit access and opportunities undermining the main purpose of the LIFE Program

# REPLACEMENT REVENUES

## Local Return

- Eligible for transit fare subsidies
- No sunset sales tax
- Potential: $90 million annually (10% of Local Return)

## Deloitte Report

- Future congestion pricing
- Voluntary ExpressLanes toll round-up
- Fees to Metro contracts

## Federal & State Funding

- Challenging
- Does not offer long-term solutions – May not be consistently available every year
- Compete with other transit needs and other vital public services (i.e. education and healthcare)

# Next Steps

- ✓ Staff will continue to collaborate with social benefits programs and other transit agencies throughout LA County to expand LIFE program participation in ways that also preserve service and reliability.

- ✓ Additionally, staff will work to unify the qualifying senior age across the region to simplify and expand transit access for older adults. We will also continue to analyze lowering the enrollment requirement from full-time to part-time for college and vocational students to increase eligibility and potentially ridership. These efforts aim to enhance equitable access to affordable transit for all community members.

- ✓ Staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using Local Return and other dollars to subsidize transit.

Metro

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

**File #:** 2024-0493, **File Type:** Policy **Agenda Number:**

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: COLLECTIVE BARGAINING AGREEMENT**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE a successor collective bargaining agreement with the Amalgamated Transit Union (ATU) Local 1277, effective July 1, 2024; and

B. AMEND the FY25 budget in the amount of $35.6 million for the implementation for the wage and benefit changes for the approval of the final collective bargaining agreement.

## ISSUE

As of June 21, 2024, Metro reached a tentative agreement with the Amalgamated Transit Union (ATU) Local 1277 for a term of five years effective July 1, 2024, to June 30, 2029. The ATU represents our mechanics, service attendants and maintenance personnel. Eighty-three percent of the voting ATU membership ratified their tentative agreement on July 18, 2024. ATU's labor agreement is now being presented to the Board for approval.

## BACKGROUND

The collective bargaining agreement with ATU which governs the wages, benefits, health, safety, and workforce needs of our mechanics, service attendants, and maintenance personnel, expired on June 30, 2024. Staff began preparing for negotiations over six months ago. Beginning in March 2024, staff conducted workshops for Labor and Management to come together and explore ridership trends, security within the system and public/private partnerships. These workshops allowed both parties to learn about each other's interests and most importantly, our joint interests.

The preparation for contract negotiations left both parties with a clear vision of the direction Metro is heading and a path to making meaningful contributions to our future. Prior to beginning formal

negotiations, the following principles were identified to guide our work at the bargaining tables:

- The **users of our services and the taxpayers** within LA County are Metro's key stakeholders. It is excellence in service and support that they have come to expect and that they deserve.
- An understanding that Metro's **workforce is essential t**o the agency's ability to deliver excellence in service and support.
- Metro's labor agreements provide the framework for commitments to each other. The agreements include the guidelines, the work rules and the acknowledgement of **joint interests and respective interests.**
- Intention to negotiate the agreements in good faith, to build a **stronger organization and to be financially prudent and good stewards of taxpayer dollars.**
- Recognition that moving into the future, the use of **technologically advanced equipment will evolve**, including electric buses for a cleaner Los Angeles.
- A commitment to **honoring our agreements** and to be transparent in our efforts to lead LA Metro into the future of our industry.

## DISCUSSION

Metro's goals for a successor collective bargaining agreement focused on lessons learned from the pandemic that improve customer experience and employee experience through streamlining duties across classifications to ensure cleaner trains and work rule changes. Metro gained contract provisions to support the joint interests in employee well-being. As the agency moves to electric vehicles and new technology, staff made certain to protect employees with appropriate personal protective equipment/PPE (e.g. composite boots instead of steel toed boots). In addition, the parties negotiated mandatory trainings on de-escalation, active shooter, and emergency preparedness (site specific) to keep employees safe in the workplace.

The salary and wage increases will average 4.4% annually over 5 years along with a 0.25% quarterly wage adjustment each year. Health and welfare increases are included and follow the terms of the contract.

| Wages | Number of Employees | FY25 | FY26 | FY27 | FY28 | FY29 | Average Annual Rate |
|---|---|---|---|---|---|---|---|
| ATU | 2,654 | 4% | 4% | 4% | 5% | 5% | 4.40% |

## DETERMINATION OF SAFETY IMPACT

Approval of the collective bargaining agreement has a positive impact on safety due to the negotiated work rules directly related to safety. Additionally, the new successor agreement will allow for the safe

delivery of continued and uninterrupted transit service for customers and employees, as the ATU workforce adds value and is essential to our mission and goals.

## FINANCIAL IMPACT

At the May 2024 meeting, the Board approved the FY25 budget, with the assumption that wage/salary increases and health/welfare benefits for represented employees are subject to separate board actions, due to ongoing negotiations for collective bargaining agreements. Consequently, an amendment to the FY25 budget totaling $35.6 million is necessary to account for additional expenses specific to the ATU collective bargaining agreement.

Impact to Budget

Sources of funds will parallel the projects charged agency wide over the five year period and will include operating and capital eligible funds encompassing sales tax, fares, federal, state and local funds.

| Wages | Number of Employees | FY25 | FY26 | FY27 | FY28 | FY29 | Average Annual Rate |
|---|---|---|---|---|---|---|---|
| ATU | 2,654 | 4% | 4% | 4% | 5% | 5% | 4.40% |

*Continued 0.25% Quarterly Wage Adjustment each year

## EQUITY PLATFORM

The collective bargaining agreement with the ATU effective July 1, 2024, has taken into account equity related issues. This includes annual wage increases which will help with retention and recruitment to ensure that there is no delay in current and future projects, especially as the agency moves into new technology, e.g. electric vehicles. Being able to maintain transit service levels with cleaner vehicles will benefit Metro's core ridership and the Equity Focus Communities we serve. Further, the agreement will benefit Metro's workforce represented by ATU, which is a majority of people of color (see tables below):

## Demographics Summary

| Ethnicity | ATU | | Metro | |
|---|---|---|---|---|
| | **Staff** | **Percentage** | **Staff** | **Percentage** |
| African American | 336 | 12.66% | 3,138 | 26.31% |
| American Indian | 8 | 0.30% | 36 | 0.30% |
| Asian | 460 | 17.33% | 1,344 | 11.27% |
| Hispanic | 1,425 | 53.69% | 5,362 | 44.95% |
| Native Hawaiian | 31 | 1.17% | 71 | 0.60% |
| Two or More | 58 | 2.19% | 328 | 2.75% |
| White | 289 | 10.89% | 1,051 | 8.81% |
| N/A | 47 | 1.77% | 599 | 5.02% |
| **Total** | **2,654** | **100.00%** | **11,929** | **100.00%** |


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**Demographics and Gender Information**

| Ethnicity/Gender | ATU | | Metro | |
|---|---|---|---|---|
| | **Staff** | **Percentage** | **Staff** | **Percentage** |
| **African American** | **336** | **12.66%** | **3,138** | **26.31%** |
| F | 87 | 3.28% | 1,484 | 12.44% |
| M | 249 | 9.38% | 1,654 | 13.87% |
| **American Indian** | **8** | **0.30%** | **36** | **0.30%** |
| F | | 0.00% | 10 | 0.08% |
| M | 8 | 0.30% | 26 | 0.22% |
| **Asian** | **460** | **17.33%** | **1,344** | **11.27%** |
| F | 11 | 0.41% | 274 | 2.30% |
| M | 449 | 16.92% | 1,070 | 8.97% |
| **Hispanic** | **1,425** | **53.69%** | **5,362** | **44.95%** |
| F | 89 | 3.35% | 1,114 | 9.34% |
| M | 1,336 | 50.34% | 4,248 | 35.61% |
| **Native Hawaiian** | **31** | **1.17%** | **71** | **0.60%** |
| F | 2 | 0.08% | 13 | 0.11% |
| M | 29 | 1.09% | 58 | 0.49% |
| **Two or More** | **58** | **2.19%** | **328** | **2.75%** |
| F | 2 | 0.08% | 114 | 0.96% |
| M | 56 | 2.11% | 214 | 1.79% |
| **White** | **289** | **10.89%** | **1,051** | **8.81%** |
| F | 9 | 0.34% | 225 | 1.89% |
| M | 280 | 10.55% | 826 | 6.92% |
| **N/A** | **47** | **1.77%** | **599** | **5.02%** |
| F | 11 | 0.41% | 171 | 1.43% |
| M | 36 | 1.36% | 428 | 3.59% |
| **Total** | **2,654** | **100.00%** | **11,929** | **100.00%** |

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports LA Metro's Vision 2028 goals in the following manner:

**GOAL:** Deliver outstanding trip experiences for all users of the transportation system:

Recruit, retain, and provide updated training to ATU members as the agency brings in new technology and reduces its carbon footprint. In addition, staff achieved additional enroute cleaning of our trains so customers see improvements in the cleanliness of our trains.

**GOAL:** Enhance communities and lives through mobility and access to opportunity:

Provide opportunity for ATU members to be trained in additional crafts, thereby creating additional positions (through vacancies) which can be filled by members of our community at large.

**GOAL:** Provide responsive, accountable, and trustworthy governance within the Metro organization:

During the ATU negotiations, staff established a stronger relationship of trust by using the “interest based/collaborative” negotiation style. This creates a better working relationship with the ATU and reduce tension and friction between labor and management.

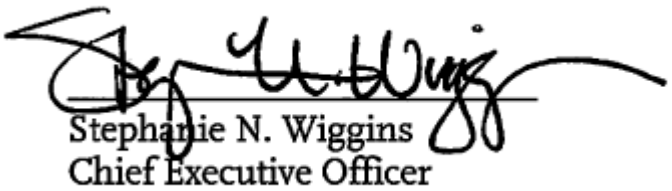
## ALTERNATIVES CONSIDERED

The Board may choose not to approve the new agreement. This option is not recommended as it would be contrary to the tentative agreement reached with ATU. Labor and Management bargained in good faith. This agreement is the foundation of the commitment between Labor and Management for nearly 2,600 ATU represented employees.

## NEXT STEPS

Staff will implement the successor collective bargaining agreement.

Prepared by: Dawn Jackson-Perkins, Deputy Chief People Officer, (213) 418-3166
Reviewed by: Ilyssa Esgar-Decasperis, Chief People Officer, (213) 922-3048



Stephanie N. Wiggins
Chief Executive Officer

# 2024-29 Collective Bargaining Agreement with the Amalgamated Transit Union 1277 (ATU)

July 25, 2024

Metro

# Background

- ATU represents approximately 2,560 employees in various classifications including mechanics and maintenance personnel

- ATU's prior agreements included:
  July 1, 2017 – June 30, 2022 (five years)
  July 1, 2022 – June 30, 2024 (two-year extension)

- Negotiations for a successor CBA began on March 11, 2024 following interest-based bargaining training for LACMTA and union representatives

Metro

# Metro/ATU Tentative Agreement

- June 21, 2024: LACMTA and ATU reached a tentative agreement
- July 18, 2024: 83% of ATU membership who were present voted to ratify the tentative agreement.

  - Five-year term through June 30, 2029
  - 4.0% wage increases for FY25, FY26, and FY27
  - 5% wage increases for FY28 and FY29
  - 1% annual Quarterly Wage Adjustments
  - $100 per member increase in 2024/26 when LACMTA is required to make monthly contributions for health benefits
  - Streamlining duties across classifications to ensure cleaner trains
  - Subcontracting flexibility

Metro

# Staff Recommendation

- Staff recommends the LACMTA Board approve the 2024-29 CBA tentative agreement with ATU

- Upon Board approval, the terms of the tentative agreement will be implemented effective July 1, 2024

Metro

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

Metro

# Board Report

**File #:** 2024-0487, **File Type:** Minutes **Agenda Number:** 2.

**REGULAR BOARD MEETING**
**JULY 25, 2024**

**SUBJECT: MINUTES**

## RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 27, 2024.



powered by Legistar™

**June 2024 RBM General Public Comments**

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 3:56 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Cc:** [redacted]
**Subject:** General Comments_062724

Hello Board Members,

In January 2007 a feasibility study was received and filed by Planning and Programming (attached herein) entitled, “Harbor Subdivision Transit Analysis” which was done by Wilbur Smith Associates.

The Executive Summary states regarding light rail on the ROW, “the fact that these modes (LRT, etc.) can only share a right-of-way with freight trains given the provision of either temporal or spatial separation.” And posited the shifting of freight times, “to a late night/early morning operating window.” For which, “Doing so could increase train noise during a time when nearby residents would be trying to sleep.”

So according to this document, LPG freight and light rail can not share the same time and space. By basic logic, this would have the freight trains running at night.

For the C Line Extension to Torrance, Metro owes the public disclosure.

Will you be running freight trains at night?

Please make the public aware of your intentions.

Thank you,
[redacted]

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

6

PLANNING AND PROGRAMMING COMITTEE
JANUARY 17, 2007

SUBJECT: HARBOR SUBDIVISION TECHNICAL FEASIBILITY ANALYSIS

ACTION: RECEIVE REPORT/AUTHORIZE PROCEEDING WITH NEXT PHASE

## RECOMMENDATION

A. Receive and file the Harbor Subdivision Technical Feasibility Analysis Final Report. Attachment A contains the Report's Executive Summary. The full report will be available upon request; and

B. Authorize the Chief Executive Officer to proceed with the Alternatives Analysis phase of the environmental process as indicated in the 2007 Metro Supplemental Budget Board action.

## ISSUE

The Harbor Subdivision is an approximately 26-mile rail right-of-way Metro purchased in 1992 from the Atchison, Topeka and Santa Fe Railroad, now Burlington Northern Santa Fe Railroad (BNSF). It extends from just south of downtown Los Angeles to Wilmington. Figure ES-1 in the Executive Summary is a map of the Harbor Subdivision. Under the purchase agreement, BNSF retained freight rail operating rights in perpetuity. Requests, and in particular from Supervisor Burke, have been made as to how this asset could be put into a productive passenger transit operating use. This resulted with the Metro Board through the adoption of the FY 2006 budget, authorizing the completion of a technical feasibility analysis focusing on the transit options that could be operated in the rail corridor both with and without BNSF service. The technical feasibility analysis has been completed. This feasibility analysis examined the viability and issues affiliated with each potential transit mode, without conducting any in-depth environmental review or community outreach and only rough order of magnitude costing and ridership forecasting.

## POLICY IMPLICATIONS

The results of the feasibility analysis show that there are no fatal flaws to implementing certain types of passenger transit service. However, depending upon the service selected, right-of way may need to be acquired and restrictions on operating hours may need to be negotiated with BNSF. The 2001 adopted Long Range Transportation Plan (LRTP) does not include a project using this rail right-of-way in either the constrained or strategic element. The Harbor Subdivision provides direct access from just south of Downtown Los Angles to

the Los Angeles World Airports (LAWA) and points to the south including the South Bay cities and terminates in close proximity to the Port of Los Angeles. It could provide high speed passenger transit service to an area that is currently under-served. Now that the technical feasibility analysis has been completed, starting an Alternatives Analysis report would position this project for future funding opportunities should they arise. This corridor as well as others will be considered by the Metro Board as part of the LRTP update.

## OPTIONS

The Metro Board could receive the Technical Feasibility Analysis and not proceed into the next phase of the work. This is not recommended as this is one of the few Metro-owned rights-of-way that have no passenger services planned and would serve an area that currently is without high speed transit options.

## FINANCIAL IMPACT

The FY 2007 Metro adopted budget contains $100,000 in Cost Center 4330 under Project # 400229, Task #01.02 to initiate work on the Alternatives Analysis. It will be the Chief Planning Officer and Area Team Director's responsibility to budget sufficient funds in future years to complete this effort.

## DISCUSSION

The Harbor Subdivision was purchased in 1992 from the former ATSF Railroad, now BNSF. With the purchase, BNSF retained operating rights in perpetuity. Currently, differing levels of freight activity occur along various segments of the corridor.

In March 2006, Wilbur Smith Associates initiated work on this high-level technical feasibility analysis of passenger service options that could be operated with or without BNSF. The options included: both heavy and light rail; both Federal Railroad Administration (FRA) Compliant and non-FRA compliant Diesel Multiple Unit (DMU), a self propelled diesel powered rail car; Bus Rapid Transit (BRT) and Metro Rapid. The consultant was directed to: (1) identify the feasibility and viability of the service; (2) develop rough order of magnitude cost of all alternatives/technologies for implementing and operating passenger services; (3) identify the most appropriate operator; and, (4) recognize areas where community concern and areas where the community would need further consultation. The scope did not include any community outreach, detailed environmental assessment, costing or modeling of ridership projections. However, during the analysis development, key stakeholders including the City of Los Angeles, Torrance, South Bay Council of Governments and BNSF were contacted to determine their concerns and issues.

### Analysis Findings

The Analysis found that all modes, except heavy rail could operate in this rail right-of-way under certain conditions. Depending upon the mode, these conditions could include shifting rail freight traffic to late night/early morning window, the need to acquire right-of-way, etc. It should be noted that the Metro Rapid alternative had similar operating traits in

the rail right-of-way as the BRT. Therefore, it was consolidated under that scenario and not analyzed separately. Additionally, the DMU options served as a substitute for Metrolink. All types of rail service including the DMU options would require that the tracks, signal system and grade crossings be upgraded to accommodate passenger service.

As shown on the matrix on page ES-5 of the Executive Summary, the LRT alternative had the highest capital cost and ridership. The higher capital cost could be attributed to the need to double track the alignment, a trench along Aviation Boulevard adjacent to Los Angeles International Airport (LAX) runways and the need for elevated structures through Alcoa Yard in Torrance to name a few. The high ridership could be attributed to its greater frequency. The BRT had the lowest capital costs due in large part to the assumption of using city streets for almost half of the route where the Harbor Subdivision narrows and doesn't connect directly to Downtown Los Angeles. The BRT ridership figures could also be attributed to its frequency. The non-FRA Compliant DMUs have a shorter route and higher frequencies resulting in lower capital cost and more ridership than the FRA Compliant DMUs.

All alternatives would generate environmental impacts. FRA compliant DMUs and the BRT, however, would generate fewer of them.

## NEXT STEPS

Upon Metro Board approval, a scope of work will be developed to procure consultant services to complete the Alternative Analysis for this corridor. This will address the recommendations of the technical feasibility analysis. Metro Board authorization will be sought in either late FY 07 or early FY 08 to award the consultant contract.

## ATTACHMENT(S)

A. Harbor Subdivision Technical Feasibility Analysis Executive Summary

Prepared by: Alan Patashnick, Transportation Planning Manager, South Bay
Renee Berlin, Director, South Bay

Carol Inge
Chief Planning Officer

Roger Snoble
Chief Executive Officer

# Executive Summary
# HARBOR SUBDIVISION TRANSIT ANALYSIS

## ANALYSIS BACKGROUND AND PURPOSE

In 1992, the former Los Angeles County Transportation Commission (LACTC) purchased the majority of the Harbor Subdivision, the mainline of the former Atchison Topeka & Santa Fe Railway (ATSF or Santa Fe) between downtown Los Angeles and the Ports of Los Angeles and Long Beach. As part of that agreement, ATSF retained the right to provide freight rail service on the portion of the line owned by the LACTC, and LACTC retained the right to operate passenger service on the line. Today, the Burlington Northern Santa Fe Railway (BNSF), the successor railroad to the ATSF, still operates freight trains on the line, although the total is a small fraction of what it was at the time of the purchase. Neither LACTC nor its successor agency, the Los Angeles County Metropolitan Transportation Authority (Metro), ran any passenger service on the line. The line studied appears as Figure ES-1 on the following page.

With this analysis, Metro has attempted to investigate the feasibility of the potential deployment of various transit modes on its portion of the Harbor Subdivision. The attempt has been to make use of as much of the 26.36-mile right-of-way as may be practical, realizing that some sections of the line run through primarily industrial land uses. In all, six different transit service alternatives were investigated. The potential environmental constraints for the alternatives were identified and rough order-of-magnitude ridership and costs were estimated. Thirteen potential station locations along the Harbor Subdivision also were preliminarily assessed. Should Metro decide to pursue transit operations on the Harbor Subdivision, a more detailed costing, ridership modeling and environmental analysis would be necessary. Discussions also would need to take place with the BNSF.

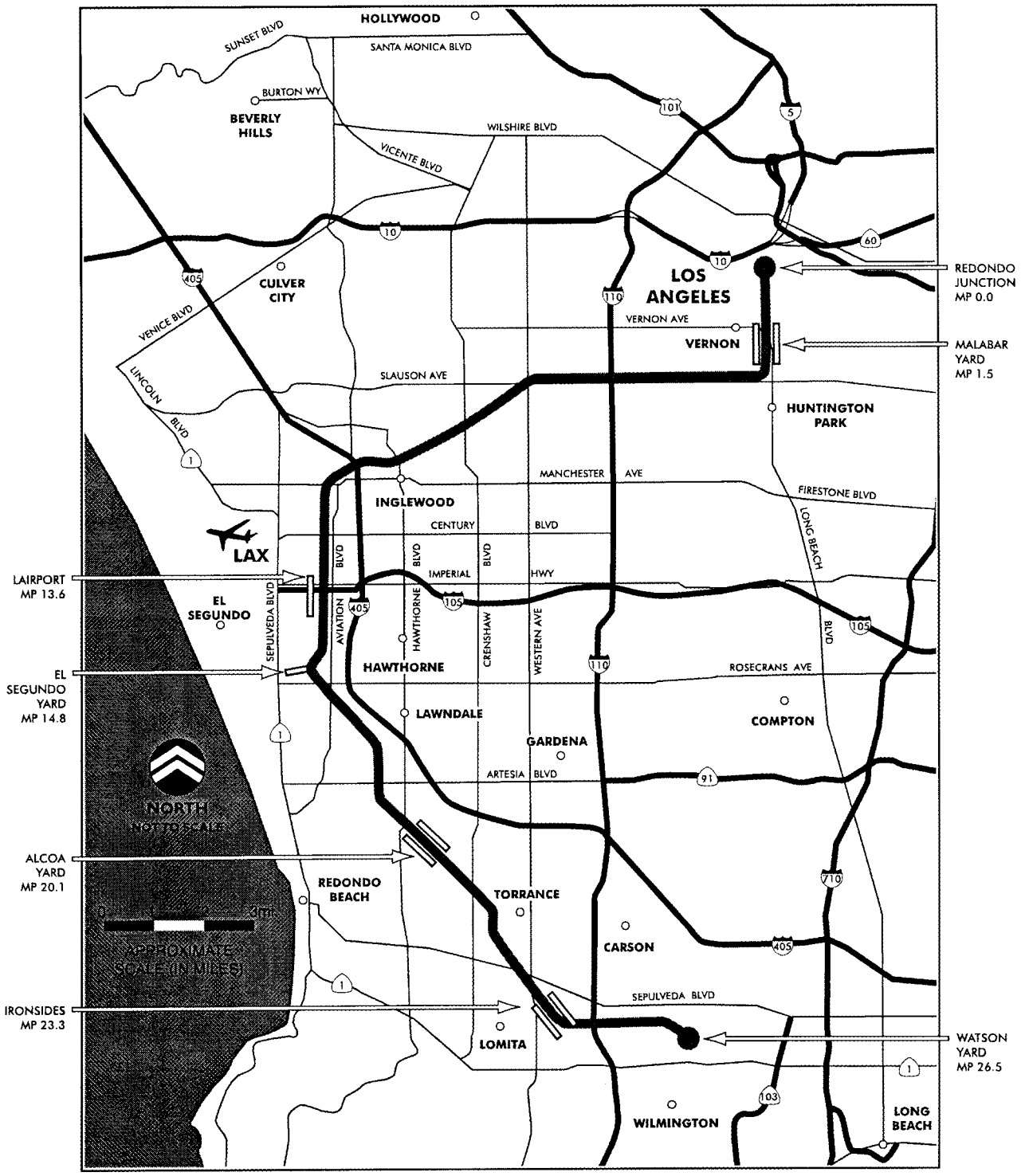
During the course of this analysis, there were some discussions of the analysis's purpose with selected stakeholders. However, no formal public outreach was conducted. Further detailed investigation of the transit service alternatives should include such an effort as well.

## TRANSIT SERVICE ALTERNATIVES

The following transit service alternatives were considered in this analysis for deployment on the Harbor Subdivision:

- ***FRA Compliant DMU's 30".*** Diesel multiple units (DMUs) are self-propelled diesel-powered rail cars that comply with the crashworthiness standards for operation on tracks shared with freight trains and conventional passenger trains, as specified by the Federal Railroad Administration (FRA), the federal agency having the responsibility for oversight of safety issues for the national railroad system. The DMUs would operate between Los Angeles Union Station (LAUS) and Torrance, accessing the Harbor Subdivision via a new flyover of the Alameda Corridor, the BNSF Transcon mainline, and Washington Boulevard. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.

- ***FRA Compliant DMU's 15".*** This alternative was a variant of the first, and assumed 15-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.




ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

Figure ES-1
**HARBOR SUBDIVISION**
100011/BASE - 11/27/06

- ***Non-FRA Compliant DMU's 30".*** These are DMUs which do not comply with FRA crashworthiness standards. They can only operate on track shared with freight and other passenger trains on a time-separated basis (temporal separation). The DMUs would operate between the Metro Blue Line crossing of the Subdivision at Long Beach and Slauson Avenues and Torrance. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- ***Non-FRA Compliant DMU's 15".*** This alternative was a variant of the non-FRA Compliant DMU's 30" alternative, and assumed 15-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- ***Light Rail Transit (LRT) 15".*** This analysis assumed that an extension of the Metro Blue Line LRT service could be deployed on the Harbor Subdivision. LRT service would operate between the 7th Street/Metro Center station in Downtown Los Angeles and Torrance, accessing the Harbor Subdivision via a new connection between the Metro Blue Line and the Subdivision at Long Beach and Slauson Avenues. This alternative assumed 15-minute, bi-directional headways all-day (6 AM to 12 AM) on weekdays. Weekend headways would be half hourly.
- ***Bus Rapid Transit (BRT) 15".*** This analysis assumed that buses could operate on portions of the Harbor Subdivision in a two-lane busway, in the same way that the Metro Orange Line BRT service operates today on an abandoned railroad right-of-way in the San Fernando Valley. BRT would operate between the Metro Blue Line crossing and Torrance. This alternative assumed 15-minute, bi-directional headways all-day on weekdays. Weekend headways would be half hourly.

The alternatives for the non-FRA Compliant DMU's, LRT, and BRT assumed that BNSF train operations between the Metro Blue Line crossing and the Metro Green Line crossing at Imperial Highway could be confined to a late/night early morning window, when the transit operations would not be running. This assumption was necessary, given the narrowness of the Harbor Subdivision in much of this segment and the fact that these modes can only share a right-of-way with freight trains given the provision of either temporal or spatial separation. Such a shift of freight train operations would require discussion and/or negotiation with the BNSF. The DMU alternatives assumed headways, consistent with the higher levels of service offered by commuter rail services, such as the Southern California Regional Rail Authority's (SCRRA) Metrolink commuter rail service.

The purpose in investigating such a range of transit alternatives was to identify the potential benefits and costs of transit improvements on the Harbor Subdivision. Heavy Rail, like the Metro Red Line, was initially identified as a potential transit mode for deployment on the Harbor Subdivision. However, Heavy Rail would be grade separated, triggering the greatest number of potential surface environmental constraints of all options studied. Accordingly, Heavy Rail was dropped from further analysis.

## POTENTIAL SURFACE ENVIRONMENTAL CONSTRAINTS

The analysis looked at the potential environmental constraints inherent in implementation of DMU, LRT, BRT and Heavy Rail alternatives. Major constraints included noise and vibration impacts that would likely occur as a result of the shifting of freight train traffic between the Metro Blue Line crossing and the Metro Green Line crossing to a late night/early morning operating window. Doing so could increase train noise during a time when nearby residents would be trying to sleep. Other major constraints could be potential visual and safety impacts resulting from transit services near homes in the South Bay Area, as well as right-of-way acquisitions.

## POTENTIAL STATION LOCATIONS

The analysis looked at 13 potential station locations along the Harbor Subdivision. These included:

- Slauson Avenue and Long Beach Avenue
- Slauson Avenue at Broadway
- Slauson Avenue at Figueroa Street
- Slauson Avenue and Normandie Avenue
- Slauson Avenue and Western Avenue
- Crenshaw Boulevard and 67th Street
- La Brea Avenue and Florence Avenue
- Century Boulevard and Aviation Boulevard
- Imperial Highway and Aviation Boulevard
- Douglas Street
- Marine Avenue
- The Galleria at South Bay
- Sepulveda Boulevard

A station at Slauson and Long Beach Avenues would provide a connection with the Metro Blue Line. Stations at Imperial Highway and Aviation Boulevard, Douglas Street, and Marine Avenue would provide connections to the Metro Green Line. A station at Crenshaw Boulevard would provide a connection to any future transit improvements proposed for the Crenshaw Corridor. A station at Sepulveda Boulevard was chosen as a southern terminus for costing purposes. The analysis found that all station locations have characteristics that would justify their consideration as possible station stops. Stations were assumed to consist of platforms with minimal shelter and ticket vending machines, rather than park-and-ride locations. No specific station plans were analyzed.

The LRT alternative assumed a northern terminus at the Downtown Los Angeles 7th Street/Metro Center station, used by the Metro Blue Line today. The FRA Compliant DMU alternative assumed access to LAUS. The capacity of either location to accommodate additional transit was not analyzed.

The 13 station locations above are conceptual only, and represent a universe of potential sites for this analysis. Each of the individual transit alternatives assumed a subset of these locations for costing purposes. Other station locations are certainly possible. Any decision on potential station locations beyond this analysis would require a detailed environmental assessment and a formal public outreach effort.

## SUMMARY OF FINDINGS

This investigation found that implementation of all six transit service alternatives would be feasible. The major findings are summarized in Table ES-1. The analysis's ridership estimates were based on what Los Angeles area transit services, operating with similar service levels through similar land uses and having similar origins and destinations, are able to attain. These preliminary ridership estimates were sensitive to the length of headways and the convenience of access to Downtown Los Angeles. That is, the shorter the headways and the more direct the access to downtown, the higher the ridership estimate. LRT, with 15-minute frequencies all-day on weekdays and direct access to Downtown Los Angeles, would likely gain the highest average weekday ridership. BRT would have the same service level as LRT, but would not access Downtown Los Angeles directly. Rather, it would connect with the Metro Blue Line at Long Beach and Slauson Avenues. Accordingly, its ridership would likely be lower. Three of the four DMU alternatives would have lesser ridership, a result of lower service levels relative to both LRT and BRT.

**Table ES-1: Harbor Subdivision Transit Service Alternatives Matrix**

| | *FRA Compliant DMU 30"* | *FRA Complaint DMU 15"* | *Non FRA Compl. DMU 30"* | *Non FRA Compl. DMU 15"* | *LRT 15"* | *BRT 15"* |
|---|---|---|---|---|---|---|
| Total Route Miles | 26.7 | 26.7 | 20.0 | 20.0 | 25.2 | 20.0[1] |
| Miles on Harbor Sub. | 23.0 | 23.0 | 20.0 | 20.0 | 20.0 | 11.3 |
| Total Capital Cost (2006$) | $306.2 million | $376.9 million | $326.9 million | $353.8 million | $667.8 million<br>$1.4 billion[2] | $260.9 million |
| Operator | Metrolink | Metrolink | Metro | Metro | Metro | Metro |
| Annual Operating Cost (2006$) | $14.5 million | $18.5 million | $12.4 million | $15.2 million | $14.5 million | $10.9 million |
| Avg. Weekday Boardings[3] | 4,000 | 5,000 | 10,000 | 12,000 | 40,000 | 15,000 |
| Headways Peak | 30 minutes | 15 minutes | 30 minutes | 15 minutes | 15 minutes | 15 minutes |
| Headways Off-peak | 1 hour | 1 hour | 30 minutes | 30 minutes | 15 minutes | 15 minutes |
| Headways Weekends | 1 hour | 1 hour | 1 hour | 1 hour | 30 minutes | 30 minutes |
| Travel Time | Approx. 57" | Approx. 58" | Approx. 42" | Approx. 42" | Approx. 57" | Approx. 40-45"[4] |
| Major Surface Environmental Constraints | Safety impact in Torrance | Safety impact in Torrance | Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance | Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance | Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance | Noise from nighttime freight rail operation on northern portion |
| Pros<br>- Total Capital Cost<br>- Operating Cost<br>- Ridership<br>- Environmental Impacts | Lower capital cost; moderate operating costs; fewer environmental impacts | Moderate capital cost; fewer environmental impacts | Lower capital cost; moderate operating cost; higher ridership | Moderate capital cost; higher ridership | Highest ridership | Lowest capital and operating costs; higher ridership; fewer environmental impacts |
| Cons<br>- Total Capital Cost<br>- Operating Cost<br>- Ridership<br>- Environmental Impacts | Lower ridership | Lower ridership; highest operating cost | More environmental impacts | Higher operating cost; more environmental impacts | Highest total capital cost; higher operating cost; more environmental impacts | Variability in travel time due to the use of city streets for almost half of the route |

[1] Overall route mileage depends on the assumption of a loop at Hawthorne and Sepulveda; the Metro Orange Line has such a loop.
[2] The range of costs shows the difference between the consultant's cost estimate and typical Metro costs.
[3] Ridership was not modeled; figures based upon services with similar operating characteristics and density/demographics.
[4] Variance depends on traffic conditions on Aviation Blvd. and Hawthorne Blvd.

The order-of-magnitude capital costs include estimates for new track and structures, including stations; new grade crossing protection devices replacing existing systems; and rolling stock. The non-FRA Compliant DMU alternatives assumed a new maintenance facility along the Subdivision at Alcoa Yard in Torrance. All other alternatives assumed maintenance of equipment would be performed at existing facilities. No major acquisitions for right-of-way were assumed. FRA Compatible DMUs can share track with freight rail trains, albeit with significant track reconfigurations. The Non FRA Compliant, LRT and BRT alternatives assumed that freight operations between the Metro Blue Line crossing and the Metro Green Line crossing could be pushed to a late night/early morning window, when transit would not be operating. Aside from the flyover of the Alameda Corridor/BNSF Transcon/Washington Boulevard for the FRA Compliant DMU alternatives, no new grade separations or closures of existing crossings were assumed. LRT's cost of construction would be the highest, more than twice that of most of the other alternatives. The high cost was triggered by the need for a double track alignment, a trench along Aviation Boulevard to the east of the Los Angeles International Airport runways[4], and elevated structures through Alcoa Yard in Torrance[5], among other things.

Annual operating costs include the costs of running and maintaining the transit alternatives. The analysis relied on figures developed by the SCRRA, operator of the Metrolink commuter rail service, to calculate the FRA Complaint DMU estimate; and on the North County Transit District, operator of the future Escondido-Oceanside Sprinter DMU service, to calculate the Non FRA Compliant DMU estimates. Cost estimates for LRT and BRT were based on LRT and bus cost figures developed for Metro's 2007 budget. BRT would be the least expensive alternative to implement, since it would make use of city streets on a little under half of its route to and from Torrance. The comparatively high FRA Compliant DMU operating cost estimates were driven by longer routes and higher service-mile costs.

All options have the potential for triggering environmental impacts. These are primarily:

- For the non-FRA Compliant DMU, LRT and BRT alternatives, potential noise impacts in Los Angeles may result from the shift of BNSF freight train operations to a late night/early morning window between the Metro Blue Line crossing and the Metro Green Line crossing; the freight train shift could generate noise impacts just when residents would be trying to sleep. FRA Compliant DMUs, on the other hand, would not require shifting freight traffic to a late night/early morning window, and thus would not be likely to generate additional noise impacts at that time. Nor would freight traffic have to be shifted south of the Metro Green Line crossing, as the Non FRA Compliant DMU, LRT and BRT alternatives would operate on separate facilities (apart from the freight tracks) built on the right-of-way. Thus, none of these alternatives would trigger potential late night/early morning noise impacts in the South Bay Area.
- For the Non FRA Compliant DMU, LRT and BRT alternatives, potential visual impacts to some South Bay residents may result from new track near homes.
- For all DMU alternatives and the LRT alternative, potential safety impacts to some South Bay residents may result from either new trains or new track near homes. Residents there today cross the Harbor Subdivision on foot at a designated pedestrian crossing.

[4] A trench there likely would be a requirement to prevent the LRT electrified overhead contact system from interfering with airplane navigational systems.

[5] These structures would provide for total separation of LRT from freight train activities in Alcoa Yard.

# NEXT STEPS

Deployment of any of the six transit service alternatives appears feasible between Los Angeles and Torrance on the Harbor Subdivision. However, given the narrow right-of-way width restrictions in various segments, deployment of only one alternative is practical, assuming continuing freight rail use of the corridor. No one alternative stands out as clearly superior through the length of corridor. Each has advantages and disadvantages relative to the others. To further refine which alternative makes the most sense for the corridor, further analysis is recommended.

Elements of further analysis should include a traditional travel demand forecast for each alternative. The ridership forecasts appearing in this analysis were based on what Metro and the SCRRA's Metrolink commuter rail service are generating on services running with comparable headways though comparable land uses.

Another element may include phasing of a transit alternative as well as costing, environmental analysis and a public participation component. For example, it might make sense to implement an alternative in just one segment of the route, where the ridership potential is high and implementation costs are low. If the service proves itself by steadily gaining substantial numbers of riders, the service could be expanded as funding becomes available. Such phasing would maximize the benefits while minimizing the costs.

Other elements to be included in additional analysis would be:

- A formal environmental assessment with public participation component, inclusive of community and local concerns relative to potential noise, visual and safety impacts that may be triggered by the transit alternatives.
- Additional discussions with the BNSF for implementation of alternatives which may require temporal separation of freight and certain transit modes on a shared Harbor Subdivision right-of-way.
- More detailed assessments of station locations, including development of conceptual station plans with parking and/or connecting transit access. Included would be an assessment of capacity at the Downtown 7th Street/Metro Center station, which would service as a northern terminus for the LRT alternative, as well as at LAUS, the northern terminus for the FRA Compliant DMU alternatives.
- Detailed assessments of maintenance facility options. Specifically assessed would be Metrolink's ability to maintain FRA Compliant DMUs at Taylor Yard; Metro's ability to accommodate additional rolling stock at its Carson LRT maintenance facility; and potential construction of a Non FRA Compliant maintenance facility west of Alcoa Yard.
- More detailed capital cost estimates.

**From:** [redacted]
**Sent:** Tuesday, June 25, 2024 3:52 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Poor Lighting inside Heavy Rail Trains (B & D lines)

Dear Metro Board,

As a news photographer for KCBS/KCAL, I am always aware of the lighting around me ... even when just riding Metro. All lighting (even the sun) has what's called a "color temperature". You'll notice when you buy light bulbs for your home that you can buy "warm" or "daylight" bulbs. The heavy rail "B" and "D" lines use "warm" light tubes, the light rail lines all use "daylight" lighting tubes. The warm lighting on the heavy rail lines make these trains seem dark and dingy when riding... the daylight lighting on the light rail lines make the trains seem open, airy, and hospitable. Nowhere has it been more evident to me as when I've ridden heavy rail to the 7th Street Station and transferred to a light rail train... All underground, so your eyes can make the even comparison between the two kinds of trains. My ride on heavy rail from Studio City has the complete look of being dark and dingy... As soon as I did my underground transfer at 7th Street to a light rail train, it was like I entered an entirely different world... Light, open and airy... Even a cleaner look (while still underground).

Changing out all the warm lighting tubes on the heavy rail trains to daylight tubes would cost some money, but I believe the more inviting look would have a tremendous psychological effect on heavy rail riders. Also, the daylight lighting might just be less conducive to riders with no destination to sleep for the whole run of a train. I would have said all this in Public Comment at one of your Board Meetings, but I'm always working on Thursdays.

Sincerely,

[redacted]

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 11:32 AM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Fwd: Thank you for your inquiry Mark

Public Comment - Metro Board

See the response below from Metro. This is unacceptable behavior by your staff.

---------- Forwarded message ---------
From: **communityrelations@metro.net** <communityrelations@metro.net>
Date: Wed, Jun 26, 2024 at 11:18 AM
Subject: Thank you for your inquiry Mark
To: [redacted]

Hello,

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.

Metro will be preparing the Final Environmental Impact Report (FEIR) over the next 18 to 24 months. The FEIR will respond to all public comments from the Draft EIR (for all alignments studied). During this time period, Metro will engage with local cities, advance design and technical analysis, update cost estimates, and refine the Project funding plan.

This spring we updated the list of frequently asked questions and answers based on the recent project updates and prepared summaries of the most recent community engagement events. To access these documents, please go to the Project Filing Cabinet (Project Dropbox site).

More information can be found on the project website, www.metro.net/clineext.??

Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

---------- Original Message ----------
**From:** [redacted]
[redacted] 25/2024, 4:27 PM
**To:** communityrelations@metro.net
**Cc:** michael.webb@redondo.org; jbutts@cityofinglewood.org; executiveoffice@bos.lacounty.gov; scott.behrendt@redondo.org; boardclerk@metro.net; zein.obagi@redondo.org; paige.kaluderovic@redondo.org
**Subject:** Re: Thank you for your inquiry Mark

Metro staff has failed to interpret Mayor Butts's motion correctly and Metro staff has failed to interpret CEQA correctly. Metro Staff added a new and preferred alternative after

comments were concluded for the DEIR. Thus, Metro has affirmatively denied the public the right to comment on the preferred alternative (hybrid).

Metro is deliberately gaming the CEQA process by attempting to deny the right to comment until the FEIR. As Metro staff is well aware, the clock for the FEIR comments is a mere 10 days, which effectively denies any meaningful analysis or input.

It is time for Metro staff to fully incorporate Director Butts's discussion of his motion. Further, it is time for Metro to amend the DEIR and recirculate it for comment to the public.

[redacted]

On Tue, Jun 25, 2024 at 12:38?PM communityrelations@metro.net <communityrelations@metro.net> wrote:
Hello,?

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.?

Metro will be preparing the Final Environmental Impact Report (FEIR) over the next 18 to 24 months. The FEIR will respond to all public comments from the Draft EIR (for all alignments studied). During this time period, Metro will engage with local cities, advance design and technical analysis, update cost estimates, and refine the Project funding plan.?

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More information can be found on the project website, www.metro.net/clineext.??

Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

---------- Original Message ----------
**From:** [redacted]
[redacted] 21/2024, 7:00 PM
**To:** boardclerk@metro.net; greenlineextension@metro.net; gormank@metro.net; communityrelations@metro.net
**Cc:** zein.obagi@redondo.org; paige.kaluderovic@redondo.org; scott.behrendt@redondo.org
**Subject:** Re: South Bay Area Project Updates

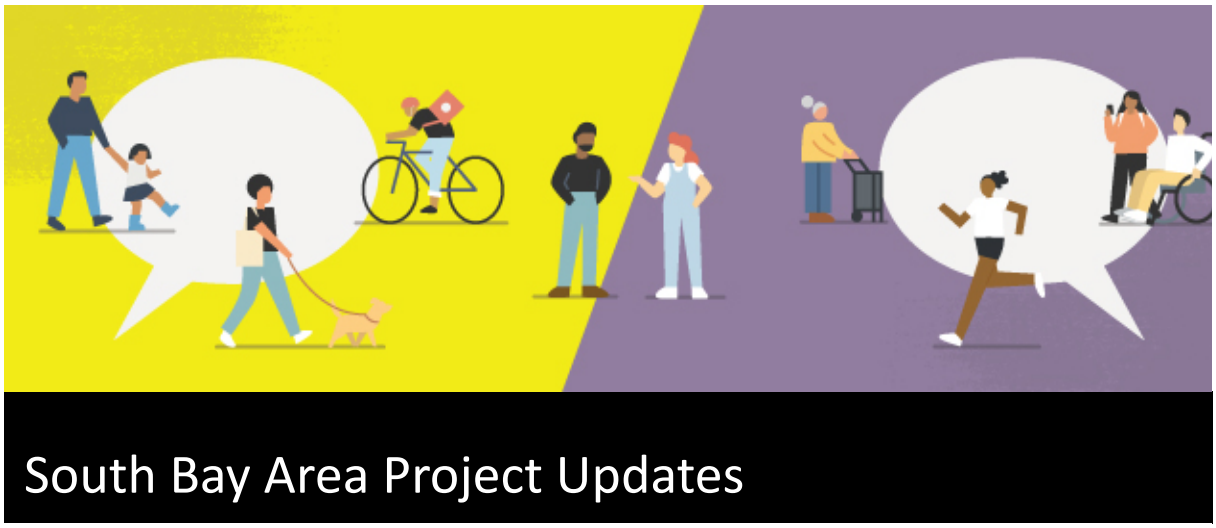
I continue to be very concerned of Metro Staff's error of interpretation of the Greenline motion regarding the Hybrid vs the Hawthorne alternatives guidance. This is especially troubling in light of Director Butts's letter that clarifies both paths are moving ahead in

costing and analysis. Staff appears to be using the Hybrid approach that was rejected by the Directors in favor of the more nuanced Director Butts approach. THIS MUST BE CORRECTED.

Furthermore, Metro Staff has added a never before seen alternative to the DEIR (hybrid) and has as of yet failed to update, study or recirculate the DEIR that the public has been denied the right under CEQA to comment in the DEIR on the hybrid. This too must be corrected.

[redacted]

On Fri, Jun 21, 2024 at 4:32?PM Metro Community Relations <noreply@metro.net> wrote:



# South Bay Area Project Updates



## Upcoming Meetings

**Public Safety Advisory Committee Meeting**: Online June 25 at 6PM | Full Details
**Vermont Transit Corridor Project Design Workshop:** June 27 at 6pm | Full Details

## Meeting Wrap Up

**Airport Metro Connector Project** hosted a community meeting on June 20 to provide updates on construction of the Airport Metro Connector Project (LAX/Metro Transit Station). | Recording and PDF

## Project Updates

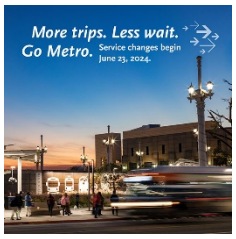
Rail to River Corridor Project: Active Work Notices | Full Details

**Vermont Transit Corridor:** Metro has been hosting workshops to gather input on a proposed 12.4-mile light rail line in the Vermont Corridor, stretching from Hollywood Boulevard to 120th Street. Often referred to as "light rail on rubber tires," Bus Rapid Transit lines feature dedicated lanes, busways, traffic signal priority, and more. Metro emphasizes that community input will ensure safe and comfortable experiences for customers. The route will connect commuters to destinations like Hollywood, USC, and Koreatown, and link with the B, C, D, and E rail lines. The project is funded by $425 million from Measure M, approved in 2016. | Full Details

## Metro Updates



**Meet Our Metro Ambassadors**
Metro Ambassadors are here to support riders on Metro buses, trains and stations, connect you to resources and report maintenance and safety concerns. Metro Ambassadors are one part of our multilayer plan to improve public safety, combined with a team that includes security & law enforcement, homeless and mental health outreach workers and cleaning crews. | Full Details




**New Metro Schedule Starts on June 23?**
Starting June 23, we're enhancing bus and rail services with more frequent and reliable rides. Key changes include extended routes for Lines 217 and 267, increased frequency on multiple lines, and updated schedules. Check the Metro MyBus tool and find new timetables on buses and at Metro Customer Centers starting June 10. | Full Details

**Join The Facebook Group**
The project Facebook pages have been closed out and replaced with Facebook Groups for each of the Los Angeles Regions in the county. Join the conversation on the South Bay Facebook Group by visiting https://www.facebook.com/groups/metrosouthbay

## Project Links

Airport Metro Connector | Project Webpage
I-105 Express Lanes Project | Project Webpage
I-405 between Wilmington and Main | Project Webpage
Long Beach-East LA Corridor Mobility Investment Plan | Project Webpage
Metro C Line Extension | Project Webpage
Rail To Rail Active Transportation Corridor Project (Segment A) |

Project Webpage

Vermont Transit Corridor | Project Webpage

You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

**© 2024 Metro (LACMTA)** One Gateway Plaza, Los Angeles, CA 90012-2952

**This email was sent to menelson@gmail.com**

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 4:35 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Public Comment - Regular Meeting - June 27, 2024 - Dr. Daniel Lee

Hello Metro Board of Directors

I am writing both in support of the Metro Ambassadors Program and with a caution. Unlike, the increased presence of law enforcement, Metro Ambassadors have made riders feel safer from day-to-day and more confident when they explore new locations across the county. The Ambassadors themselves, however, are in a precarious position. Because they work for a third-party company and not Metro directly they do not receive the benefits that many other unionized metro jobs do. As such, low income workers are exploited, and formerly incarcerated workers are threatened and asked to do more than their assigned tasks. Instead of investing more money in law enforcement solutions that harass and criminalize youth, unhoused and BIPOC riders the Ambassadors program should be brought in-house and supplemented with case workers who can connect riders with unmet needs to housing and services. These changes plus the additional step of making all metro buses and trains permanently FREE may seem expensive but these moves are far less costly than providing funding for an increase in or for the creation of a new unit of law enforcement and the inevitable lawsuits that will follow.

[redacted]

**June 2024 RBM Public Comments – Item 2**

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 7:16 AM
**To:** Board Clerk <BoardClerk@metro.net>
**Cc:** Wiggins, Stephanie <WIGGINSS@metro.net>
**Subject:** Comments on minutes for Board of Director's meeting for June 27, 2024

Good morning:

This is Dr, Osborne, the retired engineer from Redondo Beach.

I spoke at the last Board of Director's meeting a month ago, but it was before Metro made their presentation on the Green Line. A number of troubling comments were made; and I feel it is necessary to set the record and the minutes straight, particularly as they pertain to the Lawndale area.

Figure 1 **shows the current configuration of the freight line.** Lots of Green space, lots of shade, so vitally necessary with increasing temperatures due to climate change.

Figure 2 shows how the **freight track will be moved** with the Hybrid ROW. It will be closer to the homes on Condon. The so called **"path area"** that Metro presented as a "benefit" is a poor trade for the loss of the much wider expanse of shade and green space.

Figure 3 **shows the location of the additional two tracks of the LRT**. I have not attempted to define it more than that, because there are so many missing and erroneous figures in the DEIR in that area. Metro needs to realize that the ROW is not wide enough.

This cannot be fixed. Please spend your energy on putting the LRT (elevated) on the commercial corridor of Hawthorne Boulevard.

I invite you all to come out to the ROW and see this for yourself. A couple of you have, thank you so much.

Thank you
[redacted]

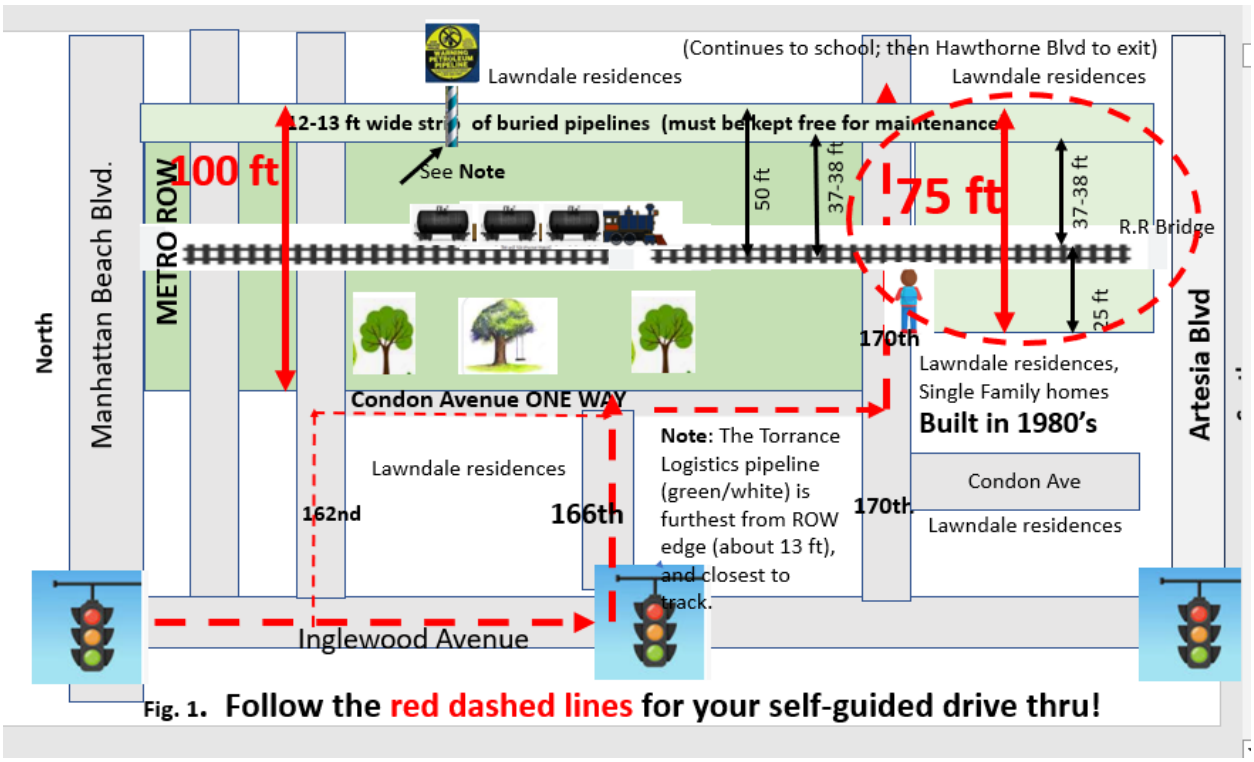



**Fig. 1. Follow the red dashed lines for your self-guided drive thru!**

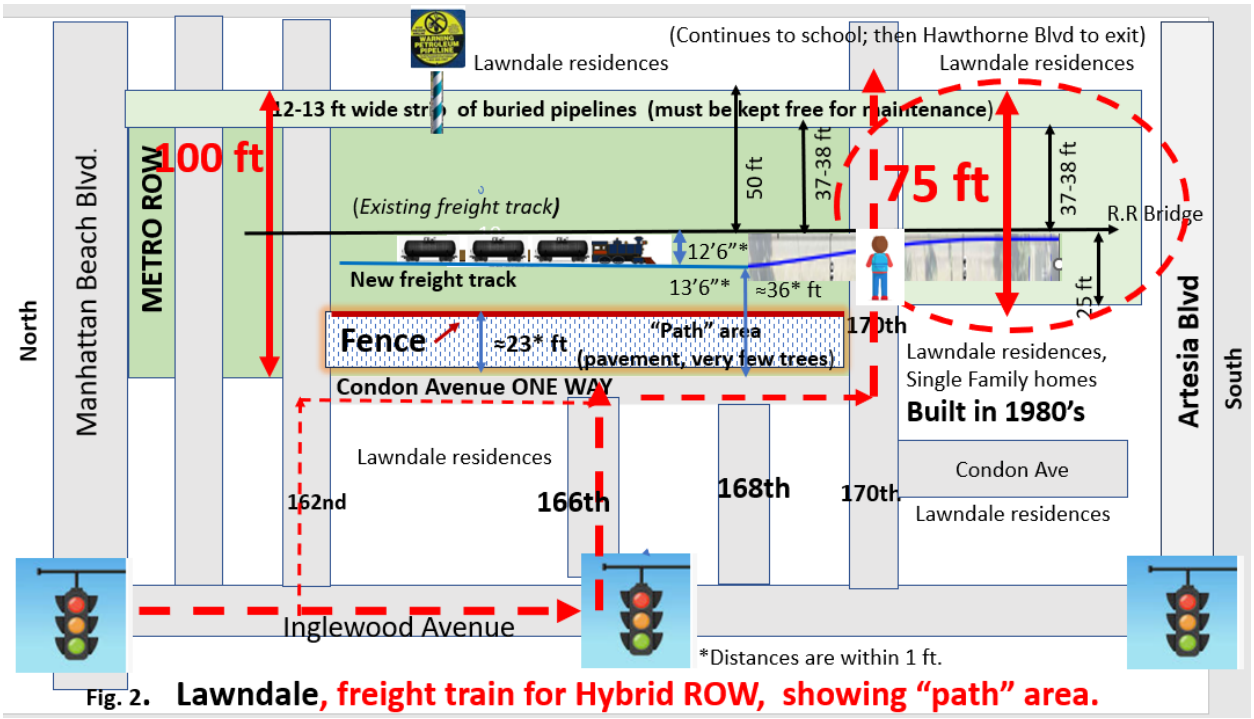



**Fig. 2. Lawndale, freight train for Hybrid ROW, showing "path" area.**

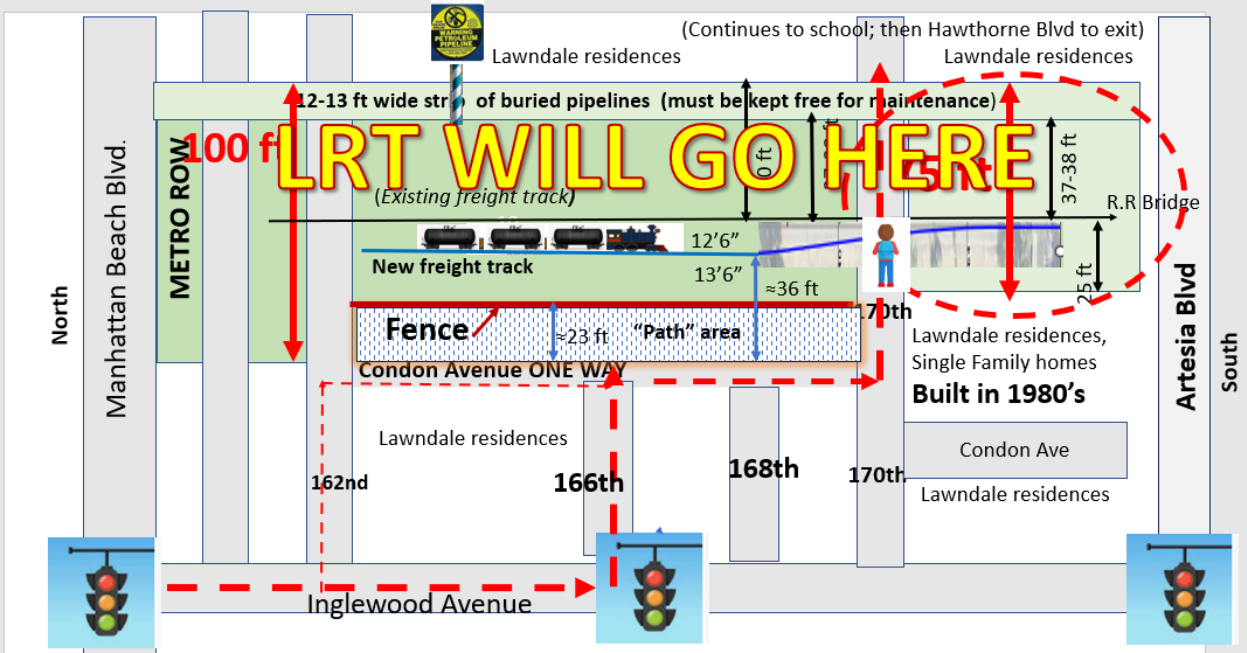



**Fig. 3. Lawndale ROW, cont: LRT DEIR diagrams are missing or contain errors**

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June 20, 2024

The Honorable Karen Bass
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

BikeLA is in strong support of Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

Transportation plays a significant role in creating and maintaining inequality in our region. Our freeways and goods movement infrastructure place disproportionate air quality burdens on low-income communities of color while often failing to meet the mobility needs of those same communities, who are more likely to rely on walking, biking, and transit as primary forms of transportation. The lack of investment in safe and accessible networks for walking and biking supported by public transit is particularly acute in low-income communities of color, which have the highest rates of traffic injuries and fatalities. BikeLA recognizes our role in shaping regional policy to address these disparities and advocates for intentional policies to address inequity.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also

adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

The intercity commuter rail corridor that connects Los Angeles Union Station to Anaheim in Orange County and the Perris Valley in Riverside County currently operates through but does not stop in the City of Pico Rivera. Metrolink's OC Line and the 91/PVL Line, Amtrak's Pacific Surfliner and Southwest Chief, and eventually California High Speed Rail operate through this corridor. In partnership with LA Metro, a feasibility study has been initiated to strategically plan and develop a new station in Downtown Pico Rivera, integrating Pico Rivera into the Southern California commuter railroad network, supporting a multi-modal future that includes passenger rail, light rail, bus rapid transit, and regional bikeways. By adopting the proposed October 2024 schedule, the feasibility study team can demonstrate much greater ridership growth potential with a station in Pico Rivera.

The proposed October schedule aligns perfectly with Pico Rivera's long-range strategic plans, which emphasize building transit-oriented communities and providing reliable transportation alternatives. These efforts are essential to meeting and exceeding statewide goals for reducing vehicle miles traveled and greenhouse gas emissions. Moreover, our plans are consistent with the principles outlined in the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, aiming to connect Southern California residents to employment, educational, and recreational opportunities with frequent service across the region.

We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

Thank you for your consideration.

Sincerely,





[redacted]

June 11, 2024

The Honorable Karen Bass
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

On behalf of the City of Pico Rivera, I write to express our strong support for Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

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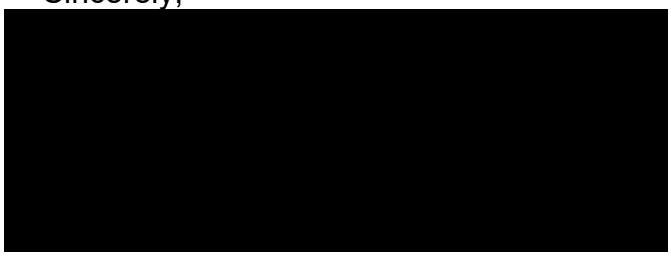
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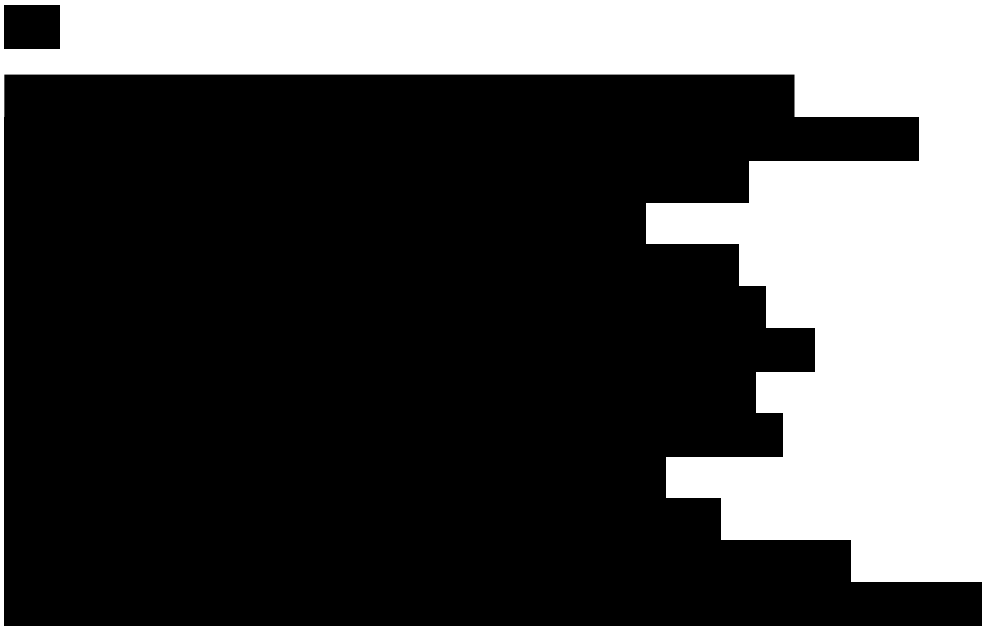
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We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

Thank you for your consideration.

Sincerely,





[redacted]

Mayor Karen Bass, Chair
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 26, 2024

**Re: Opposition to Transit Police Department Implementation Plan (2024-0169) and Proposed Mass Surveillance Technology (2024-0306)**

Dear Mayor Karen Bass,

The ACLU Foundation of Southern California is deeply disturbed by the plans recently released by Metro that would, if implemented, commit the agency to massive public investments in invasive surveillance technologies and institutionalize failed efforts to police our way to safety. In contrast, Metro's new ambassador program saves lives and makes riders feel safer. The agency should not squander its limited resources on security theater when ambassadors produce real results at lower cost. As detailed in this letter, we urge the agency to prioritize long overdue safety strategies[1] on public transit called for by ACT-LA[2] and to reject any future plans that spend limited funds on policing and surveillance.

Just days ago, Metro's Chief Executive Officer Stephanie N. Wiggins released a plan for the agency to spend more than $1 billion over six years to maintain a daily average of 193 pairs of transit police officers on the transit system and recommended the Board create a new transit police department to employ them. These police officers will not be an "engaged, visible presence" as claimed; they will be dispersed in pairs over 2,000+ buses and train cars traversing a transit service area larger than the land mass of many countries.[3] Simultaneously, CEO Wiggins reported that the agency will present plans to the Board for Metro to deploy facial recognition technology with full-body scanners that can see under clothing, integrated with AI

[1] https://www.act-la.org/metro-as-a-sanctuary/
[2] https://medium.com/@ACTLA/three-ways-metros-police-dollars-would-be-better-spent-a55a3f2e5404
[3] https://boardagendas.metro.net/board-report/2024-0169/

[redacted]

algorithms that Metro positively notes "generates vast amounts of data on passenger movements."[4]

The agency is aware that neither police nor surveillance are able to provide the outcomes that riders have demanded for decades. According to CEO Wiggins' report: "[T]he majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide." How will a police department house these people? Or treat their mental illnesses? Or support them through their addictions? How does the deployment of invasive face recognition systems respond to these crises? What will artificial intelligence do to intervene positively in these individuals' lives? Metro leadership certainly cannot answer these questions. Nor can we, since no one can plausibly believe new surveillance networks or police officers can address most of these issues.

It seems clear, therefore, that the true purpose of this retrenchment toward failed policing strategies of the past is less about resolving the causes of these social ills and more to do with easing the anxieties of some riders at the expense of others. Frankly, the agency's commitment to failed strategies suggests it values appeasing influential police advocates in the media over real safety. With the release of the new plan, future claims made by the agency that it meaningfully supports care-based responses to social issues above security theater may be, understandably, treated with skepticism.

A central function of a transit agency is to provide comfortable and reliable trips for its passengers. By nature, transit agencies have long served the public as technological innovators and investors in new solutions that solve long-standing mobility problems. Solutions to complex problems depend on "bold leadership and action," along with "innovative approaches to address our current and future needs."[5] Metro has an opportunity to pivot from police-led strategies that for decades have failed to produce promised results, and instead allocate resources toward newer, well-researched, and more innovative programs that actually work.

Chief among them is the Metro Transit Ambassador program. This program has produced remarkable results despite its low budget allocation. In less than two years, ambassadors have saved over 215 lives and helped over one million people by the agency's own count.[6] The program is markedly popular with riders: almost two-thirds of riders report that ambassadors make them feel safer and want to see more of them, according to a pilot program evaluation.[7]

[4] https://boardagendas.metro.net/board-report/2024-0306/
[5] https://libraryarchives.metro.net/dpgtl/longrangeplans/2020-long-range-transportation-plan.pdf
[6] https://thesource.metro.net/2024/05/30/why-our-metro-ambassadors-do-what-they-do/
[7] https://boardagendas.metro.net/board-report/2023-0433/

In contrast, Metro does not need to guess at what results an in-house police department would produce. The agency's former transit police department, disbanded thirty years ago, proved "costly, questionable in effectiveness, and complicated to manage," according to a 1996 assessment by Metro staff analysts.[8] While in operation, it prided itself on mass low-level arrests by undercover officers in its GHOST team (Graffiti Habitual Offenders Suppression Team),[9] and during its lifetime, riders did not report feeling any safer or more comfortable riding transit than they do today.

Likewise, the agency knows, or should know, that its proposed mass surveillance systems would be a privacy and civil rights disaster, and that its claim to "address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders" is not credible.[10] No amount of community engagement can offset the enormous potential for abuse associated with police possession of real-time and historical data about everyone's innocuous trips. For example, an audit of the 320 million images collected by the Los Angeles Police Department though its automated license plate readers found that a disturbing 99.9 percent "came from vehicles that were not on a list of those involved in criminal investigation."[11] As the ACLU SoCal has stated in the past, it is unacceptable to force transit riders to choose between their physical privacy and their basic mobility "in exchange for an indeterminate amount of protection against a statistically unlikely threat."[12]

Metro's plans to deploy and expand its surveillance capabilities suggest that it has been seduced by speculative claims that surveillance and artificial intelligence can create the public safety outcomes Metro claims it needs this technology for. It claims without evidence that "AI algorithms" combined with "video feeds" can detect "suspicious behaviors, such as unattended bags, static movement, or erratic movements." Metro concedes that these systems will generate "vast amounts of data on passenger movements, security incidents, and operational efficiency," and again claims without evidence that this data will allow it "to make informed decisions, optimize resource allocation, and enhance system performance." How exactly does "vast" amounts of rider data allow Metro to do this any better than the systems Metro currently has to diagnose operational concerns in the system? Do riders need to sacrifice their privacy for Metro to understand that they want sheltered transit stops, trains that run on time, and expanded bus service?

Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

[8] https://boardarchives.metro.net/Items/1996/09_September/other_A_0939.pdf
[9] https://www.youtube.com/watch?v=X9oIMIvjhOQ
[10] https://boardagendas.metro.net/board-report/2024-0306/
[11] https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd
[12] https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html

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Mayor Karen Bass, Chair
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

June 26, 2024

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[1] https://www.act-la.org/metro-as-a-sanctuary/
[2] https://medium.com/@ACTLA/three-ways-metros-police-dollars-would-be-better-spent-a55a3f2e5404
[3] https://boardagendas.metro.net/board-report/2024-0169/

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The agency is aware that neither police nor surveillance are able to provide the outcomes that riders have demanded for decades. According to CEO Wiggins' report: "[T]he majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide." How will a police department house these people? Or treat their mental illnesses? Or support them through their addictions? How does the deployment of invasive face recognition systems respond to these crises? What will artificial intelligence do to intervene positively in these individuals' lives? Metro leadership certainly cannot answer these questions. Nor can we, since no one can plausibly believe new surveillance networks or police officers can address most of these issues.

It seems clear, therefore, that the true purpose of this retrenchment toward failed policing strategies of the past is less about resolving the causes of these social ills and more to do with easing the anxieties of some riders at the expense of others. Frankly, the agency's commitment to failed strategies suggests it values appeasing influential police advocates in the media over real safety. With the release of the new plan, future claims made by the agency that it meaningfully supports care-based responses to social issues above security theater may be, understandably, treated with skepticism.

A central function of a transit agency is to provide comfortable and reliable trips for its passengers. By nature, transit agencies have long served the public as technological innovators and investors in new solutions that solve long-standing mobility problems. Solutions to complex problems depend on "bold leadership and action," along with "innovative approaches to address our current and future needs."[5] Metro has an opportunity to pivot from police-led strategies that for decades have failed to produce promised results, and instead allocate resources toward newer, well-researched, and more innovative programs that actually work.

Chief among them is the Metro Transit Ambassador program. This program has produced remarkable results despite its low budget allocation. In less than two years, ambassadors have saved over 215 lives and helped over one million people by the agency's own count.[6] The program is markedly popular with riders: almost two-thirds of riders report that ambassadors make them feel safer and want to see more of them, according to a pilot program evaluation.[7]

[4] https://boardagendas.metro.net/board-report/2024-0306/
[5] https://libraryarchives.metro.net/dpgtl/longrangeplans/2020-long-range-transportation-plan.pdf
[6] https://thesource.metro.net/2024/05/30/why-our-metro-ambassadors-do-what-they-do/
[7] https://boardagendas.metro.net/board-report/2023-0433/

In contrast, Metro does not need to guess at what results an in-house police department would produce. The agency's former transit police department, disbanded thirty years ago, proved "costly, questionable in effectiveness, and complicated to manage," according to a 1996 assessment by Metro staff analysts.[8] While in operation, it prided itself on mass low-level arrests by undercover officers in its GHOST team (Graffiti Habitual Offenders Suppression Team),[9] and during its lifetime, riders did not report feeling any safer or more comfortable riding transit than they do today.

Likewise, the agency knows, or should know, that its proposed mass surveillance systems would be a privacy and civil rights disaster, and that its claim to "address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders" is not credible.[10] No amount of community engagement can offset the enormous potential for abuse associated with police possession of real-time and historical data about everyone's innocuous trips. For example, an audit of the 320 million images collected by the Los Angeles Police Department though its automated license plate readers found that a disturbing 99.9 percent "came from vehicles that were not on a list of those involved in criminal investigation."[11] As the ACLU SoCal has stated in the past, it is unacceptable to force transit riders to choose between their physical privacy and their basic mobility "in exchange for an indeterminate amount of protection against a statistically unlikely threat."[12]

Metro's plans to deploy and expand its surveillance capabilities suggest that it has been seduced by speculative claims that surveillance and artificial intelligence can create the public safety outcomes Metro claims it needs this technology for. It claims without evidence that "AI algorithms" combined with "video feeds" can detect "suspicious behaviors, such as unattended bags, static movement, or erratic movements." Metro concedes that these systems will generate "vast amounts of data on passenger movements, security incidents, and operational efficiency," and again claims without evidence that this data will allow it "to make informed decisions, optimize resource allocation, and enhance system performance." How exactly does "vast" amounts of rider data allow Metro to do this any better than the systems Metro currently has to diagnose operational concerns in the system? Do riders need to sacrifice their privacy for Metro to understand that they want sheltered transit stops, trains that run on time, and expanded bus service?

Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

[8] https://boardarchives.metro.net/Items/1996/09_September/other_A_0939.pdf
[9] https://www.youtube.com/watch?v=X9oIMIvjhOQ
[10] https://boardagendas.metro.net/board-report/2024-0306/
[11] https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd
[12] https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html

Sincerely,



Asiyahola Sankara
Equal Justice Works Fellow

CC: Offices of the Metro Board of Directors
CEO Stephanie Wiggins

[redacted]

25 June 2024

The Honorable Karen Bass
Chair
Los Angeles County Metropolitian Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Letter of Support – Ride Safe LA

Dear Chair Bass and Directors:

The Transit Coalition (TTC) expresses support for our new initiative, Ride Safe LA, a coalition dedicated to achieving Vision Zero: zero deaths and minimal violence on Metro. TTC expresses strong support for the Transit Community Public Safety Department (TCPSD) Implementation Plan.

Metro's identification of challenges—lack of policy alignment, operational control issues, and escalating costs—highlights the critical need for an in-house public safety team. TCPSD promises enhanced accountability through key performance indicators and a Civilian Review Committee, ensuring transparency and building trust with riders and stakeholders.

The proposed four-week training program for TCPSD officers, emphasizing cultural competency, de-escalation techniques, and community policing, is tailored to meet the unique needs of Metro's diverse ridership. This approach will not only improve safety but also foster positive interactions that enhance the overall rider experience.

The zone-based deployment model will strategically allocate resources to increase visibility and build relationships across Metro's network. By allowing officers to move seamlessly across jurisdictional boundaries and prioritize engaged visibility, TCPSD will proactively address safety concerns and provide timely assistance to riders and employees alike.

Metro's commitment to TCPSD reflects a proactive stance toward maintaining safety, professionalism, and community engagement within our transit system. By establishing TCPSD, Metro can ensure a consistent, people-first approach to public safety that aligns with our shared goal of providing a safe and reliable transit experience for all riders.

The Transit Coalition strongly urges Metro to proceed with the TCPSD Implementation Plan, as it represents a significant step toward creating a safer and more resilient transit system that supports the needs and expectations of Metro riders.

Sincerely,

[redacted]

**June 2024 RBM Public Comments – Item 40**

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 4:25 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Item 40-creation of a Transit Community Public Safety Dept.

My name is Marlene Grossman. I am past chair and now a volunteer board member of Move LA. I urge the board to consider establishing the Transit Community Public Safety Department. We all want to see a transit system that is safe, clean, frequent, and reliable. I know that there is much concern about the recent violent activity impacting transit riders and Metro staff. The current contract arrangement with law enforcement is not fiscally prudent and sufficiently flexible for Metro to keep its customers and staff safe. There must be a better way. I support Item 40 on the agenda to create a Metro police force to be able to hire and train personnel, implement policies approved by the Board and supported by riders, create a customer- and care-centered culture, and keep riders safe. Other large transit operators in the United States have similar Public Safety Departments. I think civilian oversight is important and ask that **Metro's Public Safety Advisory Committee** be that body.

Thank you,
[redacted]

[redacted]

Via Email

June 24, 2024

Metro Board of Directors
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

In keeping with our previous letter to the Metro Board of Directors concerning TAP Plus which was scheduled as an action item for the May 23rd Board Meeting but has been carried over to the June 27th meeting due to lack of a quorum; I would like to reaffirm that the Los Angeles County Municipal Operators Association (LACMOA) municipal transit agencies (MUNIS), support TAP Plus, item 41 for your consideration at the June 27, 2024 Board Meeting.

The current regional fare collection system is the result of a long and collaborative process developed over the last 15 years and has consistently served the needs of all our customers and is well regarded among the agencies. TAP provides a seamless fare payment system which gives customers the ability to ride all our systems throughout the county, easily and efficiently.

We are looking forward to the TAP Plus upgrade as it will provide open payment and an account-based system, which will expand our ability to accept more types of fare media such as credit/debit cards and remove the need to load funds on-to TAP cards. These new features are vital as we prepare to transport visitors to the 2028 Olympic venues that are in our various service areas.

Sincerely,

[redacted]

[redacted]

June 26, 2024

Metro Board of Directors
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

On behalf of Long Beach Transit (LBT), I am sending my support for TAP Plus, item 41 for your consideration at the June 27th Board meeting.

LBT carries 17 million annual boarding customers across 14 cities in the southeastern Los Angeles County and northwestern Orange County and has been a participant of the regional TAP program since 2014. TAP offers a seamless fare payment system which gives customers access to travel throughout Los Angeles County easily and efficiently across multiple transit agencies.

TAP Plus expands on the current system by offering capabilities to access open payment and account-based programs including debit and credit cards, which will increase accessibility to customers and visitors especially as the region prepares for the upcoming World Cup and Olympic events.

Sincerely,

[redacted]

[redacted]

**June 11th, 2024**

RE: Agenda Item #14: TAP Plus

To the Metro Board:

On behalf of Masabi, a leader in fare payments technology, I'm writing to urge the Board to de-scope QR code ticketing from TAP Plus and fast-track a separate procurement in 2024 that will demonstrate interoperability between the incumbent and unaffiliated third parties. This enables the delivery of a more robust and fully functioning TAP Plus offering.

Masabi is thankful to see elements of our program suggestions healthily debated, and ultimately included, into the TAP Plus package. LA Metro continues on the right path to better engage the public and ensure that TAP Plus functionality addresses the needs of all Angelenos. For example, QR ticketing is a vital solution that can resolve matters seen as underrepresented in TAP Plus. This includes the acknowledgment and fulfilment of ticketing for riders that are unbanked, disabled, receiving subsidies and/or are technologically disadvantaged.

TAP Plus will bring the promise of open payments and account-based ticketing to LA, which ultimately serves the banked well. More can be requested from staff to round out the TAP Plus offering and ensure that non-technological and accessible means of ticketing are also supported. QR ticketing provides the right coverage to support those rider groups often forgotten in high-tech projects. By accelerating a QR ticketing RFP in 2024, Metro can better ensure the following:

1. Facilitating equity distribution through printable and/or other non-digital means, such as QR tickets to support family travel or printing QR codes on EBT (concession) cards for subsidized travel
2. Confirming demonstrable interoperability between the incumbent and third parties, ensuring QR integration is treated as a coordinated package in the TAP Plus program
3. Hedging for any unplanned delays to the launch of TAP Plus functionality in time for the World Cup 2026 and Superbowl 2027

[redacted]

[redacted]

4. Allowing for the possibility of one QR ticket that can connect all riders, including those most in need, from the city through to the suburbs on Metrolink and/or LAWA services

Masabi feels we are well-placed to provide this guidance as a proven leader in QR ticketing for Tier-1 cities like LA. In fact, our work is highlighted in the Board report as Metrolink's vendor. We also recently partnered on a pilot program with Metro itself via a US Department of Transportation SMART grant to provide LA passengers with the opportunity to effortlessly ride the Metro and visit the LA Philharmonic's Hollywood Bowl Summer Music Program. This event ticketing project was accelerated and delivered in a matter of weeks, not years. Region-wide QR ticketing is a more complex endeavor though and would require a 2024 start with the TAP team, the incumbent and key stakeholder groups to deliver in time for the major games.

In closing, an accelerated RFP for QR code ticketing in 2024 is vital to test the interoperability between the incumbent and third parties before the World Cup, Super Bowl and Olympics. This early stress test of TAP Plus will provide Metro with better fare product representation overall and also real-time information to staff and Board on how scaling out TAP Plus can work in practice. Choosing the right vendor ecosystem now opens up the next decade of continuous innovation, while providing best-fit products for all Angelenos. A QR code ticketing RFP is the best test for TAP Plus interoperability, while minizing any impact to the program timeline.

Thank you for your time and consideration.

Sincerely,

[redacted]

[redacted]

**June 2024 RBM Public Comments – Item 41**

From: [redacted]
Sent: Thursday, June 20, 2024 10:21 AM
To: Ramos, Dolores <RamosD@metro.net>
Subject: Re: Support of Metro TAP Plus Program

Greetings Metro Board members, and staff,

Unfortunately I am unable to attend the meeting in person, but  am writing to express my support for the proposal for the enhanced TAP program, "TAP plus".  At its July meeting, the San Fernando Valley Service Council received a presentation on this topic and my colleagues and I were very happy to hear about the enhancements.

Adoption of TAP has been a long process and a steep learning curve for many riders, but the upgrades proposed in "TAP Plus" will facilitate the ongoing conversion to electronic fare collection. In particular, I cite the following benefits:
Convenience - especially for new or casual riders.  Many people do not know how or where to purchase a plastic TAP card, especially if they are riding bus and not rail.  This will avoid the effort of having to find a place to get one!  It will also be one less card for people to keep track of .
It will allow riders who have not been able to purchase the plastic TAP card to still access the benefits of riding with TAP.
It will save money and keep plastic from our landfills.
Adoption of the enhancements will be a boon to visitors, new and casual riders who are trying out our system for the first time.  This will be of particular importance in preparation for the coming major events in the next few years.  I encourage you to approve this proposal.

Thanks for your consideration of this enhancement,

[redacted]

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 7:14 AM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** AGAINST item 41 TAP plus Board Meeting 6/27/2024

Board members,

I'm a daily bus and train rider and urge you not to execute the contract modification with Cubic.

The TAP system outage this week illustrated that Cubic is a hinderance on the community and their access to equitable transit.

The cost of TAP system operation and development is so high that fare collection only serves to keep Cubic in business. It does not positively impact our transit system and is a drag on future development.

Credit and debit card processing adds even more fees to a bloated system.

Our most vulnerable angelenos should not be forced to bootstrap this company.

Sincerely,
[redacted]

**From:** [redacted]
**Sent:** Wednesday, June 26, 2024 10:47 AM
**To:** Board Clerk <BoardClerk@metro.net>; Tim.Sandoval@pomonaca.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; HollyJMitchell@bos.lacounty.gov; Ara Najarian <anajarian@glendaleca.gov>; Sandoval, Timothy <SandovalT@metro.net>; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; Luke Klipp <LKlipp@bos.lacounty.gov>; Dave Perry <dperry@bos.lacounty.gov>
**Cc:** Marisa Perez <mperez@gatewaycog.org>; mbohlke@sbcglobal.net; Randall Winston <randall.winston@lacity.org>; Justin Orenstein <jorenstein@bos.lacounty.gov>; doug.mensman@lacity.org; Young-Gi Harabedian <ygharabedian@sgvcog.org>; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; lantzsh10@gmail.com; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Fish, Bryan Bubba <BFish@bos.lacounty.gov>; jarrett.thompson@lacity.org; andrew.deblock@lacity.org; Tina Backstrom <tina.backstrom@lacity.org>; benjamin feldman <bfeldman@bos.lacounty.gov>; Kidada Malloy <kidada.malloy@lacity.org>; Englund, Nicole <EnglundN@metro.net>; Wiggins, Stephanie <WIGGINSS@metro.net>; Brandon.Wilson@lacity.org; Chaudhari, Manish <ChaudhariM@metro.net>
**Subject:** Item 41 (TAP Plus File #: 2024-0319): June 27 Regular Board Meeting

To the Metro Board and Board Staff:
Last month Move LA asked that you do not approve the recommendations by staff on the TAP Plus single-source contract with Cubic. We expressed concerns about 1) the lack of transparency in the process, 2) inter-operability in the contract, 3) and accountability over the contractor.

In the past month, after the Item was not heard at the Regular Board meeting, Move LA has had conversations with multiple stakeholders, from riders to community organizations. **First, we want to express our deep appreciation to the TAP Team, who not only invited us to the TAP offices to see firsthand their testing facility but also made a strong commitment to conducting real community outreach on the TAP Plus proposal**. Their efforts have ensured that diverse community voices were heard and considered in this process. The TAP Team attended Move LA's Policy Conference and provided information on TAP Plus to attendees, and conducted outreach at Metro's Service Councils, Move LA's Aging and Disability Transportation Network, the LIFE Administrators, at CicLAvia in South LA, at a June 18th virtual briefing for Move LA and other community organizations, and at several other community meetings with key constituencies.

Second, we strongly advocated for TAP to 'future-proof' the system with this contract by allowing maximum interoperability and reducing vendor lock-in. **As we understand it, the proposed account-based, cloud-hosted system that is part of the TAP Plus upgrade is the keystone for allowing interoperability.** This includes the continued use of a Metro-run CRM system rather than a priority system controlled by the proposed vendor so that TAP does not share valuable user data with a private company, QR codes/readers to increase ease of use and interoperability with other platforms/contracts, software that allows for third-party validator hardware, and the ability to

develop a “master app” that consolidates all Metro products into a more seamless experience for transit users.

Lastly, we requested that penalties/damages by linked to more specific milestones and system performance. We suggest that the final contract language and price be brought to the Board for review and approval in 60 days so that date-specific timelines and performance metrics can be met with transparency and accountability. This ensures that public dollars from Measure R and M are spent effectively.

Ultimately, we believe that this Item should move forward. Rest assured, we will continue to track it closely and look for future briefings, board updates, and an RFI/RFP process that seeks products that increase interoperability and improve the Metro customer experience with an eye toward a more equitable, affordable, and customer-focused transit system.

Thank you,



## June 2024 RBM Public Comments – Item 42

**From:** [redacted]
**Sent:** Monday, June 24, 2024 2:55 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Item #42 - Item Needs More Consideration - June 27 2024 LA Metro BOD Meeting

Hello there LA Metro, my name is Faraz Aqil (a resident of Downey), I'm a daily LA Metro rider that always pays my fares, and I mostly support the findings found in the Response Bridge to Fareless report and the attachment documents.

After reading them, I'm asking that LA Metro's next steps be instead to support the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides. And while I still support LA Metro implementing a free and fareless system, if LA Metro wants to take incremental steps by going through the Phase 2 process, then that's fine by me.

Some interesting facts I found interesting while reading the response report and attachments:

*When using the 90-day unlimited pass, the average rider did 19.2 trips per month. But when riders used their limited 20 trips (10 round trips) they only used an average of 13.3 trips per a month. That difference of about 6 trips (30.7%) each month shows that when riders are not restricted to fare limits and fare costs, LA Metro's ridership numbers increase significantly.

*In the April 2024 board report (Attachment A), it says 89% of riders earn less than $50,000 annually. And since you need a maximum income of $44,150 for 1 person household to qualify ($50,450 for 2 person household), this means that over 80% of riders are eligible for the LIFE program. Allowing all low-income riders to use unlimited trips in the LIFE program would be a huge game changer for the vast majority of LA Metro riders since it will make public transportation more accessible and ensures low-income individuals and families can afford public transit thus promoting social equity (Attachment A). Also, "Cost is often a barrier to using public transportation, and removing this barrier can encourage more people to choose sustainable and efficient modes of transit. Increased ridership can have positive economic effects by boosting local businesses around transit hubs." (Attachment A). And as mentioned in the September 2021 board report (Attachment B), "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." And the LIFE program's own survey says that participants spent the money they saved on food, housing cost, and home items & respondents felt better because they worried less about money, felt less stressed, and were able to plan their day more easily. (Attachment C).

*Also mentioned in Attachment A is that increasing ridership on LA Metro comes with huge benefits such as reducing traffic congestion (leading to smoother traffic flow and less accidents), minimizing the need for extensive road infrastructure, and reducing carbon emissions. (Attachment A). So not only will this will save costs by not needing as much road and highway funding to maintain them, but it will save lives and health costs by reducing the amount of pollutants in the air coming from cars, accidents, and will help to achieve LA County's climate change goals by increasing ridership on buses & trains. It was mentioned in the September 2021 report (Attachment B) 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.

Therefore with all these facts in mind, it is to LA Metro's benefit that it supports the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides.

Thank you for your time.

Sincerely,

[redacted]

# MINUTES

**Thursday, June 27, 2024**

**10:00 AM**

# Board of Directors - Regular Board Meeting

**DIRECTORS PRESENT:**
**Karen Bass, Chair***
**Janice Hahn, Vice Chair**
**Fernando Dutra, 2nd Vice Chair**
**Kathryn Barger**
**James Butts**
**Jacquelyn Dupont-Walker**
**Lindsey Horvath**
**Paul Krekorian**
**Holly J. Mitchell**
**Ara J. Najarian**
**Tim Sandoval****
**Hilda Solis**
**Katy Yaroslavsky**
**Monica Benavides, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

***Attended virtually under AB2449 under just cause.**

****Attended Virtually: Chuck Bader Conference Room, 505 S. Garey Avenue, Pomona, CA**

**CALLED TO ORDER: 10:07 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 26, 27, and ~~28~~.

Consent Calendar items were approved by one motion except item 28, which was held by a Director for discussion and/or separate action.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | A |

**Voting Deviations:*
*Item 9 – the following Director was conflicted: KB*
*Item 10 – the following Directors were conflicted: KRB and KY*
*Item 13 – the following Directors were conflicted: KRB and KY*
*Item 15 – the following Director voted no: LH*
*Item 17 – the following Director was conflicted: HJM*
*Item 26 – the following Director was conflicted: KRB*

**2. SUBJECT: MINUTES** **2024-0448**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 23, 2024.

**3. SUBJECT: REMARKS BY THE CHAIR** **2024-0422**

CARRIED OVER TO JULY 2024:

~~RECEIVE remarks by the Chair.~~

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2024-0423**

CARRIED OVER TO JULY 2024:

~~RECEIVE report by the Chief Executive Officer~~.

**********

| | | | |
|---|---|---|---|
| KB = K. Barger | FD = F. Dutra | HJM = H.J. Mitchell | KY = K. Yaroslavsky |
| KRB = K.R. Bass | JH = J. Hahn | AJN = A.J. Najarian | |
| JB = J. Butts | LH = L. Horvath | TS = T. Sandoval | |
| JDW = J. Dupont Walker | PK = P. Krekorian | HS = H. Solis | |

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

**5. SUBJECT: BOARD OFFICERS** **2024-0428**

ELECTED Director Dupont-Walker as Second Vice Chair for FY25.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | A | A | Y | A | Y | Y | Y | Y | A | Y | Y |

**6. SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R CAPITAL RESERVE - PALMDALE AND SOUTH PASADENA** **2024-0332**

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and

B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R).

**7. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM** **2024-0333**

ADOPTED ON CONSENT CALENDAR:

A. Findings and Recommendations for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated at $42,918,656 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of $202,757 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of $10,490,346 and $10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;

(continued on next page)

(Item 7 – continued from previous page)

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of $13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

B. A resolution making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**8. SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS** 2024-0337

APPROVED ON CONSENT CALENDAR:

A. $3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;

B. fund exchanges in the estimated amount of $3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;

C. fund exchanges in the estimated amount of $1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;

D. fund exchange in the amount of $780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;

(continued on next page)

(Item 8 – continued from previous page)

E. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;

F. fund exchanges in the amount totaling $15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;

G. an additional $422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed $4,546,716, as part of the NextGen Bus Plan;

H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;

I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations; and

J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.

## 9. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29 2023-0774

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm-fixed unit rate Contract No. PS108960(2)000 to Crowe LLP (Crowe) to perform annual financial and compliance audits of Metro and its component units in the not-to-exceed (NTE) amount of $2,096,970 for the five-year base term, and $464,450 for the one-year option term, for a total combined NTE amount of $2,561,420, effective July 1, 2024, subject to resolution of all properly submitted protest(s), if any.

## 10. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM 2024-0243

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $29.9 million for the 12-month period effective August 1, 2024, to August 1, 2025.

**11. SUBJECT:METROLINK FY 2024-25 ANNUAL WORK PROGRAM AND REGIONAL RAIL SUPPORTIVE ACTIONS** 2024-0282

APPROVED ON CONSENT CALENDAR:

A. programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2024-25 Operating, Rehabilitation, and Capital Budget in the amount of $206,833,18;

B. the increase of funding to SCRRA for Right-Of-Way (ROW) maintenance along Metro-owned property beyond the 20-foot center of track from $1,195,916 to $2,920,232 (addition of $1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;

C. additional funding in the amount of up to $500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;

D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:

- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
- FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
- Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
- Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;

E. the FY 2024-25 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000;

F. AMENDING the FY25 Budget to include $29.29 million for the SCRRA Working Capital Fund; and

G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

**12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025 BUDGET** **2024-0325**

APPROVED ON CONSENT CALENDAR:

A. local funding request for Access Services (Access) in an amount not to exceed $189,763,812 for FY25. This amount includes:

   - Local funds for operating and capital expenses in the amount of $187,153,892
   - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,609,920

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**13. SUBJECT: REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH** **2024-0184**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option term in the amount of $2 million, increasing the not-to-exceed (NTE) cumulative contract amount from $25 million to $27 million and extending the period of performance from August 14, 2024, to August 13, 2025.

**14. SUBJECT: LONG BEACH TO EAST LOS ANGELES (LB-ELA) TASK FORCE** **2024-0248**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Ratification and Modification No. 34 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force (formerly I-710 Task Force) outreach efforts and technical responses in the not-to-exceed amount of $477,612, increasing the total contract value from $68,782,355 to $69,259,967 and extending the period of performance six months to end on September 30, 2024.

**15. SUBJECT: STATE ROUTE (SR) 138 SEGMENT 13 SAFETY IMPROVEMENTS** **2024-0276**

APPROVED ON CONSENT CALENDAR:

A. PROGRAMMING $2,500,000 in Proposition C 25% or Surface Transportation Block Grant (STBG) for the SR-138 Segment 13; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for the SR-138 Board-approved projects.

**16. SUBJECT: JOINT DEVELOPMENT POLICY AND EXCLUSIVE NEGOTIATION AGREEMENT** **2024-0277**

APPROVED ON CONSENT CALENDAR the:

A. Amended Joint Development Policy; and

B. Amended Exclusive Negotiations Agreement (ENA) Key Terms for 10K Sites.

**17. SUBJECT: VENICE DIVISION 6 JOINT DEVELOPMENT** **2024-0281**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Metro Venice Art Collective, LLC (Developer) for a period of 18 months, with the option to extend for an additional three, 12-month periods, for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (Site), subject to resolution of all properly submitted protest(s), if any.

**18. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES** **2024-0310**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program's Master Price Agreement to purchase computer and network equipment, peripherals, and related software and services, for a five-year period for a total expenditure not-to-exceed $90 million, subject to funding availability effective September 1, 2024. This request is not for a budget increase but is a request to utilize the NASPO cooperative agreement.

**20. SUBJECT: FEDERAL TRANSIT ADMINISTRATION OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL** **2024-0326**

APPROVED ON CONSENT CALENDAR:

A. 31% Overall Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Years (FFY) 2025 - 2027 for contracts funded, in whole or in part, with Federal Transit Administration (FTA) funds; and

B. RECEIVING AND FILING an update on the new modernized DBE Program certification and implementation requirements.

**21. SUBJECT: UNSOLICITED PROPOSALS POLICY UPDATE** **2024-0247**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the status update on the recommendations from the Unsolicited Proposals Five Year Review; and

B. ADOPTING the Unsolicited Proposals (UP) Policy Staff Recommendations in response to Board Motion 39.

**23. SUBJECT: TRANSIT SERVICE OPERATION AGREEMENTS** **2024-0071**

APPROVED ON CONSENT CALENDAR:

A. EXTENDING the Transit Service Operation Agreement between Metro and the City of Glendale for the Glendale Beeline Route 3, for a period of three years through June 30, 2027, for an amount up to $2,396,912.85, which is inclusive of FY24 estimated CPI Index cost adjustment;

B. EXTENDING the Transit Service Operation Agreement between Metro and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 (Downtown LA - Van Nuys, Warner Center, Agoura Hills, Thousand Oaks), for a period of three years through June 30, 2027, for an amount up to $13,171,708.44;

C. EXTENDING the Transit Service Operation Agreement between Metro and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of three years through June 30, 2027, for an amount up to $731,970.00; and

(continued on next page)

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D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements for funding approval in accordance with recommendations A, B, and C.

**24. SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS** **2024-0147**

APPROVED ON CONSENT CALENDAR: nominees for membership in Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

**25. SUBJECT: UNLEADED FUEL** **2024-0187**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. FY119572000 for unleaded fuel to Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder, for a three-year base contract with a not-to-exceed amount of $11,588,606.93 and one two-year option for a not-to-exceed amount of $7,763,220.01, for a total not-to-exceed contract amount of $19,351,826.94 inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

**26. SUBJECT:GRAFFITI ABATEMENT MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3** **2024-0255**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160-20028370 for Region 1 to BriteWorks, Inc. to provide graffiti abatement maintenance services in the not-to-exceed (NTE) amount of $2,644,321 for the three-year base period, and $1,937,690 for the one, two-year option, for a combined NTE amount of $4,582,011, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any;

B. AWARD a firm fixed unit rate Contract No. OP91160-20008370 for Regions 2 and 3 to Bread & Water Landscape, LLC to provide graffiti abatement maintenance services in the NTE amount of $7,636,800 for the three-year base period, and $5,559,840 for the one, two-year option, for a combined NTE amount of $13,196,640, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

C. EXECUTE individual contract modifications within the Board approved contract modification authority.

## 27. SUBJECT: EXERCISE OPTION FOR A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) 2024-0288

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 2 to exercise an option for the purchase of 37 Static Converter Low Voltage Power Supply (LVPS) units under Contract No. OP82170000 to Kiepe Electric LLC in the amount of $1,470,195, increasing the total Contract value from $472,306 to $1,942,501 and extending the period of performance by 18 months from October 5, 2024 to April 5, 2026.

## 28. SUBJECT: METRO FREEWAY SERVICE PATROL 2024-0292

AUTHORIZED AS AMENDED the Chief Executive Officer to:

A. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003000-13A to Neighborhood Towing 4U, Inc. for Metro Freeway Service Patrol (FSP) towing services for Beat 7 and Beat 29 in the amount of $9,432,184, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

B. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003001-13B to Reliable Delivery Service, Inc., DBA R.D.S. Towing, for FSP towing services for Beat 11 and Beat 28 in the amount of $8,596,062.16, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

C. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003002-13C to Hovanwil, Inc., DBA Jon's Towing, for FSP towing services for Beat 24 and Beat 41 in the amount of $10,212,384.70, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

D. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003003-13D to Disco Auto Sales, DBA Hollywood Car Carrier Service, for FSP towing services for Beat 27 and Beat 33, in the amount of $8,623,240.45, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

E. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003004-13E to Sonic Towing, Inc. for FSP towing services for Beat 36 and Beat 42, in the amount of $7,837,402.68, effective July 2024, subject to resolution of any properly submitted protest(s), if any; and

(continued on next page)

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F. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003005-13F to Safeway Towing Services, Inc., DBA Bob's Towing, for FSP towing services for Beat 50, in the amount of $4,449,861.00, effective July 2024, subject to resolution of any properly submitted protest(s), if any.

**HORVATH AMENDMENT:** For the upcoming RFP, evaluate the feasibility of a pilot program that includes battery-powered, Level 2 EV charging capabilities as a feature to assist motorists.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**35. SUBJECT: I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY** 2024-0088

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

A. HOLDING a public hearing on the proposed Resolutions of Necessity; and

B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests ("Property Interests"), and described as follows:

1. Project Parcel I-605-1, 12900 Valley Boulevard, Unincorporated Area of Los Angeles County, CA (APN 8110-023-024 & 025); 26-month Temporary Construction Easement (TCE)

2. Project Parcels I-605-4-1 and I-605-4-2, 13009 Temple Avenue, Unincorporated Area of Los Angeles County, CA (APN 8563-012-028 & 8563-012-029); Partial fee simple Interest (Fee) and a 26-month TCE.

~~3. Project Parcels I-605-5-1 and I-605-5-2, 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008); Fee and a 26-month TCE~~

~~4. Project Parcels I-605-8-1 and I-605-8-2, 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015); Fee and a 26-month TCE~~

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**36. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT RESOLUTION OF NECESSITY** **2024-0395**

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

A. HOLDING a public hearing on the proposed Resolution of Necessity; and

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire three permanent easements identified as W-5004, W-5004-1 and W-5004-4 and to acquire a 67 -month temporary construction easement identified as W-5004-2 from the property identified as (APN: 4324-001-031) (hereinafter called the "Property Interests").

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**37. SUBJECT: STATE ROUTE 71 (SR-71) GAP CLOSURE NORTH SEGMENT PROJECT (PHASE 2), DESIGN** **2024-0406**

APPROVED:

A. adjustment of the FY25 Budget which currently has $30 million for SR-71 South Segment Project to provide separate budget line items: $10 million for the SR-71 North Segment Project and $20 million for the SR-71 South Segment Project;

B. the programming of $10 million in Measure M funds to support design activities for the SR-71 North Segment Project (Phase 2); and

C. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for Phase 2 design activities.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**38. SUBJECT: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES** **2024-0306**

RECEIVED AND FILED a status report on strategies to improve safety for Metro riders and employees in response to Motion 34.1.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**39. SUBJECT: RESPONSE TO MOTION 15.1 ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE** **2024-0424**

RECEIVED AND FILED a report in response to Motion 15.1.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**40. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT IMPLEMENTATION PLAN** **2024-0169**

APPROVED:

A. RECEIVING AND FILING the Transit Community Public Safety Department Implementation Plan; and

B. APPROVING the establishment of an in-house Transit Community Public Safety Department over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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| Y | Y | A | A | Y | A | Y | Y | Y | Y | Y | Y | Y |

**41. SUBJECT: TAP PLUS** **2024-0319**

AUTHORIZED the Chief Executive Officer to:

A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;

B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025, to December 31, 2028;

(continued on next page)

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C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed $6.5 million for software development and/or integration to implement open payment and account-based functionality; and

D. AMEND the FY25 Budget by $33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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**42. SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT** **2024-0285**

CARRIED OVER TO JULY 2024:

~~RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit.~~

**43. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION** **2024-0429**

CARRIED OVER TO JULY 2024:

~~APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:~~

~~A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.~~

~~B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:~~

~~1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and~~

~~2. Enable social benefit cards (when upgraded to contactless EMV – Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.~~

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(Item 43 – continued from previous page)

~~C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:~~

~~1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;~~

~~2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;~~

~~3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;~~

~~4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media~~

~~D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.~~

## 44. SUBJECT: CLOSED SESSION

2024-0454

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

1. Rocio Flores v. LACMTA, LASC Case No. 19STCV32362

   APPROVED settlement in the amount of $250,000.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | A | A | Y | A | Y | Y | Y | A | A | Y | A |

2. Lawrence Furbush, Sr, et al. v. LACMTA, LASC Case No. 20STCV45168

   APPROVED settlement in the amount of $750,000.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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3. Sergio Morales, et al. v. LACMTA, LASC Case No.19STCV32582

   APPROVED settlement in the amount of $7,500,000 with $7,000,000 to Angela Taslakian and $500,000 to Sergio Morales.

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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| Y | Y | A | A | Y | A | Y | Y | Y | A | A | Y | A |

AUTHORIZED the abandonment of acquisition and dismissal of litigation in the following matters:

4. LACMTA v. Spectrum Investments Corp., LASC Case No. 23STCV03917

5. LACMTA v. Astra Holdings, LASC Case No. 23STCV03898

6. LACMTA v. 21400 Roscoe, LASC Case No. 23STCV03915

| JH | FD | KB | JB | JDW | LH | PK | HJM | AJN | TS | HS | KY | KRB |
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| Y | Y | A | A | Y | A | Y | Y | Y | A | A | Y | A |

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

NO REPORT.

**C. Conference with Labor Negotiator - G.C. 54957.6**
Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
Employee Organizations: ATU, AFSCME, TCU, SMART, and Teamsters

NO REPORT.

**ADJOURNED AT 5:30 P.M.**

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

Metro

# Board Report

**File #:** 2024-0171, **File Type:** Program **Agenda Number:** 6.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 17, 2024**

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

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;

B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:

1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and

2. Administratively extend funding agreement lapse dates for Measure M MAT 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 and/or amendments for approved projects.

## ISSUE

This update includes reprogramming of funds to reflect changes to projects that have received prior Board approval under the Metro approved MAT program (Attachment A). Funds are programmed through Fiscal Year (FY) 2024-25. The Board's approval is required to update programming and provide a basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

## BACKGROUND

The MAT Program is included as line item 47 in Attachment A of the Measure M Expenditure Plan and allocates $857 million (2015 dollars) for investment in active transportation infrastructure over 40 years.


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The first MAT Program funding cycle process and selection criteria were approved by the Metro Board of Directors in January 2020. Project selection and programming of $63,100,000 in Measure M MAT Program funds were approved by the Metro Board of Directors in January 2021. The selected projects include five Active Transportation Corridor projects and 11 First/Last Mile projects. The funded projects are currently in the planning, design, and construction phases. Metro is leading seven projects through early design, concluding this work in FY25. Staff is providing an update on the status of the MAT Program, which includes reprogramming of projects shown in Attachment A and delegation of authority to amend and extend funding agreements

## DISCUSSION

This update includes funding adjustments to the following projects.

*City of Los Angeles* These projects aim to improve pedestrian and bicycling connections to the Hollywood/Highland B Line and Hollywood/Vine Stations in Hollywood.

- Reprogram previously approved $3,597,701 as follows: $116,260 in FY2021-22 and prior years, $168,740 in FY 2023-24, and $3,312,701 in FY 2024-25 for C1204 - Hollywood/Highland. The funds will be used for the project's Plans, Specifications, and Estimates (PS&E) and construction phases.

- Reprogram previously approved $3,597,701 as follows: $117,923 in FY2021-22 and prior years, $167,077 in FY 2023-24, and $3,312,701 in FY 2024-25 for C1205 - Hollywood/Vine. The funds will be used for the project's PS&E and construction phases.

*City of Long Beach*- The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue) and is blocks from the nearby Pacific Station.

- Reprogram previously approved $4,509,998 as follows: $250,000 in FY 2024-25, $250,000 in FY 2025-26, $2,004,999 in FY 2026-27, and $2,004,999 in FY 2027-28 for C1202 - Downtown LB (6$^{th}$ Street). The funds will be used for the project's PS&E and construction phases.

*City of South Pasadena*- The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.

- Reprogram previously approved $6,056,160, as follows: $912,600 in FY 2024-25, $4,977,660 in FY 2025-26, and $165,900 in FY 2026-27 for C1105- Huntington-Main/Fremont.

*City of Monterey Park (co-sponsored by: City of Montebello, Los Angeles County Department of Public Works, and City of Rosemead)*- The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead.

- Reprogram previously approved $6,366,225, as follows: $10,000 in FY 2023-24, $395,000 in FY 2024-25, and $5,961,225 in FY 2025-26 for C1103- 1st-Riggin-Potrero Grande

Cycle 1 of the MAT Program was launched during the COVID-19 pandemic, leading to delays in executing funding agreements and initiating projects. The first cycle also established internal procedures and guidelines which required additional time to integrate and implement into the program. Staff continues to coordinate with Project Sponsors to ensure the delivery of project milestones and the timely use of funds.

## DETERMINATION OF SAFETY IMPACT

Reprogramming Measure M MAT Program funds will not have any adverse safety impacts. Projects funded through the Measure M MAT Program improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.

## FINANCIAL IMPACT

In FY25, $3,937,521 is budgeted in Cost Center 0441 (subsidies budget-Planning), Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions. Additionally, $93,948 is budgeted in Cost Center 4360, Project #473001 and $250,000 in Cost Center 4340, Project #473001 for the initial project phases of MAT projects that will be led by Metro. Since MAT projects are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

The MAT Program is funded through Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

## EQUITY PLATFORM

Reprogramming MAT funds will continue to support the program's implementation of the Equity Platform pillars. The MAT Program is purposed with creating safe and dignified routes for Metro riders who are walking to or from Metro stations. The MAT program initially chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFC) were assigned additional points as part of the evaluation process. Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MAT Program advances several goals of the Metro Vision 2028 Strategic Plan, including:

1. Provide high-quality mobility options that enable people to spend less time traveling- The projects advance active transportation corridors and first/last mile improvements that improve accessibility to transit.
2. Deliver outstanding trip experiences for all users of the transportation system- The projects will

enhance active transportation linkages to the transportation system.
3. Enhance communities and lives through mobility and access to opportunity- The projects will target key improvements and investments in high-need areas.
4. Transform LA County through regional collaboration and national leadership- The projects empower local jurisdictions to enhance connections to transit.

## ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the MAT Program projects. This is not recommended as the projects advance key safety improvements and improve connections to transit.

## NEXT STEPS

Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

## ATTACHMENTS

Attachment A - Measure M MAT Cycle 1 Program Update

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Stephanie N. Wiggins
Chief Executive Officer

# Recommended Program of Projects - First/Last Mile

Attachment A

## MAT Program Cycle 1

**MAT Cycle 1: First/Last Mile**

| Rank | Sponsor | Co-Sponsor | Project ID No. | Project Location | Note | Prior FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Funding Up To Stated Amount | | | | | |
| 1 | City of Los Angeles | | C1204 | Hollywood/Highland | CHG | $ 116,260 | $168,740 | $3,312,701 | | | | $ 3,597,701 |
| | This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood. | | | | | | | | | | | |
| 2 | City of Los Angeles | | C1205 | Hollywood/Vine | CHG | $ 117,923 | $167,077 | $3,312,701 | | | | $ 3,597,701 |
| | Same project description as above, for the Hollywood/Vine B Line station area. | | | | | | | | | | | |
| 3 | Los Angeles County | | D1209 | East LA Civic Center * | | $ 298,250 | $176,875 | $426,875 | | | | $ 902,000 |
| | This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station. | | | | | | | | | | | |
| 4 | City of Los Angeles | | D1206 | LAX-Aviation * | | $ 551,908 | $1,453,838 | $1,575,943 | | | | $ 3,581,689 |
| | This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station. | | | | | | | | | | | |
| 5 | Santa Monica | | C1211 | Olympic/26th | | $ 893,510 | | | | | | $ 893,510 |
| | This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station. | | | | | | | | | | | |
| 6 | City of Los Angeles | | D1207 | Sepulveda OL* | | $ 551,908 | $1,453,838 | $1,575,943 | | | | $ 3,581,689 |
| | This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements. | | | | | | | | | | | |
| 7 | Los Angeles County | | C1210 | Slauson | | $ 702,482 | $1,949,995 | $1,857,521 | | | | $ 4,509,998 |
| | This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan: A Community-Based Process and Plan (March 2018) | | | | | | | | | | | |
| 8 | City of Los Angeles | | D1208 | Western/Slauson * | | $ 555,561 | $1,463,823 | $1,586,659 | | | | $ 3,606,043 |
| | This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor, providing an opportunity to also safely connect more riders to active transportation options. | | | | | | | | | | | |
| 9 | Culver City | Los Angeles | C1201/ D1203 | Culver City * | | $ 2,121,529 | $160,000 | | | | | $ 2,281,529 |
| | This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station. | | | | | | | | | | | |
| 10 | Long Beach | | C1202 | Downtown LB (6th Street) | CHG | | | $250,000 | $250,000 | $2,004,999 | $2,004,999 | $ 4,509,998 |
| | The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station. | | | | | | | | | | | |
| 11 | West Hollywood | | C1212 | Santa Monica/La Brea | | $ 488,141 | | | | | | $ 488,141 |
| | This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue. | | | | | | | | | | | |
| | | | | **TOTAL** | | **$ 6,397,472** | **$ 6,994,186** | **$ 13,898,343** | **$ 250,000** | **$ 2,004,999** | **$ 2,004,999** | **$ 31,549,999** |

**Notes**

asterisk (*) Metro Leading Early Planning Stages

# Recommended Program of Projects - First/Last Mile

Attachment A

## MAT Program Cycle 1

**MAT Cycle 1: Active Transportation Corridors**

| Rank | Sponsor | Co-Sponsor | Project ID No. | Project Location | Note | Prior FY 23 | FY24 | FY25 | FY26 | FY27 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Funding Up To Stated Amount | | | | |
| 1 | Los Angeles | | D1102 | Avalon/MLK/Gage* | | $ 1,295,000 | $2,264,362 | $2,264,362 | | | $ 5,823,724 |
| | The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd. | | | | | | | | | | |
| 2 | City of Commerce | Huntington Park, Bell, LACPW | C1101 | Randolph | | $ 452,513 | $6,251,378 | | | | $ 6,703,891 |
| | The Randolph Corridor AT Project provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the Cities of Commerce, Bell, Huntington Park (HP) and Maywood. | | | | | | | | | | |
| 3 | Redondo Beach | LACPW, Lawndale | D1104 | Redondo Beach Blvd.* | | $ 540,000 | $2,850,000 | $3,210,000 | | | $ 6,600,000 |
| | The Cities of Redondo Beach and Lawndale along with the Los Angeles County Public Works propose to install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east. | | | | | | | | | | |
| 4 | Monterey Park | Montebello, LACPW, Rosemead | C1103 | 1st-Riggin-Potrero Grande | CHG | | $10,000 | $395,000 | $5,961,225 | | $ 6,366,225 |
| | The proposed project proposes to expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Cities of Monterey Park, Montebello, and Rosemead. | | | | | | | | | | |
| 5 | South Pasadena | | C1105 | Huntington-Main/Fremont | CHG | | | $ 912,600 | $ 4,977,660 | $ 165,900 | $ 6,056,160 |
| | The proposed project will improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street. | | | | | | | | | | |
| | | | | **TOTAL** | | **$ 2,287,513** | **$ 11,375,740** | **$ 6,781,962** | **$ 10,938,885** | **$ 165,900** | **$ 31,550,000** |
| **Notes** | | | | | | | | | | | |

asterisk (*) Metro Leading Early Planning Stages




# We're funding the regional active transportation and first/last mile network

## MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE

JULY 2024

FILE# 2024-0171

Metro

# Staff Recommendations

**CONSIDER:**

A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects as shown in Attachment A;

B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
   1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and
   2. Administratively extend funding agreement lapse dates for Measure M MAT 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 and/or amendments for approved projects.



# MAT Program Background

> Multi-year, competitive Measure M grant program for active transportation improvements in LA County

- **$857 million** to be available through 2057
- Increase safety and mode share of walking, biking, and rolling
- Implementation of **Active Transportation Strategic Plan (ATSP)** network and **Equity Platform**

**Cycle 1**

> $62.5M awarded to 16 projects in 2021

- 5 Active Transportation Corridor projects
- 11 First/Last Mile projects



# Discussion

**Reprogram funds for the following projects that improve bicycle and pedestrian facilities, as detailed in Attachment A:**

> *City of Los Angeles:*
  - Hollywood/Highland, Total Project Award: $3,597,701
  - Hollywood/Vine, Total Project Award: $3,597,701

> *City of Long Beach*
  - Downtown Long Beach (6th Street), Total Project Award: $4,509,998

> *City of South Pasadena*
  - Huntington-Main/Fremont, Total Project Award: $6,056,160

> *City of Monterey Park*
  - 1st-Riggin-Potrero Grande, Total Project Award: $6,366,225

# Equity

- MAT Program creates safe, dignified routes for Metro riders who are walking to or from Metro stations.
- Cycle 1 chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage
- Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process.
- Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs





# Next Steps

> Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.



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

**File #:** 2024-0278, **File Type:** Program **Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 17, 2024**

**SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A;

B. AUTHORIZING the Chief Executive Officer or their designee to:

1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) shown in Attachment B (Proposed Updated MIP List) to fund new eligible projects recommended for Board approval in Attachment A;

2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and

3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval in Attachment A.

## ISSUE

At the February 2022 meeting, the Board approved Motion 35 by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts, expanding the definition of mobility improvements eligible for MIP funds (Attachment C). The Motion allows recipients of MIP Measure R funds the opportunity to submit new or substitute projects for Board approval and to revise scopes of work in consideration of eligible uses for Measure R MIP funds as clarified by the motion.

MIP sponsors submitted three new projects for funding, two in LA City and one in Alhambra, to replace existing MIPs that the cities propose to modify or withdraw. Staff evaluated the three new projects and seek Board approval for two projects deemed eligible in Alhambra and LA City, as shown in Attachment A.

## BACKGROUND

Upon completion of the SR-710 Gap Closure Project environmental process and adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) as the Preferred Alternative, at its May 2017 meeting, the Board approved Motion 29.1 by Directors Fasana, Barger, Solis, Garcetti, and Najarian identifying the next steps and guiding the implementation of the local mobility improvement projects to bring immediate relief to the SR-710 corridor cities in the San Gabriel Valley, the Central subregion (City of Los Angeles) and the Los Angeles County unincorporated area of East Los Angeles affected by the SR-710 freeway gap (Attachment D).

As a result of this action, more than $1 billion in Measure R, state, and federal funds were allocated to the San Gabriel Valley cities of Alhambra, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena; and to the City and County of Los Angeles for eligible MIPs, starting in FY2020 and subject to the availability of funds. More than 253 project proposals were submitted by local agencies for consideration, of which 106 were originally selected based on the eligibility requirements outlined in Motion 29.1. To date, $4.8 million has been expended and no projects have been completed.

## DISCUSSION

As described in Motion 35, the following three categories of improvements are consistent with the purpose and need of the SR-710 North Project, support the Board's adoption of the SR-710 North Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, and are therefore eligible for MIP Measure R funds: (1) Bus Infrastructure Improvements, (2) Bikeway Improvements and (3) Pedestrian Improvements.

LA City and Alhambra have proposed withdrawing or modifying previously approved MIPs and reallocating those MIP funds to implement new projects. The new projects submitted by both cities were evaluated by staff, and two projects are recommended for approval based on initial project information (scope, descriptions, justifications, and preliminary cost estimates) and anticipated benefits. One project in LA City was found ineligible for MIP funds because it has already been constructed and is therefore not recommended for funding. The project modifications, withdrawals, and additions in Alhambra and LA City are referenced below, and the two new projects recommended for Board approval are described in greater detail in Attachment E.

ALHAMBRA

The Board approved a total of $240,900,000 in Measure R MIP funds for 13 projects in Alhambra, of which $24,100,000 was allocated to Intelligent Transportation Systems (ITS) Projects and $216,800,000 was allocated to Local Street/Road and Freeway Local Interchange Mobility and Operational Improvements Projects to address concerns about capacity, traffic flow, and congestion.

In response to community requests for more multimodal options, the City of Alhambra proposes to withdraw the Fremont Avenue Traffic Improvements (MIP ID# MR1.1.2.01) from Valley Boulevard to Mission Road and reallocate $14,400,000 in previously approved MIP funds to a new project - Alhambra's Bicycle and Pedestrian Improvements Project - to enhance safety for pedestrians and

bicyclists and provide better access and connectivity to key destinations (refer to Attachment F for the Alhambra MIP Request Letter). Alhambra's Bicycle and Pedestrian Improvements Project is included in one of the City's eight pedestrian priority zones, which include important community destinations such as schools, retail, parks, and public facilities. Pedestrian and bicycle improvements include a mix of high-visibility crosswalks, curb extensions, protective landscaping, flashing beacons, and traffic circles. Class IV separated bikeways - on-street bicycle facilities that provide a physical separation between the bikeway and motor vehicles in travel lanes - are being proposed for the busiest corridors. The physical separation of Class IV bikeways can include vertical elements such as bollards, planters, and concrete curbs.

LA CITY

The Board approved a total of $114,350,000 in Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Regional Improvement Program (RIP) funds for 11 projects in LA City, of which $70,988,000 was allocated to transit improvement projects. The LA City MIPs provide multimodal mobility options, pedestrian access enhancements, bicycle facilities, transit infrastructure improvements, and safety improvements.

LA City has proposed to withdraw three previously approved MIPs and reallocate these MIP funds to two new projects. Staff recommends reallocating $2,000,000 to the 6th Street Park, Arts, River, & Connectivity Improvements (PARC) and Transit Improvements Project, in accordance with Motion 29.1 and the 2023 Los Angeles City Council actions reported below. LA City is requesting local funds in lieu of the federal MIP funds because the project is entirely locally funded and introducing federal funds would introduce additional requirements, thereby putting the construction schedule at risk (refer to Attachment G for the LA City MIP Request Letter and Council Motion).

LA City has also proposed reallocating $2,500,000 in MIP funding for the Colorado Boulevard Complete Streets Project in Eagle Rock. Staff found this project ineligible for MIP funds because it has already been constructed. Staff recommends that these MIP funds ($2,500,000) be reallocated to another LA City MIP sometime in the future.

The following actions were approved as part of the December 1, 2023, LA City Council Motion:

- Deobligate $2,000,000 allocated to LA.8.3.2.07 - Soto Streets & Marengo Street Traffic Signal Enhancements and cancel the project.
- Deobligate $10,000,000 allocated to LA8.3.1.03 - ITS &Technology - Traffic Signal Upgrades in El Sereno and cancel the project.
- Deobligate $9,147,854 allocated to LA8.1.1.07 Soto Widening - Multnomah Street to Mission Road.
- Allocate $6,500,000 to LA8.5.2.03 - Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements.
- Allocate $8,500,000 to LA8.4.2.05 - Eastern Avenue Multi-modal Transportation Improvements.
- Allocate $1,647,854 to LA8.4.2.07 - Valley Boulevard Multi-modal Transportation Improvements.
- Allocate $2,500,000 to a new project entitled Complete Streets Project for Colorado Boulevard in Eagle Rock (Call for Project # F9123).
- Allocate $2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements

(C.F. 23-0074).

LA County & LA City MIP Collaboration
LA County and LA City have been coordinating efforts to improve transit service and multimodal accessibility to the LAC-USC Medical Center and the broader USC Health Sciences Campus for the community. The Scope for the Los Angeles County + USC Medical Center Mobility Improvements (LA County Valley MIP) was modified to include funding ($2,696,000) for the environmental phase of the proposed LA General Medical Center Infill Station Project, leaving the balance of funds ($27,304,000 or $30,000,000-$2,696,000) for the multimodal transportation improvements.

As agreed to by both agencies, LA County would like to transfer the LA County MIP to LA City for project management, development, and construction. The Scope for the LA County MIP Segment 1 improvements includes constructing protected bicycle facilities and peak hour bus lanes on Mission Road between Cesar Chavez Avenue and Valley Boulevard to connect the surrounding neighborhoods that are currently separated by railroad tracks along Valley Boulevard to the campus.

Given LA City and LA County MIP fund sources include CMAQ and STBG, the Project Sponsors must adhere to the new Southern California Association of Governments' (SCAG) competitive federal funding process that is being administered by the county transportation commissions. The program guidelines adopted by SCAG to comply with a federal corrective action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process. Both agencies will have to consider this new requirement when developing the project schedule for this joint effort.

## DETERMINATION OF SAFETY IMPACT

Approval of staff's recommendations has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Both new projects recommended for MIP funding in Attachment A will provide safety improvements for pedestrians and bicyclists in Alhambra and LA City. Caltrans and local safety standards will be adhered to during the project development and implementation of the proposed new projects.

## FINANCIAL IMPACT

The updated MIP list reflecting the new and withdrawn projects for Board approval is reported in Attachment E. The MIP programmed funds will include fund sources and programmed years that are based on availability, Metro's overall funding strategy and programming capacity, project sponsor cashflow needs, input and requests made by MIP sponsors in response to Motion 35, local project priorities and concerns, and other factors; and the new SCAG competitive federal funding process, when applicable.

Should the Board approve the two new eligible projects set forth in Attachment A (and withdraw or replace the projects requested by both cities), the total number of projects eligible for MIP funds remains at 87, without exceeding the overall MIP program budget or individual MIP sponsor allocations.

Impact to Budget
The amount of $4,150,000 is included in the FY25 adopted budget under Complete Streets & Highways Cost Centers 4730 and 0442, under SR-710 North Corridor Mobility Improvements (461315), Professional Services (502316), and Subsidies (54001) accounts.

Since this is a multi-year program of mobility improvements, the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Per prior Board Action, the new LA City project will be funded from STBG, CMAQ and RIP funds, subject to the availability and all requirements of those funds. No other funds were considered.

The source of funds for the new Alhambra project will be Measure R Highway Capital (20%) Funds. This fund source is not eligible for bus and rail operations or capital expenditures.

## EQUITY PLATFORM

This subsidy program affords local agencies the opportunity to develop and implement transportation projects that improve mobility, address local concerns, and provide better and safer access to key destinations (jobs, employment centers, markets, commercial centers, healthcare facilities, etc.) that may lead to more equitable outcomes.

All the MIPs are administered by local agencies, except for the City of San Gabriel, which elected to utilize Metro's Complete Streets & Highways On-Call Services Contract to expedite the project development process. Over the years, various community outreach efforts have been conducted by MIP sponsors to inform the project development process and address transportation disparities in or near disadvantaged and Equity Focus Communities (EFC). Each MIP sponsor is responsible for engaging the public, key stakeholders, and community-based organizations, as necessary, depending on the proposed improvements and potential impacts.

ALHAMBRA---Specific community engagement and outreach efforts conducted for the Alhambra Bicycle and Pedestrian Improvements Project included outreach meetings, community walks, walk and bike audits, popup events, community surveys, and the establishment of a project website featuring a public input map focused on user experiences and routes. Project information was provided in multiple languages (i.e., English, Spanish, Chinese, and Vietnamese).

Alhambra's bicycle and pedestrian recommendations were developed pursuant to data collection and feedback from the community. In October 2022, the City released a public input map, garnering over 300 comments concerning some of the busiest corridors (i.e., Fremont Avenue, Valley Boulevard, Main Street, and Mission Road).

Alhambra established pedestrian priority zones near EFCs throughout the city to facilitate safe active transportation. The new Alhambra project will be included in one of the City's pedestrian priority zones.

LA CITY--- The proposed PARC 6th Street viaduct will provide a transportation link between Boyle Heights and Downtown Los Angeles and provide better access to public transportation, bicycle

corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.

Specific community engagement and outreach efforts conducted by LA City for the PARC and Transit Improvements Project included multiple public meetings and design workshops/focus meetings with youth and community leaders, both in-person and online, to provide updates and solicit feedback regarding project design, programming, and scope. Engagement was conducted in English and Spanish. Over 1000 survey responses were received after the first two community meetings.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals to:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Enhance communities and lives through mobility and access to opportunity.
3. Transform LA County through regional collaboration.

The recommendation also supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Work with local communities to reduce disparities caused by existing highway systems and develop holistic, positive approaches to maintain and improve the integrity and quality of life.
3. Ensure local and regional investment in LA County's highway system is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board may choose not to accept staff's recommendations. This alternative is not recommended as it would be inconsistent with the Board's directive for staff to work directly with the cities in identifying eligible projects per Motion 29.1 and could delay bringing needed multimodal transportation improvements to affected local jurisdictions.

## NEXT STEPS

Upon Board approval, the MIP sponsors will be notified of the Board's decision. Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the intent and direction of the Board and to execute funding agreements for the newly approved MIPs. The cities may use Metro's Complete Streets and Highways On-Call Services Contract to issue contracts/task orders, if requested, to assist in expediting the completion of the environmental and design phases for each MIP.

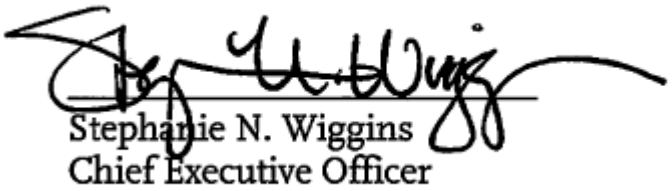
In addition, staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.

## ATTACHMENTS

Attachment A - Recommended MIPs
Attachment B - Proposed Updated MIP List
Attachment C - Motion 35
Attachment D - Motion 29.1
Attachment E - New MIP Descriptions by Sponsor
Attachment F - Alhambra MIP Request Letter
Attachment G - LA City MIP Request Letter and City Council Motion

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

RECOMMENDED MIPs

| LINE # | PROJECT SPONSOR | PROJECT NAME | COST ESTIMATE[1] | ELIGIBLE FOR MIP FUNDS |
|---|---|---|---|---|
| PROJECT TYPE 4: Transit Projects | | | | |
| 1 | LA City | Complete Streets Project for Colorado Boulevard | $2,500,000 | Not Eligible[2] |
| **PROJECT TYPE 9: Multimodal Mobility Improvements** | | | | |
| 1 | LA City | 6th Street PARC Street and Transit Improvements | $2,000,000 | Eligible |
| 2 | Alhambra | Alhambra's Bicycle & Pedestrian Improvements Project | $14,400,000 | Eligible |
| | | **TOTAL** | $18,900,000 | |

Metro Project Type Groupings (for Submittals)

PROJECT TYPE 1: Local Street/Road& Freeway Local Interchange Mobility and Operational Improvements Projects
PROJECT TYPE 2: Local Street Intersection Improvements Projects
PROJECT TYPE 3: Intelligent Transportation System [ITS] Projects
PROJECT TYPE 4: Transit Projects
PROJECT TYPE 5: Active Transportation Projects
PROJECT TYPE 6: Maintenance/Rehabilitation/Safety Projects
PROJECT TYPE 7: Studies
PROJECT TYPE 8: Parking Structures, Curbside Strategies, Mobility Hubs
PROJECT TYPE 9: Multimodal Improvements

**NOTE:** **No additional funds are being requested** for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors).

[1]All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.

[2]LA City's Complete Streets Project for Colorado Boulevard was deemed ineligible since MIP Funds cannot go toward a project that has already been constructed.

| COUNT | MIP ID# | PROJECT SPONSOR | PROJECT NAME | APPROVED MIP FUNDS | EXPENDITURES TO DATE | COMPLETION TO DATE [5] |
|---|---|---|---|---|---|---|
| **PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects** | | | | | | |
| 1 | MR1.1.1.01 | Alhambra | I-10/SR-710 Interchange Reconfiguration Project | $62,400,000 | $0.00 | 0% |
| 2 | MR1.1.1.02 | Alhambra | I-10/Fremont Avenue On and Off Ramp Reconfiguration Project | $99,850,000 | $1,022,089.65 | 1% |
| 3 | MR1.1.1.03 | Alhambra | I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project | $20,000,000 | $0.00 | 0% |
| 4 | MR1.1.1.04 | Alhambra | I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project | $20,000,000 | $0.00 | 0% |
| | MR1.1.2.01 | Alhambra | Fremont Avenue Traffic Improvements [Valley Boulevard to Mission Road]- **(Project WITHDRAWN; $14,550,000 REALLOCATED Per MIP Sponsor)**[1] | **$0** | **$12,972.50** | 0% |
| 5 | LA8.1.1.06 | Los Angeles City | Soto Street Bridge Widening Project [Valley Boulevard and UPRR] | $4,000,000 | $0.00 | 0% |
| 6 | LA8.1.1.07 | Los Angeles City | Soto Street Widening Project [Multnomah Street to Mission Road]- **(SCOPE MODIFIED; $9,147,854 REALLOCATED Per MIP Sponsor)**[2] | **$17,182,146** | **$0.00** | 0% |
| 7 | MR2.1.1.16 | Monterey Park | Ramona Road Capacity Improvements [710 off s/o I-10 Freeway] | $2,400,000 | $0.00 | 0% |
| 8 | MR2.1.1.21 | Monterey Park | Garvey Avenue Capacity Improvements [Atlantic to New][1] | $18,202,000 | $0.00 | 0% |
| 9 | MR2.1.1.22 | Monterey Park | Garfield Avenue Capacity Improvements [Hillman to Hilliard] | $700,000 | $0.00 | 0% |
| 10 | MR2.1.1.23 | Monterey Park | Atlantic Avenue Capacity Improvements [Hillman to Garvey] | $1,900,000 | $0.00 | 0% |
| 11 | MR3.1.2.07 | Pasadena | St. John Capacity Enhancement Project [s/b I-210 Fwy to Fair Oaks Ave & California Blvd to n/b I-210 Fwy] | $2,600,000 | $235,673.29 | 9% |
| 12 | MR4.1.2.08 | Rosemead | I-10/Rosemead Boulevard Freeway [Westbound] Ramp Improvements | $6,000,000 | $122,223.36 | 2% |
| 13 | MR4.1.2.09 | Rosemead | I-10/Walnut Grove Avenue Freeway [Westbound] Ramp Improvements | $6,000,000 | $59,835.00 | 1% |
| 14 | MR7.1.1.36 | South Pasadena | Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks] | $10,000,000 | $0.00 | 0% |
| 15 | MR7.1.1.37 | South Pasadena | SR-110/Fair Oaks Ave Interchange Modifications | $38,000,000 | $0.00 | 0% |
| 16 | MR7.1.2.14 | South Pasadena | SR-110/Fair Oaks Avenue Interchange Modifications [ROW Acquisition, Design Improvements & Construction] | $32,000,000 | $0.00 | 0% |
| | | | **SUBTOTAL** | **$341,234,146** | **$1,452,793.80** | **0.13** |
| **PROJECT TYPE 2: Local Street Intersection Improvement Projects** | | | | | | |
| 17 | LA8.2.1.01 | Los Angeles City | Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout | $8,000,000 | $0.00 | 0% |
| 18 | MR5.2.1.04 | San Gabriel | Valley Boulevard and New Avenue Intersection Improvements | $3,450,000 | $230,005.78 | 7% |
| 19 | MR5.2.1.05 | San Gabriel | Mission Drive and Las Tunas Drive Intersection Improvements | $3,550,000 | $0.00 | 0% |
| 20 | MR5.2.2.06 | San Gabriel | San Gabriel and Valley Boulevard Intersection Improvements Project | $4,650,000 | $439,221.56 | 9% |
| 21 | MR5.2.2.08 | San Gabriel | Valley Boulevard and Del Mar Avenue Intersection Improvements Project | $5,750,000 | $230,635.78 | 4% |
| 22 | MR6.2.1.14 | San Marino | Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic to San Gabriel Boulevards] | $8,000,000 | $0.00 | 0% |
| 23 | MR6.2.1.15 | San Marino | Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive] | $6,000,000 | $0.00 | 0% |
| | | | **SUBTOTAL** | **$39,400,000** | **$899,863.12** | **0.20** |
| **PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects** | | | | | | |
| 24 | MR1.3.1.01 | Alhambra | Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway] | $2,000,000 | $24,553.75 | 1% |
| 25 | MR1.3.1.02 | Alhambra | Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway] | $1,500,000 | $21,561.25 | 1% |
| 26 | MR1.3.2.01 | Alhambra | Atlantic Boulevard Traffic Signal Synchronization Project– Adaptive Upgrade [Huntington Drive to I-10 Freeway] | $3,600,000 | $22,262.50 | 1% |
| 27 | MR1.3.2.02 | Alhambra | Fremont Avenue Traffic Signal Synchronization Project – Adaptive Upgrade | $1,400,000 | $0.00 | 0% |
| 28 | MR1.3.2.03 | Alhambra | Garfield Avenue Traffic Signal Synchronization Project – Adaptive Upgrade | $2,600,000 | $0.00 | 0% |
| 29 | MR1.3.2.04 | Alhambra | Main Street Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit] | $5,400,000 | $0.00 | 0% |
| 30 | MR1.3.2.05 | Alhambra | Mission Road Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit] | $3,000,000 | $0.00 | 0% |
| 31 | MR1.3.2.06 | Alhambra | Valley Boulevard Traffic Signal Synchronization Project– Adaptive Upgrade [West City Limit to East City Limit] | $4,600,000 | $25,429.00 | 1% |
| | LA8.3.1.03 | Los Angeles City | ITS & Technology - Traffic Signal Upgrades in El Sereno [on Huntington, Eastern & Valley]- **(WITHDRAWN; $10,000,000 REALLOCATED Per MIP Sponsor Request)**[2] | **$0** | $0.00 | 0% |
| | LA8.3.2.07 | Los Angeles City | Soto Street & Marengo Street Traffic Signal Enhancements- **(WITHDRAWN; $2,000,000 REALLOCATED Per MIP Sponsor Request)**[2] | **$0** | $0.00 | 0% |
| 32 | LA9.3.1.11 | Los Angeles County | Atlantic Boulevard Traffic Corridor Improvement Project (N-S) | $3,700,000 | $0.00 | 0% |
| 33 | LA9.3.1.39 | Los Angeles County | Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S) | $7,070,000 | $0.00 | 0% |
| 34 | LA9.3.1.57 | Los Angeles County | Traffic Signal Control Intersection Upgrade Project [3 intersections] | $90,000 | $0.00 | 0% |
| 35 | LA9.3.1.30 | Los Angeles County | Ford Boulevard Traffic Corridor Improvement Project (N-S) | $2,290,000 | $0.00 | 0% |
| 36 | LA9.3.1.22 | Los Angeles County | Eastern Avenue Traffic Corridor Improvement Project (N-S) | $1,900,000 | $0.00 | 0% |
| 37 | LA9.3.1.20 | Los Angeles County | City Terrace Drive Traffic Corridor Improvement Project (E-W) | $1,150,000 | $0.00 | 0% |
| 38 | LA9.3.1.28 | Los Angeles County | Floral Drive Traffic Corridor Improvement Project (E-W) | $250,000 | $0.00 | 0% |
| 39 | LA9.3.2.08 | Los Angeles County | 1st Street Traffic Signal Synchronization Project and ITS Improvements (E-W) | $5,440,000 | $0.00 | 0% |
| 40 | LA9.3.2.09 | Los Angeles County | Cesar Chavez Avenue Traffic Signal Synchronization Project and ITS Improvements (E-W) | $5,500,000 | $0.00 | 0% |

See Notes on Page 3

| COUNT | MIP ID# | PROJECT SPONSOR | PROJECT NAME | APPROVED MIP FUNDS | EXPENDITURES TO DATE | COMPLETION TO DATE [5] |
|---|---|---|---|---|---|---|
| 41 | LA9.3.2.10 | Los Angeles County | East Los Angeles ITS Enhancements | $1,090,000 | $0.00 | 0% |
| 42 | LA9.3.2.11 | Los Angeles County | Olympic Boulevard ITS Improvements (E-W) | $2,900,000 | $0.00 | 0% |
| 43 | LA9.3.2.12 | Los Angeles County | Whittier Boulevard ITS Improvements (E-W) | $2,200,000 | $0.00 | 0% |
| 44 | MR2.3.2.13 | Monterey Park | Monterey Park Adaptive Traffic/Traffic Responsive Control Project [Atlantic, Garfield and Garvey Avenues] | $9,000,000 | $45,595.00 | 1% |
| 45 | MR3.3.2.15 | Pasadena | Fair Oaks Avenue/Bellevue Drive Signalized Intersections Project | $850,000 | $838,604.30 | 99% |
| 46 | MR3.3.2.16 | Pasadena | ITS Projects and Traffic Flow Improvements -Within Affected SR-710 Corridors [Orange Grove, Colorado, Green, Holly & Hill] | $3,800,000 | $12,414.10 | 0% |
| 47 | MR3.3.2.18 | Pasadena | Walnut Street Corridor Signal Improvement Project | $4,100,000 | $505,303.31 | 12% |
| 48 | MR3.1.3.02 | Pasadena | Orange Grove Blvd Traffic Signal & Intersection Improvements (Colorado Blvd & Holly Street Intersections)[2] [NEW] | $4,500,000 | $0.00 | 0% |
| 49 | MR3.2.3.03 | Pasadena | Metro Line L At-Grade Crossing Enhancements[2] [NEW] | $2,500,000 | $0.00 | 0% |
| 50 | MR4.3.2.19 | Rosemead | Adaptive Traffic/Traffic Responsive Control Project [Garvey, Valley, San Gabriel, Walnut Grove and Rosemead] | $9,000,000 | $0.00 | 0% |
| 51 | MR4.3.2.20 | Rosemead | Traffic Signal Improvements [San Gabriel Walnut Grove at Mission, Rosemead and Valley] | $6,000,000 | $21,742.50 | 0% |
| 52 | MR5.3.1.10 | San Gabriel | Adaptive/Traffic Responsive Signal Control Project [on Valley and San Gabriel Blvds] | $6,030,000 | $360,296.94 | 6% |
| 53 | MR5.3.2.21 | San Gabriel | San Gabriel Traffic Signal Improvements [Various Locations] | $1,700,000 | $659,211.34 | 39% |
| | | | **SUBTOTAL** | **$105,160,000** | **$2,536,973.99** | **1.61** |
| **PROJECT TYPE 4: Transit Projects** | | | | | | |
| 54 | LA8.4.2.02 | Los Angeles City | DASH El Sereno /City Terrace Route Expansion & Bus Stop Enhancements | $2,000,000 | $0.00 | 0% |
| 55 | LA8.4.2.03 | Los Angeles City | DASH Highland Park / Eagle Rock Bus Stop Enhancements | $1,500,000 | $0.00 | 0% |
| 56 | LA8.4.2.04 | Los Angeles City | Eagle Rock Boulevard Multi-Modal Transportation Improvements | $16,362,000 | $0.00 | 0% |
| 57 | LA8.4.2.05 | Los Angeles City | Eastern Avenue Multi-Modal Transportation Improvements **($8,500,000 Allocated to Project Per MIP Sponsor Request)**[2] | **$24,888,000** | $0.00 | 0% |
| 58 | LA8.4.2.06 | Los Angeles City | Huntington Drive Multi-Modal Transportation Improvements | $17,000,000 | $0.00 | 0% |
| 59 | LA8.4.2.07 | Los Angeles City | Valley Boulevard Multi-Modal Transportation Improvements **($1,647,854 Allocated to Project Per MIP Sponsor Request)**[2] | **$35,747,854** | $0.00 | 0% |
| 60 | LA9.4.2.08 | Los Angeles County | El Sol Shuttle Service Improvements | $18,185,000 | $0.00 | 0% |
| 61 | LA9.4.2.09 | Los Angeles County | Cesar Chavez Avenue Mobility Improvements | $7,900,000 | $0.00 | 0% |
| 62 | LA9.4.2.10 | Los Angeles County | Olympic Boulevard Mobility Improvements | $6,750,000 | $0.00 | 0% |
| 63 | LA9.4.2.11 | Los Angeles County | Wellness Shuttle Fleet Upgrade and Expansion Project | $9,485,000 | $0.00 | 0% |
| 64 | LA9.4.2.12 | Los Angeles County | Whittier Boulevard Mobility Improvements | $8,250,000 | $0.00 | 0% |
| 65 | MR3.4.3.04 | Pasadena | Transit Operations and Maintenance Facility | $65,400,000 | $252.74 | 0% |
| | | | | **$204,967,854** | **$252.74** | **0.00** |
| **PROJECT TYPE 5: Active Transportation Projects** | | | | | | |
| 66 | LA8.5.2.02 | Los Angeles City | El Sereno Active Transportation Project & Transit Connectivity Enhancements | $6,000,000 | $0.00 | 0% |
| 67 | LA8.5.2.03 | Los Angeles City | Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements **($6,500,000 Allocated to Project Per MIP Sponsor Request)**[2] | **$11,500,000** | $0.00 | 0% |
| 68 | LA9.5.2.04 | Los Angeles County | Atlantic Boulevard Mobility Improvements | $5,000,000 | $0.00 | 0% |
| 69 | LA9.5.2.05 | Los Angeles County | East Los Angeles Mobility Hub Project | $2,000,000 | $0.00 | 0% |
| 70 | LA9.5.2.06 | Los Angeles County | East Los Angeles Pedestrian Accessibility Improvements | $2,500,000 | $0.00 | 0% |
| 71 | LA9.5.2.07 | Los Angeles County | East Los Angeles Vision Zero Enhancements | $10,000,000 | $0.00 | 0% |
| 72 | LA9.5.2.08 | Los Angeles County | Eastern Avenue Mobility Improvements | $5,000,000 | $0.00 | 0% |
| 73 | LA9.5.2.09 | Los Angeles County | Floral Drive Pedestrian and Roadway Improvements | $5,000,000 | $0.00 | 0% |
| 74 | LA9.5.2.10 | Los Angeles County | LA County +USC Medical Center Mobility Improvements [Valley Boulevard Multi-Modal Transportation Improvements -Segment 1][3,4] | $27,304,000 | $0.00 | 0% |
| 75 | | Los Angeles County | LA General Medical Center Infill Station Environmental Clearance Project[3] | $2,696,000 | $0.00 | 0% |
| 76 | LA9.5.2.11 | Los Angeles County | Micro-Mobility Program and Infrastructure Improvements | $2,500,000 | $0.00 | 0% |
| 77 | LA9.5.2.12 | Los Angeles County | Safe Routes to Schools Infrastructure Enhancements | $2,500,000 | $0.00 | 0% |
| 78 | MR2.5.3.01 | Monterey Park | Monterey Pass Road Improvements (Floral Drive to Garvey/Fremont Avenues) | $20,840,000 | $0.00 | 0% |
| 79 | MR3.5.3.05 | Pasadena | Greenways (4 Bike Boulevards - Wilson, El Molino, Sierra Bonita & Craig Avenues) | $12,000,000 | $0.00 | 0% |
| | | | **SUBTOTAL** | **$123,340,000** | **$0.00** | **0.00** |
| **PROJECT TYPE 8: Parking Structures** | | | | | | |
| 80 | MR2.8.1.02 | Monterey Park | Parking Structure, Multimodal Mobility Hub & Curbside Management Strategies | $39,160,000 | $0.00 | 0% |
| | | | **SUBTOTAL** | **$39,160,000** | **$0.00** | **0.00** |
| **PROJECT TYPE 9: Multimodal Mobility Improvements** | | | | | | |
| 81 | MR3.9.3.06 | Pasadena | Pasadena Avenue & St. John Avenue Roadway Network (Walnut to Columbia) | $75,100,000 | $0.00 | 0% |

See Notes on Page 3

| COUNT | MIP ID# | PROJECT SPONSOR | PROJECT NAME | APPROVED MIP FUNDS | EXPENDITURES TO DATE | COMPLETION TO DATE [5] |
|---|---|---|---|---|---|---|
| 82 | MR3.9.3.07 | Pasadena | Avenue 64 Complete Streets Program | $1,800,000 | $0.00 | 0% |
| 83 | MR3.9.3.08 | Pasadena | Columbia Street Improvements (Orange Grove Boulevard to Fair Oaks Avenue) | $9,900,000 | $0.00 | 0% |
| 84 | MR3.9.3.09 | Pasadena | San Rafael Avenue Project (Between Linda Vista Avenue and Colorado Boulevard) | $4,800,000 | $0.00 | 0% |
| 85 | MR3.9.3.10 | Pasadena | Orange Grove Mobility Improvement Program | $5,400,000 | $0.00 | 0% |
| 86 | | **Alhambra** | **Alhambra Bicycle and Pedestrian Improvements Project [NEW]** | **$14,550,000** | $0.00 | 0% |
| 87 | | **LA City** | **6th Street PARC & Transit Improvements Project [NEW] ($2,000,000 Allocated per MIP Sponsor Request)** | **$2,000,000** | $0.00 | 0% |
| | | | **SUBTOTAL** | **$113,550,000** | **$0.00** | **0.00** |
| | | | **BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF PASADENA** | $49,100,000 | N/A | N/A |
| | | | **BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR CITY OF MONTEREY PARK** | $8,098,000 | N/A | N/A |
| | | | **BALANCE OF UNALLOCATED MIP FUNDS RESERVED FOR LA CITY[2]** | **$2,500,000** | N/A | N/A |
| | | | **TOTAL APPROVED MIP FUNDING** | **$1,026,510,000** | **$4,889,883.65** | **N/A** |

**NOTES: NO additional funds are being requested for the NEW projects. Funds were reallocated from previously approved MIPs or withdrawn MIPs as requested by the MIP Sponsors, in some cases.**

1- Funding for the NEW Alhambra Bicycle & Pedestrian Improvements Project was made available when the City decided to withdraw Fremont Avenue Traffic Improvements (Valley Blvd to Mission Road).

2-Funding for the NEW LA City 6th Street PARC & Transit Improvements Project was made available when the City decided to withdraw three MIPs; and to modify scopes to reallocate funds from other MIPs for this new project.

3- The scope was modified to allow funding ($2,696,000) for the LA General Medical Infill Station Environmental Clearance Project. [These MIP funds were later replaced with MR 3% funds.].

4- The balance of MIP funds ($27.304,000) will go toward a joint LA City and LA County effort to improve transit service and accessibility to the medical center and campus [i.e., Valley Blvd Improvements Segment 1].

The County has requested the LA County + USC Medical Center Improvements (Valley Blvd Multimodal Improvements) o**r the LA County MIP** get transferred to LA City for management and implementation, as originally planned.

**5- Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.**

See Notes on Page 3

# Metro

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

Metro

## Board Report

**File #:** 2022-0115, **File Type:** Motion / Motion Response **Agenda Number:** 35.

**REGULAR BOARD MEETING**
**FEBRUARY 24, 2022**

**Motion by:**

**DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS**

Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing […] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.

2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

3) Pedestrian Improvements: The EIR/EIS states that TSM "… encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

**SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:

- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
- Class I, II, III or IV bikeway projects.
- Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
- Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.

B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.

C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

# Metro

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

Metro

## Board Report

**File #:**2017-0358, **File Type:**Motion / Motion Response

Agenda Number:29.1

**REVISED**
**REGULAR BOARD MEETING**
**MAY 25, 2017**

**Motion by:**

**FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN**

May 25, 2017

**Relating to Item 29; File ID 2017-0097: SR-710 North**

The Expenditure Plan for Measure R, approved by voters in 2008, included $780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated $3+ billion (in 2014$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER **Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian** that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

A. SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.

B. ALLOCATE $105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.

C. ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project" for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.

E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.

F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.

G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.

H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

ATTACHMENT E

# NEW MOBILITY IMPROVEMENTS
# PROJECT DESCRIPTIONS BY SPONSOR

ALHAMBRA: In response to community requests for more multimodal mobility options the following NEW project is being proposed.

**Alhambra Bicycle and Pedestrian Improvements Project (Plan)** – Project area encompasses 7.63 square miles, extending from the northeast border of Alhambra to the northern terminus of the Long Beach Freeway (I-710). The Plan builds upon the Alhambra 2019 General Plan objectives to create a multimodal transportation network that meets the needs of people walking, biking, taking transit, and driving.

Alhambra's bicycle and pedestrian recommendations were developed pursuant to data collected and feedback from the community. In October 2022 a Public Input Map was made available and over 300 comments concerning some of the city's busiest corridors (including Fremont Avenue, Valley Boulevard, Main Street, and Mission Road) were received. The Plan builds upon the 2021 Vision Zero Resolution to make the community safer by eliminating fatalities among people walking or biking. The Plan identifies eight priority pedestrian zone improvement locations and 20-40 miles of bikeway improvements. Since there are no existing bikeway facilities in Alhambra, the Plan not only addresses the community's desire for more options, but also the growing interest of active transportation in Alhambra. Class IV separated Bikeways are on-street bikeways physically separated from motor vehicles with vertical elements such as bollards, planters, and curbs. Class IV separated bike lanes are recommended for the busiest corridors.

**Preliminary Planning Level Cost Estimate: $14,400,000**

LA CITY: In response to community requests for recreational facilities and transit improvements the following NEW project that is under construction and being proposed for MIP funding.

Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project – PARC consists of a new 12-acre park underneath and adjacent to the Sixth Street Viaduct, spanning the Arts District on the west and the Boyle Heights community on the east. During the project's conceptual design phase in 2017, community meetings have been held, along with multiple design workshops/focus meetings with youth and community leaders, both in-person and online, engagement was provided in English and Spanish. Over 1000 survey responses were received after the first two community meetings. The PARC will include over 300 new shade trees planted, walking/jogging paths, general landscaping, lighting, and irrigation. The $2,000,000 in MIP funds will fund roadway improvements, such as crosswalks, sidewalks, and curb ramps. The PARC is currently under construction; has a two-and-a half-year construction duration; and is projected to be completed in March 2026.

**Construction Cost Estimate: $2,000,000**

NOTES:
**1.** No additional funds are being requested for the NEW projects. (Funds were reallocated from MIPs that were withdrawn by Sponsors.).
2. All estimates are preliminary planning level cost estimates or construction cost estimates subject to reevaluation based on more detailed scopes of work.

City of Alhambra
Office of the City Manager

May 14, 2024

Michelle Smith, Manager
LAMTA Highway Program
One Gateway Plaza, Pail Stop 99022-8
Los Angeles, CA 90012

**RE: Request to Replace Fremont Avenue Traffic Improvements (Valley to Mission) (Project No. MR1.1.2.01) in the amount of $14.4 Million with Bicycle and Pedestrian Improvements**

Dear Ms. Smith:

On behalf of the City of Alhambra, we appreciate the Los Angeles Metropolitan Transportation Authority (Metro) Board's decision (Motion 35) of February 24, 2022 clarifying eligible uses for SR-710 North Mobility Improvement Projects and providing for certain considerations including bikeway projects and pedestrian safety improvements, which align with the purpose and need of the 710 Project to effectively and efficiently accommodate regional and local travel while reducing congestion and minimizing environmental impacts related to mobile sources. By facilitating such flexibility, bikeway and pedestrian safety efforts encourage more active transportation and, consequently, create a more comprehensive transportation system suitable for Alhambra's current and future needs.

Motion 35 also enabled greater opportunity for communities to revise their scope of work or propose a replacement project if the jurisdiction can take advantage of the new eligible uses. Between 2022-2024, the City of Alhambra spent valuable resources developing its Bicycle and Pedestrian Improvement Plan. The Plan provides a framework of the City's active transportation enhancements over the next several years. As part of this Plan, the City can mobilize a Basic Bicycle Network (19.5 miles) or a Full Bicycle Network (42.6 miles) to help reduce congestion and improve safety. The Plan also addresses pedestrian improvements, with emphasis on traffic calming and barrier removal in eight priority zone locations to encourage more walking, reduce conflicts, and promote a healthier community.

On March 11, 2024, after considerable public engagement, review, and comment, the Alhambra City Council unanimously adopted Alhambra's first Bicycle and Pedestrian Improvement Plan. In addition, on May 13, 2024, the Council directed the immediate implementation of the Bicycle and Pedestrian Improvement Plan through a combination of the City's Measure R allocation under the 710 MIPs and other transportation and grant resources.

*Gateway to the San Gabriel Valley*

*111 South First Street Alhambra California 91801*

*626 570-5010*

*FAX 281-2248*

PRINTED ON RECYCLED PAPER

The total minimum amount of funds needed to implement Alhambra's Plan are $29 million-- $14 million, if implementing high comfort bike lanes plus $15 million for various pedestrian enhancements including bulb outs, pedestrian crossings, and beacons at eight priority zone locations. The City will not be executing Fremont Project (MR 1.1.2.01); hence, there are $14.4 million dollars currently available for the City to utilize for other eligible Measure R purposes. For the balance of the Plan's projects, the City will be utilizing (if awarded) other transportation dollars including funding from the Cal Trans Active Transportation Program and Safe Streets for All.

At this time, based on updated Measure R criteria received from Metro; the adoption of the City's Bicycle and Pedestrian Improvement Plan; City Council direction and Alhambra's intention to withdraw the Fremont Avenue Traffic Improvements Project, the City would like to respectfully request Metro's approval for Alhambra's Bicycle and Pedestrian Improvements Project from MIP funding under Alhambra's previously approved MIP allocation. As discussed with Metro staff on March 27, 2024 and April 3, 2024, this new active transportation project will yield a variety of community benefits, which details are summarized in the attachment herein and/or in Alhambra's Bicycle and Pedestrian Improvement Plan, which be viewed via the City's website at https://www.cityofalhambra.org/DocumentCenter/View/5231/Alhambra_plan-final-export-3_7_24-1.

We wish to thank you, of course, for hearing and responding to Alhambra's interests. As always, we look forward to our continued partnership with Metro and to executing these important community endeavors.

Sincerely,

Jessica Binnquist
City Manager
City of Alhambra

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# CITY OF LOS ANGELES

CALIFORNIA

KAREN BASS
MAYOR

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

TED ALLEN, PE
CITY ENGINEER

1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

March 5, 2024

Dear Michelle,

This letter is a formal request from the City of Los Angeles (City) to Metro to reprogram 710 Mobility Improvement Program (MIP) funds between existing 710 MIP projects, and establish funding for two new projects as further described below. Since Round 1 and Round 2 of the 710 MIP were adopted by the Metro Board on November 14, 2018 (Metro File #2018-0513) and September 26, 2019 (Metro File #2019-0245) respectively, the City has been working diligently to advance the implementation of a variety of projects that address the mobility needs of the residents and businesses of the City.

Please refer to the attached approved City Council Action to summarize the recommended changes.

As described above, this request includes programming 710 MIP funds to two new projects that were not included in the previous Metro Board Actions: the 6th Street PARC Street and Transit Improvements and the Colorado Boulevard. The other funds programmed for the 6th Street PARC project are 100% local, and the Colorado Boulevard project is in the construction phase, and as such, the City requests that the $2,000,000 and $2,500,000 allocated to these two projects be local funds, and not federal funds.

Should you have any questions, please do not hesitate to contact Carlos Rios, Principal Transportation Engineer, at Carlos.rios@lacity.org.

Sincerely,

Shirley Lau
Assistant Director
Bureau of Street Services

Kevin Minne
Acting Deputy City Engineer
Bureau of Engineering

PUBLIC WORKS

# MOTION

In 2017, the Los Angeles County Metropolitan Transportation Authority (Metro) eliminated the SR-710 North extension between Alhambra and Pasadena. Metro also directed funding to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuation of the freeway project. Within the City of Los Angeles, the funding is limited to projects in the communities of Northeast Los Angeles and El Sereno.

On March 5, 2019, the Council authorized the Department of Transportation (LADOT) and the Bureau of Engineering (BOE) to enter into a Memorandum of Understanding (MOU) with Metro in order to receive SR-710 North Gap Closure Project Mobility Improvement Projects Phase I funds for four projects (C.F. 19-0110).

On January 17, 2002, the Council authorized another MOU with Metro for the receipt of SR-710 North Gap Closure Project Mobility Improvement and Project Phase II funds for nine projects (C.F. 19-1566).

In order to move as many SR-710 North Gap Closure Project Mobility Improvement Projects forward as quickly as possible, it is critical to reallocate funds from the following projects and allocate that money to other projects, as follows:

- Deobligate $2,000,000 from the Soto Street & Marengo Street Traffic Signal Enhancements (MIP #LA8.3.2.07) and cancel the project.
- Deobligate $10,000,000 from the ITS & Technology - Traffic Signal Upgrades in El Sereno (MIP #LA8.3.1.03 and cancel the project.
- Deobligate $9,147,854 allocated to the Soto Widening - Multnomah Street to Mission Road (MIP #LA8.1.1.07).
- Allocate $6,500,000 to the Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements (MIP #LA8.5.2.03).
- Allocate $8,500,000 to the 710 MIP - Eastern Avenue Multi-modal Transportation Improvements (MIP #LA8.4.2.05).
- Allocate $1,647,854 to the Valley Boulevard Multi-modal Transportation Improvements (MIP #LA8.4.2.07).
- Allocate $2,500,000 to a new project entitled Complete Streets Project for Colorado Blvd. in Eagle Rock (Call #F9123).
- Allocate $2,000,000 to a new project entitled 6th Street PARC Street and Transit Improvements (C.F. 23-0074).

I THEREFORE MOVE that the Council AUTHORIZE the Bureau of Engineering and Bureau of Street Services to revise/develop Memorandum of Understanding (MOUs) with the Los Angeles County Metropolitan Transportation Authority for the deobligation and allocation of funds for projects identified in the body of this motion relative to SR-710 North Gap Closure Project Mobility Improvement Project (MIP) funds.

I FURTHER MOVE that the Bureau of Engineering and the Bureau of Street Services be authorized to make any technical corrections or clarifications to the above instructions in order to effectuate the intent of this Motion.

PRESENTED BY: _____
KEVIN DE LEÓN
Councilmember 14th District

SECONDED BY: _____

ORIGINAL

msr

DEC 0 1 2023




# New State Route 710 North Mobility Improvement Projects (MIPs)

JULY 2024

FILE # 2024-0278

Metro

# BACKGROUND & PROJECT AREA

- **PURPOSE:** Provide bus infrastructure, bikeway, and pedestrian improvements resulting from the adoption of the TSM/TDM alternative for the SR-710 project.

- **RELEVANT BOARD ACTIONS**: Approval of more than $1B in MIP funds for eligible projects starting in 2020, subject to the availability of funds (Motion 29.1); Motion 35 to clarify MIP project type eligibility.

- **MIP SPONSORS**: Alhambra, LA City, LA County, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena.

- **MIP FUND SOURCES**: Measure R (MR), Congestion Mitigation and Air Quality, (CMAQ), Regional Improvement Program (RIP), and Surface Transportation Block Grant Programs (STBG) specifically for LA City and LA County.

**SR-710 North Mobility Improvements**
(Project Areas/ Sponsors)



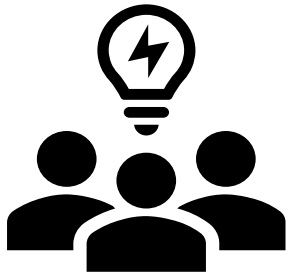

Metro

# STAFF RECOMMENDATIONS

**CONSIDER:**

- APPROVING the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval in Attachment A.

- AUTHORIZING the Chief Executive Officer or their designee to:
  1. REALLOCATE funds from MIPs withdrawn by Alhambra and LA City to fund new projects recommended for Board approval in Attachment A.
  2. TRANSFER the project sponsorship for the LA County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City.
  3. ALLOCATE and program local funds for the new LA City MIP recommended for funding in Attachment A.



*Overall MIP program budget and individual sponsor allocations remain intact due to MIP sponsor requests to reallocate and reprogram funds, and to replace, withdraw and/or combine previously approved MIPs.*

*2 new projects were submitted by LA City; 1 is recommended for Board Approval.*
*1 new project was submitted by the City of Alhambra and is recommended for Board Approval.*

# MIP Progress Summary by Project Type

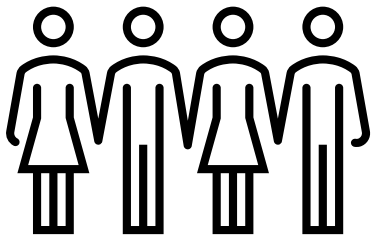
| PROJECT TYPE & DESCRIPTION | EXPENDITURES TO DATE ($)* | COMPLETION TO DATE (%)* |
|---|---|---|
| 1- Local Street/Road & Freeway Interchange Mobility and Operational Improvements | $1,452,793.80 | 0.13% |
| 2-Local Street Intersection Improvements | $899,863.12 | 0.20% |
| 3-Intelligent Transportation Systems (ITS)/Signal Improvements | $2,536,973.99 | 1.16% |
| 4-Transit Improvements | $252.74 | 0% |
| 5-Active Transportation Improvements | $0 | 0% |
| 8-Parking Structure, Multimodal Mobility & Curbside Management Strategies | $0 | 0% |
| 9-Multimodal Mobility Improvements | $0 | 0% |

***Due to City staff shortages, some projects have been placed on pause leaving the completion to date percentage at 0%.**

# EQUITY PLATFORM

- The new Alhambra project will be included in one of the City's pedestrian priority zones, which are located near Equity Focus Communities (EFC) throughout the city to facilitate safe active transportation.
- The new PARC and Transit Improvements Project will provide better access to public transportation, bicycle corridors, and other modes for residents of EFCs in Boyle Heights, El Sereno, and City Terrace.

- Equitable outreach:
  - Alhambra hosted outreach meetings, community walks, walk and bike audits, pop-up events, community surveys, and a project website featuring a public input map focused on user experiences and routes. Engagement was provided in multiple languages including English, Spanish, Chinese, and Vietnamese.
  - LA City conducted extensive public outreach to solicit feedback regarding the design and programming of the PARC and Transit Improvements Project. Materials were provided in English and Spanish.

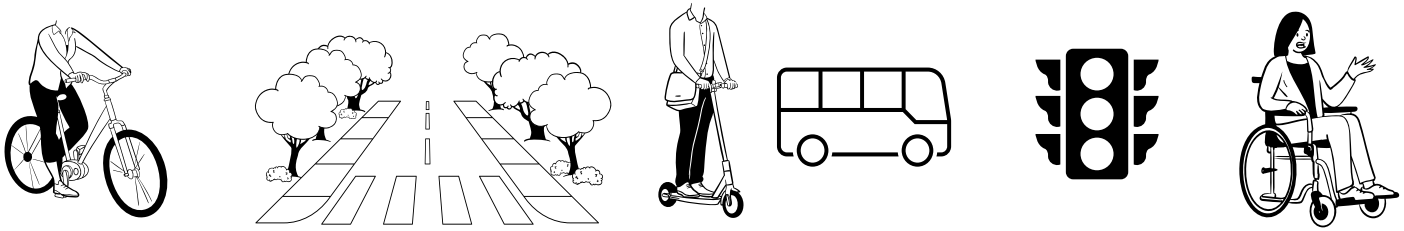


# NEXT STEPS

- Staff will notify MIP sponsors of the Board's decision.

- Staff will work with the MIP sponsors to refine the project scopes of work, schedules, justifications, benefits, and cost estimates to ensure compliance with the Board's intent and direction, and to execute funding agreements.

- Staff will continue to assist in the delivery of all MIPs and provide biannual reports to the Board.



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

Metro

# Board Report

**File #:** 2024-0331, **File Type:** Program **Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE**
**JULY 17, 2024**

**SUBJECT: FUNDING AWARD RECOMMENDATION FOR THE STATE ACCESS FOR ALL GRANT PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. APPROVING the recommended Access for All Program funding award to ButterFLi Technologies, Inc. totaling $1,584,814 (Attachment A); and

B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute funding agreements with the entities receiving awards.

## ISSUE

The State of California's Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service. Metro is the administrator of these funds for Los Angeles County. Following a competitive solicitation for project proposals, a recommended funding award is presented.

## BACKGROUND

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs), to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of $0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an "Access Fund" to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs) to pay for services of competitively selected Access Providers to operate on-demand WAV service in their counties. The CPUC also approved allowing LAFAs to use up to 15 percent of the amount it allocates to each county each year to cover administrative expenses.

In June 2021, the Metro Board of Directors authorized Metro to serve as the Los Angeles County


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LAFA. Subsequently, Metro developed a countywide Access for All Program to guide the planning, distribution, management, and oversight of funds for each annual funding cycle (until the SB 1376 sunset date in 2027 unless extended).

In 2023, Metro released the inaugural solicitation with two years of program funding totaling $7.5M available for the competitive funding opportunity (For this solicitation, CPUC allowed Metro to combine funding from the first two years of the program. All future solicitations are anticipated to occur yearly per CPUC program guidelines). Metro received six applications and evaluated projects based on criteria such as project readiness and serving areas not already covered by complementary paratransit (i.e. Access Services). Staff recommended five projects that scored highest. These projects had the most potential to achieve the goals of the program as measured by increasing the number of WAV trips completed, improving the trip completion rate, and reducing response times. In addition, since these funds are awarded annually, the highest scoring proposals demonstrated readiness to expend funds and produce measurable results.

The proposed project that scored the lowest did not receive funding. The proposed project did not demonstrate an intention to specifically provide on-demand WAV service for persons with disabilities, as indicated, among other things, by including bike racks on the proposed vehicles.

Two of the Access Providers that received funding in 2023 have had notable success achieving the goals of the program. ButterFLi Technologies, Inc. has provided over 10,000 on-demand rides for persons requiring mobility devices, and Administrative Services Cooperative, Inc. (Yellow Cab) has deployed 44 new wheelchair accessible taxis throughout Los Angeles County. The other three projects are in varying stages of implementation, and data is not yet available.

During the previous Access for All application solicitation in 2023, Metro staff received requests from the Board to increase awareness of the program and funding opportunity, with assistance from the Access Providers where possible. Before and during the FY 2024 solicitation, staff took multiple actions to ensure that information about the program was effectively disseminated. Details of these actions are outlined below. For Access Providers, the primary goal of their outreach is to promote their transportation service and attract riders, but their marketing also generally increases program awareness.

## DISCUSSION

Los Angeles County received $1,864,487 in funding from cycle three of the Access for All Program funding (FY 2023). Of these funds, 15% is set aside for administrative expenses, leaving a total of $1,584,814 for eligible projects.

Metro released a competitive solicitation for project proposals on March 5, 2024, per CPUC Guidelines. In preparation for the FY 2024 solicitation, Metro convened an ad hoc advisory working group, comprised of ten stakeholders. Working group members include representatives from non-profits such as Independent Living Center, Metro sub-committees, the Aging and Disability Transportation Network, and Access Services. This group contributed insights shaping the FY 2024 AFA solicitation. Government, non-profit, and for-profit organizations were eligible to apply if they could provide direct WAV transportation service that could be promptly launched and sustained

despite yearly funding variability and otherwise meet the CPUC program requirements for Access Providers.

Metro staff, in support of this current solicitation, emphasized staff availability to provide technical assistance and actively engaged with stakeholders. Outreach and marketing activities included:

- Monitoring the dedicated email, AccessForAll@metro.net, for direct program-related inquiries.
- Updating Metro's Access for All webpage, <https://www.metro.net/about/access-for-all/>, including information on past awards and application instructions.
- Continued collaboration with current Access Providers to learn and develop the program's budding success.
- Phone calls to approximately 70 Metro subrecipients and forwarding the notice of funding availability to ensure their awareness of the funding opportunity and respond to questions.
- Circulating information to Metro's subcommittees including the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), and the Accessibility Advisory Committee (AAC).
- Collaborating with Metro Community Relations to notify cities, Councils of Governments, and other public, non-profit, and for-profit entities within Los Angeles County.
- Providing technical assistance to applicants during the solicitation period (including multiple productive exchanges with the applicant not recommended for funding)
- Hosting a webinar for interested parties and potential applicants on March 6, 2024, and posting a recording of the webinar on Metro's Access for All webpage.

The efforts to broaden the Access for All program's reach helped generate significant interest for the program and two viable applications, one from a new potential Access Provider. The reduced amount of funding available for FY 2024 compared to FY 2023 ($1.58M vs. $7.87M) resulted in fewer applicants interested in pursuing grants. The applicant response rate is consistent with the rate seen in other Counties with similar funding availability. Metro anticipates an increase in funding availability for 2025, which we expect to result in additional applications.

In addition, over the past year, the Access Providers marketed their services to individuals with disabilities as required by the program guidelines. These efforts included: email campaigns, flyer distribution to healthcare facilities, post-secondary schools, and other community resources. A notable example includes a current Access Provider, ButterFLi Technologies, Inc. conducting extensive marketing and outreach for their grant-funded on-demand transportation service. They rolled out an innovative user-centric website and multi-channel digital marketing campaign that helped generate 15,000+ website visits, 13,000+ social media impressions, and 10,000+ rides booked. This effort earned ButterFLi a 2024 Netty Award. These digital efforts were supplemented by a series of roundtable discussions ButterFLi hosted in 2023 and 2024 that included guest speakers and extensive social media reach. While this outreach primarily benefited the target rider population of persons with disabilities, it also raised awareness generally throughout the County as evidenced by comments heard through our ongoing work with the ad hoc working group and other advocacy groups.

Preliminary Funding Recommendation

Two eligible applications requesting $2,182,000 were received by the April 2, 2024, deadline. Metro formed a panel of internal staff and external volunteers to evaluate the proposals. The final project rankings are included in Attachment A.

Metro issued preliminary funding recommendations on May 6, 2024, for 95% of the funding ($1,505,574). The remaining 5% of available funds ($79,240) were set aside for Metro's Technical Advisory Committee (TAC) appeals process in accordance with Metro's standard practice.

As with past solicitations, Metro directly notifies the non-recommended applicants of the opportunity for the Metro TAC appeal and the availability of Metro staff to debrief and answer any applicant questions.

In the preliminary funding recommendation, staff recommended that the first ranked project (ButterFLi Technology, Inc.'s Access for All Program), which requested $1.6M, be partially funded up to the 95% cap. While the funding available is not sufficient to provide WAV service countywide, ButterFLi's service model allows them to provide service across jurisdictions in the South Bay, Gateway, and Westside/Central areas.

Staff representing the non-recommended project (City of Glendora's Go Glendora On Demand Project) has been in communication with Metro staff throughout the solicitation process. Metro anticipates receiving a request for a debriefing and will assist the applicant in preparing for the next solicitation anticipated in 2025.

Current information from the CPUC indicates that Metro will have approximately $5.7M available for the competitive solicitation in 2025.

Technical Advisory Committee Appeals

On June 5, 2024, TAC heard one appeal from the applicant recommended for award. After hearing the presentation, TAC approved a motion recommending that the 5% set aside ($79,240) be awarded to the first-ranked project, ButterFLi Technologies, Inc., a current Access Provider. Metro staff concurs with this recommendation as reflected in Attachment A. This award will allow for a seamless continuation of the on-demand WAV service launched by ButterFLi last year.

## DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

## FINANCIAL IMPACT

In FY 2025, $2.7 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Program (Project #405508). Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. The Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

## EQUITY PLATFORM

The primary objective of the Access for All Program is to enhance and expand WAV on-demand transportation services throughout Los Angeles County, particularly for individuals with disabilities. This demographic faces significant challenges in accessing suitable mobility options, and the program aims to mitigate these disparities. For example, according to one study, people with disabilities make twice as many Transportation Network Company (TNC) and taxi trips as non-disabled persons per capita. Yet, per the CPUC's recent statewide report to the Legislature on the Access for All program, there remain significant disparities between WAV and non-WAV TNC services.

As an integral part of Metro's Access for All Program Development, staff actively engaged with individuals with disabilities, seniors, and other stakeholders to discuss funding requirements and priorities. Metro conducted similar targeted outreach for the 2021-2024 Coordinated Plan Update. This update, required for Metro to receive FTA Section 5310 funds, lays the groundwork for understanding the critical needs of seniors and persons with disabilities and identifies countywide investment priorities for projects and programs supporting this target group. Currently, Metro is updating this plan for 2025-2028 and continuing to engage stakeholders in identifying needs and priorities. A recurring theme in these discussions was and continues to be the pressing need for increased WAV on-demand services. There is a lack of a curb-to-curb on-demand WAV transportation service, and the available funding from this opportunity will play a crucial role in meeting this demand on a countywide scale.

Moving forward, as the Access for All program evolves and data becomes available, Metro aims to evaluate ridership data and assess demographic priorities to ensure that the on-demand WAV services in place due to Access for All funds are effectively servicing Equity Focus Communities and other locations with high concentrations of people with disabilities with poor access to on-demand WAV services. The cost and affordability of on-demand WAV services is also an ongoing consideration. Access for All Program requirements states that fares should be on par, or less, with current TNC operators. ButterFLi Technologies, Inc. launched the program last year free of fare, but based on feedback from working group members, the current proposed project will charge a fare of $3.00 per ride to support the sustainability of the program - which is substantially less than current TNC operators. Another access provider, Yellow Cab, has fares based on the meter rates set by Los Angeles County.

Metro will leverage project location information in future Coordinated Plan updates to define areas or populations of higher need within the target population to inform future funding opportunities and ensure sufficient coverage of Equity Focus Communities. The overarching goal is to create an inclusive and accessible transportation system that addresses the unique challenges faced by individuals with disabilities in the region.


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## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

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

Goal 3: Enhance communities and lives through mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff do not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the Local Fund Administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use the program funds for achieving program goals. The Board could approve a partial award to the recommended applicant, using the remaining funds to fully or partially fund the non-recommended applicant. However, Metro's standard approach is to allocate funds "according to the ranking of projects to the maximum amount made available for the fiscal year," (Section VI, Access for All Solicitation, 2024). Additional factors supporting the award to the highest-scoring applicant include the limited funding available, the better readiness of the ButterFLi proposal, and the higher potential to achieve the goals of the program.

## NEXT STEPS

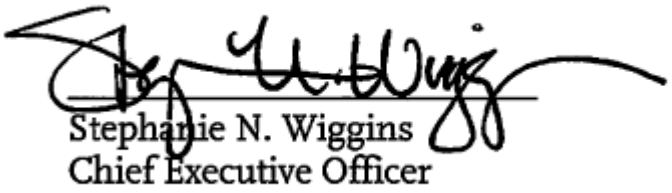
With Board approval, staff will execute a funding agreement with the successful applicant and will monitor project implementation.

## ATTACHMENTS

Attachment A - FY 2024 Access for All Funding Award Recommendations

Prepared by: Anne Flores, Senior Director, Countywide Planning & Development, (213) 922-4894
Adam Stephenson, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4322
Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

## METRO FY24 ACCESS FOR ALL COMPETITIVE SOLICITATION

## AWARD RECOMMENDATION

| RANK | ORGANIZATION | PROJECT DESCRIPTION | FUNDING REQUESTED | FUNDING AWARD RECOMMENDED | UNFUNDED AMOUNT |
|---|---|---|---|---|---|
| 1 | Buterfli Technologies | Operating funds to provide WAV assisted transportation services | $ 1,600,000 | $ 1,584,814 | $ 15,186 |
| **Total** | | | | | |

## NOT RECOMMENDED FOR AWARD

| RANK | ORGANIZATION | PROJECT DESCRIPTION | FUNDING REQUESTED |
|---|---|---|---|
| 2 | City of Glendora | Capital purchase of two wheelchair-accessible vehicles and on-demand software. | $582,000 |

# Access for All Grant Program
# FY 2024 Award Recommendation

Planning and Programming Committee
July 17, 2024

Metro

File# 2024-0331

# Program Overview

- SB 1376 (2018) directed CPUC to establish a program to increase on-demand WAV availability
- A $0.10 Access Fee is collected on each TNC ride
- Local Access Fund Administrators (LAFA) distribute funds through annual competitive solicitations
- Access Providers selected through a competitive process provide WAV service
- Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA (2021)

| Funding Year (Six Cycles) | Collection Source (Calendar Year) | Funding Available (Los Angeles County) |
|---|---|---|
| *2021* | *Q3 2019 – Q2 2020* | *$5,634,699* |
| *2022* | *Q3 2020 – Q2 2021* | *$2,231,134* |
| **2023** | **Q3 2021 – Q2 2022** | **$1,584,814** |
| 2024 | Q3 2022 – Q2 2023 | TBD |
| 2025 | Q3 2023 – Q2 2024 | TBD |
| 2026 | Q3 2024 – Q2 2025 | TBD |

- First two years of funding awarded following competitive solicitation in FY 2023, current funding award recommendation is year three, with three more years of funding ahead

# FY 2024 Solicitation

- $1,584,814 available for eligible projects, including 5% set aside for TAC appeals ($79,240)
- Metro released a competitive solicitation for project proposals on March 5, 2024
- Two eligible proposals received by the April 2, 2024 deadline

| Eligible Proposals | | | |
|---|---|---|---|
| Rank | Proposer | Project Description | Funding Requested |
| 1 | Buterfli Technologies | Operating funds to provide WAV assisted transportation services | $1,600,000 |
| 2 | City of Glendora | Capital purchase of two WAVs and on-demand software. | $582,000 |

# Award Recommendation

- Preliminary funding recommendation on May 6, 2024, of the first-ranked project funded up to 95% cap.
- On June 5, 2024, TAC approved a motion recommending that the set aside be awarded to the first-ranked project
- Recommend awarding $1,584,814 to ButterFLi Technologies, Inc.
- ButterFLi Technologies, Inc. is a current Access Provider, this award will allow for a seamless continuation of on-demand WAV service

# Next Steps

- Execute Funding Agreement with ButterFLi Technologies, Inc.
- Monitor project implementation
- Continue quarterly data collection and reporting to the CPUC
- Conduct solicitations in the future for the remaining funding years

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

Metro

# Board Report

**File #:** 2024-0430, **File Type:** Budget **Agenda Number:** 10.

**CONSTRUCTION COMMITTEE**
**JULY 17, 2024**

**SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the FY25 Annual Work Plan Budget for the City of Los Angeles (Attachment A).

## ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan serves as a commitment from the agency for the reimbursement of services by the City of Los Angeles reviewing departments for an estimated amount of services. Without an annual work plan, the City of Los Angeles departments have no funding sources to support the projects in a timely manner to meet Metro's schedules.

## BACKGROUND

In December 2002, a Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement was to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A function of the MCA was to clearly identify a yearly budget for each City department to provide those City services. This function was labeled as the Annual Work Plan.

Recently, a new MCA was negotiated, adopted, and attested to on April 25, 2024, in an effort to support the Metro construction program by capturing lessons learned, updating and enhancing processes, and enhancing overall relationships between the two agencies. Although new language was negotiated and adopted, the Annual Work Plan function remains as a best practice to manage expectations and improve coordination of a large program of projects. This work plan is consistent with the principles of the new MCA, which contains a streamlined escalation ladder, improved processes for design reviews and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects. The Project Liaison will be piloted for the East San Fernando Valley Transit Corridor


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Project, and funds for the pilot are included within this Annual Work Plan.

## DISCUSSION

The Annual Work Plan funds Metro's project plan reviews from various City of Los Angeles departments to support reviews of design and construction project plans on an annual basis. These services are essential for streamlining project delivery, which includes expediting plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described above. All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts on the community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY25 budget for Third Party review and maintenance. (See Attachment A).

Metro's efforts to proactively manage these costs will include the following:

A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.
B. Reviewing submittals for completeness.
C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
D. Reviewing timesheets with each third-party organization on a monthly basis to ensure that hours charged are appropriate.
E. Conducting executive and staff level partnering with third parties.

## DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

## FINANCIAL IMPACT

The funding of $33,236,102, which may be obligated and spent under this one-year work plan, is included in the FY25 adopted budget for the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting for future year costs. These fund sources are not eligible for rail and bus operating expenses.

## EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transportation projects (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within the City of L.A limits and Equity Focus Communities (EFC). This Board item action will reduce the likelihood of transit and active transportation project delays, as well as provide other tangible benefits to the

EFCs. This includes expedited, streamlined projects that improve safety and access for multimodal users with minimal negative impacts to the communities, and establishing troubleshooting opportunities to support the EFCs. This will ultimately lead to our operating system providing a world class transit system with reduced air and noise pollution, more walkable neighborhoods, better transportation amenities for disabled individuals, less congestions and collisions, and connecting communities.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

By executing the Annual Work Plan for FY25 and allowing the City departments to continue reviewing plans, while also advancing a more streamlined approval process to successfully construct Metro's ongoing projects, it would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit networks and assets.

## ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction Contracts. This is not recommended because it will delay each of the projects.

## NEXT STEPS

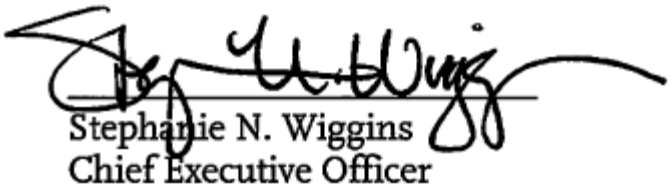
Upon Board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

## ATTACHMENTS

Attachment A - FY25 Annual Work Plan Budget for the City of Los Angeles

Prepared by: Eduardo Cervantes, Executive Officer; 213-922-7255.

Reviewed by: Timothy Lindholm, Interim Chief Program Management Officer; 213-922-7297



Stephanie N. Wiggins
Chief Executive Officer

# ATTACHMENT A

## *FY25 ANNUAL WORK PLAN BUDGET FOR CITY OF LOS ANGELES*

| | | |
|---|---|---|
| **CRENSHAW CATCH ALL** | | |
| Bureau of Engineering | | $100,000 |
| Dept. of Transportation | | $100,000 |
| Con Ad | | $100,000 |
| | Subtotal: | $300,000 |
| **REGIONAL CONNECTOR** | | |
| Bureau of Engineering | | $325,000 |
| Dept. of Transportation | | $160,030 |
| Bureau of Street Services | | $98,721 |
| Bureau of Street Lighting | | $71,721 |
| Con Ad | | $391,078 |
| | Subtotal: | $1,046,550 |
| **PURPLE LINE #1** | | |
| Bureau of Engineering | | $925,000 |
| Dept. of Transportation | | $916,271 |
| Bureau of Street Services | | $158,078 |
| Bureau of Street Lighting | | $188,242 |
| Con Ad | | $506,023 |
| Cross Coordination | | $226,367 |
| LAPD | | $87,955 |
| | Subtotal: | $3,007,936 |
| **PURPLE LINE #2** | | |
| Bureau of Engineering | | $925,000 |
| Dept. of Transportation | | $651,772 |
| Bureau of Street Services | | $172,007 |
| Bureau of Street Lighting | | $119,936 |
| Con Ad | | $504,873 |
| LASAN (WPD) | | $119,082 |
| LASAN (WESD) | | $118,123 |
| Cross Coordination | | $226,397 |
| LAPD | | $292,797 |
| | Subtotal: | $3,129,987 |

# ATTACHMENT A (Continued)

| | |
|---|---|
| **PURPLE LINE #3** | |
| Bureau of Engineering | $1,200,000 |
| Dept. of Transportation | $1,673,555 |
| Bureau of Street Services | $180,846 |
| Bureau of Street Lighting | $208,728 |
| Con Ad | $504,873 |
| LASAN (WESD) | $156,933 |
| LASAN(WPD) | $119,082 |
| Cross Coordination | $226,367 |
| LAPD | $87,955 |
| Subtotal: | $4,358,339 |
| **RAILTO RAIL** | |
| Bureau of Engineering | $600,000 |
| Dept. of Transportation | $275,000 |
| Bureau of Street Services | $22,442 |
| Bureau of Street Lighting | $166,787 |
| Con Ad | $404,400 |
| Subtotal: | $1,468,629 |
| **ORANGE LINE (G Line Improvements)** | |
| Bureau of Engineering | $1,175,000 |
| Dept. of Transportation | $900,000 |
| Bureau of Street Services | $98,045 |
| Bureau of Street Lighting | $300,000 |
| Con Ad | $391,078 |
| LASAN | $94,814 |
| Cross Coordination | $111,806 |
| Subtotal: | $3,070,743 |
| **ESVTC** | |
| Bureau of Engineering | $1,500,000 |
| Dept. of Transportation | $1,289,703 |
| Bureau of Street Services | $349,837 |
| Bureau of Street Lighting | $898,137 |
| LASAN (WPD) | $134,736 |
| LASAN (WESD) | $377,345 |
| LASAN (SCWID) | $350,358 |
| Con Ad | $873,847 |
| Cross Coordination Support | $726,631 |
| Subtotal: | $ 6,500,594 |

# ATTACHMENT A (Continued)

| | | |
|---|---|---|
| **Link US** | | |
| Bureau of Engineering | | $925,000 |
| Dept. of Transportation | | $280,972 |
| Bureau of Street Services | | $97,066 |
| Bureau of Street Lighting | | $100,000 |
| Con Ad | | $100,000 |
| | Subtotal: | $1,503,038 |
| **Brighton to Roxford** | | |
| Bureau of Engineering | | $600,000 |
| Dept. of Transportation | | $162,699 |
| Bureau of Street Lighting | | $251,708 |
| Con Ad | | $218,660 |
| | Subtotal: | $1,233,067 |
| **Doran Street Grade Separation** | | |
| Bureau of Engineering | | $900,000 |
| Dept. of Transportation | | $280,972 |
| Bureau of Street Services | | $100,000 |
| Bureau of Street Lighting | | $118,092 |
| Con Ad | | $100,000 |
| | Subtotal: | $1,499,064 |
| **NOHO BRT** | | |
| Bureau of Engineering | | $600,000 |
| Dept. of Transportation | | $300,000 |
| Bureau of Street Lighting | | $145,576 |
| Con Ad | | $9,909 |
| LA San | | $10,000 |
| Bureau of Street Services | | $257,664 |
| | Subtotal: | $1,323,149 |
| **SOUTH EAST GATEWAY** | | |
| Bureau of Engineering | | $20,000 |
| Dept. of Transportation | | $20,000 |
| Bureau of Street Services | | $20,000 |
| Bureau of Street Lighting | | $20,000 |
| Con Ad | | $20,000 |
| | Subtotal: | $100,000 |

# ATTACHMENT A (Continued)

| | |
|---|---|
| **SEPULVEDA NORTH** | |
| Bureau of Engineering | $20,000 |
| Dept. of Transportation | $20,000 |
| Bureau of Street Lighting | $20,000 |
| Cross Coordination | $111,806 |
| Subtotal: | $171,806 |
| **NEXT GEN SPEED AND RELIABILITY** | |
| Bureau of Engineering | $900,000 |
| Bureau of Street Services | $450,000 |
| Con Ad | $391,078 |
| Bureau of Street Lighting | $150,000 |
| Dept. of Transportation | $800,000 |
| Subtotal: | $2,691,078 |
| **DIVISION 20** | |
| Bureau of Engineering | $150,000 |
| Dept. of Transportation | $156,044 |
| Bureau of Street Services | $50,000 |
| Bureau of Street Lighting | $150,000 |
| Con Ad | $391,078 |
| LASAN | $50,000 |
| Subtotal: | $947,122 |
| **I-105 EXPRESS LANES** | |
| Bureau of Engineering | $30,000 |
| Dept. of Transportation | $30,000 |
| Bureau of Street Lighting | $30,000 |
| Subtotal: | $90,000 |
| **PATSAOURAS** | |
| Bureau of Engineering | $15,000 |
| Subtotal: | $15,000 |
| **I-405 WIDENING** | |
| Bureau of Engineering | $30,000 |
| BSS | $30,000 |
| Con Ad | $10,000 |
| BSL | $10,000 |
| Subtotal: | $80,000 |

# ATTACHMENT A (Continued)

| | |
|---|---|
| **VERMONT** | |
| Bureau of Engineering | $300,000 |
| BSS | $150,000 |
| DOT | $150,000 |
| BSL | $100,000 |
| Subtotal: | $700,000 |
| **GRAND TOTAL:** | **$33,236,102** |
| **TOTAL FY25 BUDGET:** | **$33,236,102** |

# City of Los Angeles FY25 Annual Work Plan

Metro

*July 2024*

# Action and Background

Action:

- Authorize the Chief Executive Officer to execute annual expenditure budget plan for the FY25 Annual Work Plan for the City of Los Angeles.
- Estimated budget plan: $33,236,102

Background:

- The Annual Work Plan, a function of the new MCA, is a mechanism to obtain City support to accommodate projects through design, construction and maintenance phases.
- The annual work plan shall serve as a commitment from Metro for the reimbursement of services by the City of Los Angeles reviewing jurisdictions for an estimated amount.
- Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects in a timely manner thereby delaying the projects.

Metro

# Services Provided

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions. The following represents some of the general services that are to be provided by the City departments:

- Meeting attendance
- Early planning
- Over the shoulder reviews
- Streamlined design plan reviews and approvals
- Value engineering efforts
- Interdepartmental coordination
- Liaison services
- Inspections
- Close out services

All services are centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.

Metro

# Projects Covered

The following represents a list of the Projects that will benefit from the Annual Work Plan:

Crenshaw
Regional Connector
Purple Line 1
Purple Line 2
Purple Line 3
Rail to Rail
G-Line Improvements
East San Fernando Valley LRT
North Hollywood to Pasadena BRT
Division 20
Link US
Sepulveda
Vermont BRT

Brighton to Roxford
Doran Street Grade Separation
Metro Center Project
South East Gateway
Nex Gen Reliability
I405 Widening
I105 Express Lanes
Patsaouras Plaza Busway Station

Metro

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

**File #:** 2024-0373, **File Type:** Contract **Agenda Number:** 12.

**CONSTRUCTION COMMITTEE**
**JULY 17, 2024**

**SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT**

**ACTION: AWARD PROFESSIONAL SERVICES CONTRACT**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost plus fixed fee Contract No. AE120356 to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed $50,000,000 for the base three-year term, and $10,000,000 for each of the two, one-year options, for a total contract value not to exceed $70,000,000, subject to resolution of any protest(s), if any; and

B. ISSUE individual Task Orders and modifications within the Board approved contract amount.

## ISSUE

Metro's staff engineers, architects and CADD designers in the Engineering Group are fully engaged supporting our current Major Rail Transit Projects (Purple Line Sections 1, 2, and 3), East San Fernando Valley Light Rail Transit Project, Airport Metro Connector, Foothill Extension, Metro Center Project, Division 20 Portal Widening, Metro G Line Improvements Project, Link Union Station (Link US), North Hollywood to Pasadena BRT and numerous other capital improvement and state of good repair projects.

In addition, the major transit capital expansion programs within Measure M have added a considerable workload to the Metro Engineering group with many projects that will shortly be transitioning towards or moving into the Program Management phase such as the C-Line Extension, the Southeast Gateway Line, Sepulveda Transit Corridor, and the Eastside Phase II projects, as examples.

In order to move Metro's ambitious transit expansion programs forward, supplemental engineering services are required.

## BACKGROUND

The existing Supplemental Engineering Services (SES) contract (Contract No. AE59600) will expire on July 25, 2024. The authorized funding for this existing contract has almost reached its limit. This new SES contract will enable Metro the flexibility to supplement internal resources on an as-needed basis for the work detailed below, when the Engineering Group either does not have sufficient capacity or lacks the expertise necessary to perform a particular task in a timely manner. Metro Engineering staff does not possess the resources or, in some cases, technical expertise to carry out certain specialized tasks such as Traffic Control Plans, three-dimensional nonlinear soils-structure interaction analysis, Noise and Vibration Control, or Corrosion Control. There is not currently a need for full-time resources for those specific specialties since they are required intermittently. Therefore, it is more efficient to use consultants on an as-needed basis.

## DISCUSSION

Metro Engineering has developed this SES Contract to supplement Metro's engineering efforts. The recommended SES consultant team is capable of supporting Metro's engineering group's technical disciplines. This Contract will be issued for a term of three years with two, one-year optional extensions, that may be exercised in the future, for a maximum total duration of five years. The Procurement Summary for this Contract is included as Attachment A.

The three year base contract amount of $50,000,000 with two one-year $10,000,000 options was determined based on staff analysis of historical spending rates for contracted supplemental engineering services, project specific analysis based on individual project needs, and historical spending for unanticipated or unplanned engineering needs. This SES contract will be used to perform tasks planned for all of our projects over the next five years, as well as unforeseen tasks that engineering cannot perform in-house either due to lack of sufficient staff or expertise. The expected tasks include providing engineering services for the C-Line Extension, Southeast Gateway Line (SGL), Sepulveda Transit Corridor, the Eastside Phase II project, and the Rail Operations Control/Bus Operations Control (ROC/BOC) project, as examples. Staff also have additional task orders and engineering needs that will carry over from our incumbent SES contract due to contract expiration and financial limitations on the contract. Examples of such task orders include the C-line Platform Extensions, SGL Advanced Engineering, and the development of a Building Information Modeling (BIM) policy for Metro projects. The SES contract will also be used to deliver unforeseen engineering design requests. With the 2028 Olympics on the horizon, staff expects to receive several of these types of requests from various departments and this contract will assist staff in providing these required engineering resources.

This Contract called for proposers to demonstrate their capabilities and technical expertise listed in the Scope of Services included in the RFP. The technical proficiencies required for this SES contract (AE120356) are very comprehensive and include all engineering and specialties disciplines that Metro may require in support of its projects. These include, but are not limited to, the following:

General Services

1. Preliminary and Final Design of Transit Rail Projects.
2. Design Review Support & Coordination for CIP projects & other special projects.
3. Production of Project Status, Technical and Engineering Reports.
4. Design of Structures, Stations and Guideways.
5. Facilities/Systems Interface Coordination.
6. Surveying Services.
7. Cost Estimating.
8. Intra/Inter Disciplinary Coordination.
9. Scheduling and Cost Management for Task Orders.
10. Post Design Services including Bid and Design Support during Construction.
11. Administrative Tasks associated with General Engineering Support Services.

Specific Rail Facilities and Third Party Utility Design Services:

12. Engineering Services for Review and Approval of Metro Projects.
13. Development of Technical Specifications, Drawings and Reference Documents.
14. Engineering Services for support of Metro Rail Operations and Maintenance.
15. Land Surveying and Legal Description.
16. Potholing.
17. Geotechnical Services, Borings and Reports.
18. Civil & Utility Engineering
19. Drainage Design and Hydraulic Calculations.
20. Structural Engineering.
21. Bridges and Aerial Structure Design.
22. Tunnels, Trenches and Underground Station Design.
23. Track Work Engineering, Plan and Profile.
24. CPUC Grade Crossing Application including attendance at field diagnostic meetings.
25. Yard and Shop Rail Maintenance Facility Design.
26. Architectural Design.
27. Station Site Development.
28. Urban Design Integration.
29. Landscape Architecture.
30. Traffic Control Plans including Striping Drawings and Signal Drawings.
31. CADD and MicroStation Drawings.
32. BIM Services and Training.
33. Project Presentation including Three-Dimensional Rendering.
34. Corrosion Control Measures and Cathodic Protection.
35. Value Engineering and Cost Reduction.
36. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
37. Other engineering or technical discipline not listed above that is ancillary to the Statement of Work and consistent with the general requirements of an approved Task Order.
38. Mechanical design including HVAC and emergency ventilation.
39. Electrical Design.
40. Plumbing Design.
41. Fire Protection Design
42. Third party support services as it relates to relocation of utilities and general third party civil

related elements

## DETERMINATION OF SAFETY IMPACT

This SES Contract is not directly related to a specified safety issue. However, the services provided via this SES Contract augment internal resources and, thus generally supports safety initiatives.

## FINANCIAL IMPACT

As specific engineering design or support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.
Since this is a multi-year project, the Chief Program Management Officer, Project Managers and respective Cost Center Managers will be responsible for budgeting for costs of future task orders related to this contract.

Impact to Budget

The funding for the task orders is provided by the specific project requiring the services. The sources for these funds are in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. Many of the state of good repair projects are funded with local funding sources that are eligible for rail and bus operations.

## EQUITY PLATFORM

The Supplemental Engineering Services Contract provides Engineering, Design and Specifications, including Final Design of Transit Rail and Tunnel Projects and associated facilities for various Metro projects throughout the County of Los Angeles, including in many Equity Focus Communities (EFC). These services are essential for the support and on-time delivery of Metro projects that serve Metro customers. All services supported by this contract help avoid project delays and promote cost saving measures to effectively deliver the projects and provide greater access and mobility.

The Diversity and Economic Opportunity Department (DEOD) established overall 33% Disadvantaged Business Enterprise (DBE), 30% Small Business Enterprise (SBE), and 3% Disabled Veteran Business Enterprise (DVBE) goals for this solicitation. HDR met the goals by making overall 33% DBE, 30% SBE, and 3% DVBE commitments. In Attachment B, the Diversity and Opportunity Department (DEOD) has listed a summary of the DBE, SBE and DVBE subconsultants. There are 21 DBE, 21 SBE, and 3 DVBE firms in the HDR team. Further, HDR is participating in Metro's Mentor-Protégé Program (MPP) as part of the Contracting Outreach and Mentoring Plan (COMP) and has committed to mentoring at least four firms (two DBE firms, one SBE firm, and one DVBE firm) on this contract.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's Strategic Plan Goal 1. By supporting the recommendation for HDR Engineering, Inc. to provide supplemental engineering services, the Board is supporting Strategic Plan Goal 1, which promotes trip reliability, reduces trip disruptions as well as deliver of

world-class transit service by ensuring our transit assets are in a state of good repair.

## ALTERNATIVES CONSIDERED

1. Solicit qualifications proposals for each individual task when the requirement arises. This alternative is not recommended as it would require extensive additional staff time to process each individual task and would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose a significant additional burden on the Engineering and Vendor/Contract Management departments.
2. Utilize existing engineering staff to provide the required technical support. This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major, CIP, and SOGR projects. Due to these commitments, it is anticipated that the current staff will be challenged to provide the necessary additional technical support required for the up-coming capital projects which is under concurrent development. If this alternative were exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such an action is not practical nor cost-effective.

## NEXT STEPS

Upon Board approval, staff will execute Contract No. AE120356 with HDR Engineering, Inc. for Supplemental Engineering Services. Specific task orders will then be issued on an as needed basis.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Androush Danielians, Senior Executive Officer, (213) 922-7598
Moshik Santo Mah, Deputy Executive Officer, (213) 922-3074
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim) (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer (Interim), (213) 922-7297

Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## PROCUREMENT SUMMARY

## SUPPLEMENTAL ENGINEERING SERVICES (SES) / TRANSIT RAIL PROJECTS CONTRACT NO. AE120356

| | | |
|---|---|---|
| **1.** | **Contract Number**: **AE120356** | |
| **2.** | **Recommended Vendor**: **HDR Engineering, Inc.** | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued** : February 16, 2024 | |
| | **B. Advertised/Publicized**: February 16, 2024 | |
| | **C. Pre-Proposal Conference**: February 29, 2024 | |
| | **D. Proposals Due**: April 16, 2024 | |
| | **E. Pre-Qualification Completed**: June 3, 2024 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: April 23, 2024 | |
| | **G. Protest Period End Date**: July 22, 2024 | |
| **5.** | **Solicitations Picked up/Downloaded**: 63 | **Proposals Received**: 1 |
| **6.** | **Senior Contract Administrator**: **Stephen Tsang** | **Telephone Number**: **213-922-7125** |
| **7.** | **Project Manager**: **Moshik Mah** | **Telephone Number**: **213-922-3074** |

## A. Procurement Background

This Board Action is to approve the award of Contract No. AE120356, Supplemental Engineering Services/Transit Rail Projects, to provide supplemental engineering design, and other related support services, as well as supplementing the Metro Engineering Department's resources, in support of Capital projects, and State of Good Repair (SOGR) projects for Rail Transit. The resultant Contract, when awarded, will be Federal, state and locally funded and is subject to fiscal year funding.

Board approval of the contract award is subject to resolution of any properly submitted protest(s), if any.

The Scope of Services (SOS) is to supplement Metro Program Management - Engineering Department's resources in providing services in architectural and engineering design for the Metro Bus and Rail Facilities related capital improvement projects, engineering feasibility studies, code analysis and to develop basis for design, support design review, check calculations, review and respond to RFI's, conduct construction inspections, surveying services, geotechnical studies, and underground utility identification.

The Request for Proposals (RFP) was issued on February 16, 2024 as an Architectural and Engineering (A&E), qualifications-based procurement performed in accordance with Metro's Acquisition Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering services. The

contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of three years, plus two, one-year options.

A virtual pre-proposal conference was held on February 29, 2024. A total of 63 individuals from various firms downloaded the RFP and were included on the planholder's list. A total of four questions were submitted during the solicitation period and responses were released to all firms that obtained the RFP, prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP on March 1, 2024, to revise the Notice of Invitation, to add the DEOD COMP requirement and to replace Exhibit K – Contract Compliance Manual (Non-Fed) with 20-13 88 Contract Compliance Manual (Non-Fed).

Only one proposal was received on April 16, 2024, from HDR Engineering, Inc.

A market survey was conducted to ascertain the reasons why only one proposal was submitted. A total of 31 potential primes were contacted. The responses indicated that potential firms were either too busy with their other projects or not able to identify the right project manager and key personnel to execute the work to Metro standards and expectations. Some of the firms advised they did not have the appropriate resources at the time to submit a proposal as a prime.

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

## B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Major Capital Project Engineering, Art Asset Management & Cultural Programming, and Systems Engineering departments was convened and conducted a comprehensive evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and the associated weights:

- Experience and Capabilities of Firms on Consultant's Project Team 30%
- Personnel's Skill and Experience 25%
- Effectiveness of Management Plan 25%
- Understanding of Work and Appropriateness of Approach for Implementation 20%

The evaluation criteria are appropriate and consistent with criteria developed for other A&E procurements. Several factors were considered when developing the weights, giving the greatest importance to the Experience and Capabilities of Firms on Consultant's Project Team.

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

The PET independently evaluated and scored the technical proposal and determined that HDR met the requirements of the RFP and is technically qualified to perform the services as outlined in the Scope of Services.

The final scoring was based on evaluation of the written proposal and clarification received from the Proposer. The recommended firm is the incumbent consultant and the only proposer, so an oral presentation/interview was determined to be unnecessary.

The results of the final scoring are shown below:

| Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|
| **HDR Engineering, Inc.** | | | | |
| Experience and Capabilities of Firms on Consultant's Project Team | 94.89 | 30.00% | 28.47 | |
| Personnel's Skill and Experience | 95.87 | 25.00% | 23.97 | |
| Effectiveness of Management Plan | 94.27 | 25.00% | 23.57 | |
| Understanding of Work and Appropriateness of Approach for Implementation | 98.17 | 20.00% | 19.63 | |
| **Total** | | **100.00%** | **95.64** | **1** |

* Weighted scores are rounded to the nearest second decimal point.

**Qualifications Summary of Firm:**

The proposed team demonstrated a thorough and comprehensive understanding and experience in all areas of the Scope of Services (SOS), staff allocation and the ability to manage change. The Proposal demonstrated extensive experience with Design and Engineering Services and a solid understanding of the major challenges. The proposed team has a wide range of professional engineering experience on numerous Metro Rail, Bus and Highway projects as well as similar projects of the same size and complexity. HDR provided a detailed organization chart with all key and supporting personnel roles, as well as a detailed project management approach with demonstrated successful cost and schedule controls listed in their showcased projects. The Proposal demonstrated their past experience working with MRDC and Metro specifications, representing their ability in utilizing Metro's MRDC in their design work. The proposer clearly identified their major engineering disciplines where services of this contract will be required. The proposal demonstrated their management approach on how they address and plan for potential hazards and training requirements.

## C. Cost Analysis

Only Direct Labor Hourly Rates, Indirect Cost Rates, Other Direct Costs and Subconsultant rates were requested in the RFP. A cost analysis of those elements of cost was performed in accordance with Metro's Acquisition Policies and Procedures. All the cost factors were determined to be fair and reasonable. Metro negotiated and established provisional indirect cost rates as appropriate, in order to prevent any unnecessary delay in contract award. Metro also negotiated a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the scope of services for each Task Order, during the contract term.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, in accordance with Federal Acquisition Regulation (FAR) Part 31. The provisional indirect cost rates will be audited annually for the term of the contract and are subject to retroactive adjustments upon completion of any audits. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve-month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

## D. Background on Recommended Contractor

HDR Engineering, Inc. is a full-service engineering, architecture, and planning firm since 1917, with expertise in Trackwork, Stations and Facilities, Civil and Traffic, Bridges and Structures, Underground structures, Geotechnical, HVAC, MEP, and Fire Protection, Third-Party/Utilities Design and Technical Support Services.

HDR is currently providing SES to Metro's Transit Program through a 5-year contract supporting major transit capital and maintenance projects. Major Task Orders issued include: 1. WSAB Transit Corridor; 2. C Line Platform Extension and Station Improvements; 3. Centinela/Florence Ave Grade Separation; 4. Patsaouras Plaza Pedestrian Bridge and Walkway; 5. VA Parking Structure; 6. I-210 Barrier Replacement Structural Analysis and Value Analysis Study Report; 7. MRDC Updates; 8. Station Public Art Integration and Trackwork; 9. A line Bridge Live Load Analysis; 10. Update to Metro Baseline Specifications; 11. Rosecrans/Marquardt Grade Separation Independent Design check.

HDR is headquartered in Omaha, Nebraska, and has a local office in downtown Los Angeles, CA.

## DEOD SUMMARY

## SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT / AE120356

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall thirty-three percent (33%) Disadvantaged Business Enterprise (DBE) goal for all task orders funded with federal dollars or an overall thirty percent (30%) Small Business Enterprise (SBE) goal and three percent (3%) Disabled Veteran Business Enterprise (DVBE) goal on all task orders funded with state, local, and or Measure M dollars. Proposers were encouraged to form teams that included DBE, SBE, and DVBE firms without schedules or specific dollar commitment to designated subcontractors.

HDR Engineering, Inc. met the goals by making an overall 33% DBE commitment, and an overall 30% SBE and 3% DVBE commitment. When a task order is issued, HDR will be required to identify the scope of work and dollar amount(s) committed to each subcontractor. Overall DBE, SBE and DVBE participation will be based on the aggregate value of all task orders awarded.

| **Small Business Goal** | **33% DBE<br>30% SBE<br>3% DVBE** | **Small Business Commitment** | **33% DBE<br>30% SBE<br>3% DVBE** |
|---|---|---|---|

| | **DBE Subcontractor** | **Ethnicity** | **% Committed** |
|---|---|---|---|
| 1. | Amheart Solutions | Asian Pacific American | TBD |
| 2. | Anil Verma Associates, Inc. | Subcontinent Asian American | TBD |
| 3. | Arellano Associates, LLC | Hispanic American | TBD |
| 4. | Auriga Corporation | Subcontinent Asian American | TBD |
| 5. | Claris Strategy, Inc. | Asian Pacific American | TBD |
| 6. | D'Leon Consulting Engineers | Hispanic American | TBD |
| 7. | Earth Mechanics, Inc. | Subcontinent Asian American | TBD |
| 8. | FMG + Company | Subcontinent Asian American | TBD |
| 9. | FPL and Associates, Inc. | Asian Pacific American | TBD |
| 10. | IDC Consulting Engineers, Inc. | Asian Pacific American | TBD |
| 11. | Lenax Construction Services, Inc. | Caucasian Female | TBD |
| 12. | MA Engineering | Hispanic American | TBD |
| 13. | Martini Drilling Corporation | Hispanic American | TBD |
| 14. | Ramos Consulting Services, Inc. | Hispanic American | TBD |

| | | | |
|---|---|---|---|
| 15. | Saylor Consulting Group, Inc. | Caucasian Female | TBD |
| 16. | Suenram & Associates, Inc. | Caucasian Female | TBD |
| 17. | T&T Public Relations, Inc. | Black American/ Hispanic American | TBD |
| 18. | V & A, Inc. | Hispanic American | TBD |
| 19. | VN Tunnel and Underground, Inc. | Asian Pacific American | TBD |
| 20. | Yunsoo Kim Design, Inc. | Asian Pacific American | TBD |
| | | **Total DBE Commitment** | **33%** |

| | **SBE Subcontractor** | **Local (Los Angeles County)** | **Non-Local** | **% Committed** |
|---|---|---|---|---|
| 1. | Amheart Solutions | | X | TBD |
| 2. | Anil Verma Associates, Inc. | X | | TBD |
| 3. | Arellano Associates, LLC | | X | TBD |
| 4. | Claris Strategy, Inc. | X | | TBD |
| 5. | Conaway Geomatics | | X | TBD |
| 6. | D'Leon Consulting Engineers | X | | TBD |
| 7. | Earth Mechanics, Inc. | | X | TBD |
| 8. | FMG + Company | | X | TBD |
| 9. | FPL and Associates, Inc. | | X | TBD |
| 10. | Geo-Advantec, Inc. | X | | TBD |
| 11. | Guida Surveying, Inc | | X | TBD |
| 12. | IDC Consulting Engineers, Inc. | | X | TBD |
| 13. | Lenax Construction Services, Inc. | X | | TBD |
| 14. | MA Engineering | X | | TBD |
| 15. | Ramos Consulting Services, Inc. | X | | TBD |
| 16. | RSE Corporation | X | | TBD |
| 17. | Suenram & Associates, Inc. | X | | TBD |
| 18. | T&T Public Relations, Inc. | X | | TBD |
| 19. | V & A, Inc. | X | | TBD |
| 20. | VN Tunnel and Underground, Inc. | X | | TBD |
| 21. | Yunsoo Kim Design, Inc. | | X | TBD |
| | | | **Total SBE Commitment** | **30%** |

| | **DVBE Subcontractor** | **Local (Los Angeles County)** | **Non-Local** | **% Committed** |
|---|---|---|---|---|
| 1. | Conaway Geomatics | | X | 3% |
| | | | **Total DVBE Commitment** | **3%** |

## B. Local Small Business Preference Program (LSBE)

The LSBE preference was not applicable to this A&E procurement. Pursuant to state and federal law, price cannot be used as an evaluation factor.

## C. Contractor Outreach and Mentoring Plan (COMP)

Forty-five (45) days after the contract award, HDR Engineering, Inc. must submit a detailed COMP evidencing how it will achieve its listed commitment through the utilization of DBE/SBE/DVBE firms for the project. The COMP will be reviewed and approved by Metro.

## D. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

## E. Prevailing Wage Applicability

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

## F. Project Labor Agreement/Construction Careers Policy

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



# Supplemental Engineering Services (SES) Consultant Service Contract

*July 2024*

# Issue/Background Information

- Metro's Staff engineers, architects and CADD designers are fully engaged supporting our current on-going Major Rail Transit projects
- Many projects will shortly be moving to Program Management phase that will require Engineering group's support
- This contract will be used to supplement internal resources on an as needed basis when:
  - Engineering group does not have sufficient capacity to respond to the project needs
  - Lack of in-house expertise
  - Respond to unexpected urgent project requests
- To meet this demand, supplemental engineering services are required.

Metro

# Evaluation Criteria and Evaluation Score – Single Proposer

| **Single Proposer HDR Engineering** | Evaluation Criteria Factor Weight | Weighted Average Score |
|---|---|---|
| Experience and Capabilities of Firms on Consultant's Project Team | 30.00% | 28.47% |
| Personnel's Skill and Experience | 25.00% | 23.97% |
| Effectiveness of Management Plan | 25.00% | 23.57% |
| Understanding of Work and Appropriateness of Approach for Implementation | 20.00% | 19.63% |
| Total | 100% | 95.64% |

Metro

DEOD Goal: DBE 33%; SBE 30%; DVBE 3%

HDR Commitment: DBE 33%; SBE 30%; DVBE 3%

# Award Professional Services Contract

- Authorize the CEO to award a cost plus fixed fee Contract to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed $50,000,000 for the base three-year term
- Two, one year extension options for $10,000,000 each
- Maximum total duration: 5 years
- Total contract value not to exceed $70,000,000

Metro

**File #:** 2024-0413, **File Type:** Project **Agenda Number:** 13.

**CONSTRUCTION COMMITTEE**
**JULY 17, 2024**

**SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of $74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from $35,514,357 to $110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.

## ISSUE

On May 23, 2024, the Metro Board approved the full 9-mile Eastside Transit Corridor Phase 2 Project, with a 4.6-mile Initial Operating Segment (IOS) to Greenwood Station and a Maintenance and Storage Facility in the City of Montebello, and certified the Final Environmental Impact Report (Final EIR) of this Project. Metro filed the Notice of Determination (NOD) under the California Environmental Quality Act (CEQA) with the Los Angeles County Clerk and CA State Clearinghouse on May 24, 2024. Metro anticipates reinitiating the National Environmental Policy Act (NEPA) clearance process and continuing project design development in Summer/Fall 2024.

Staff are seeking Board approval for a contract modification to continue project design from 15% advanced conceptual engineering to 30% PE design for the 4.6-mile IOS to the Greenwood Station for the Eastside Transit Corridor Phase 2 Project. The execution of Modification No. 8 is necessary for the advancement of the design through the Project Development phase. This phase will progress the design to include the continuation of designing complex elements (tunnel, cut and cover stations, cross passages, transitions structures, maintenance storage facility, etc.), geotechnical analysis of the underground alignment, and further design of conflicting utilities that will require relocation.

## BACKGROUND

Eastside Transit Corridor Phase 2 Project is a nine-mile light rail transit (LRT) extension from the existing Metro E (formerly Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting, the Board approved the Locally Preferred Alternative

(LPA), a 4.6-mile extension of the E-Line to Greenwood Station via the IOS with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility located in the City of Montebello.

On May 23, 2024, the Board certified the full nine-mile Project alignment to Whittier in the Final Environmental Impact Report (EIR) per the California Environmental Quality Act (CEQA). Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan and the Findings of Fact and Statement of Overriding Conditions.

The Project is a Measure R and Measure M project that is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Measure M Ordinance identifies $3 billion (2015 $) in Measure M and other local, state, and federal funding for the Project. The Board previously directed staff to reinitiate the NEPA environmental clearance process for the IOS to pursue federal funding for this project segment.

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners, a Joint Venture, to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study. Seven modifications have been issued to date to add scoping meetings, proceed with one build alternative including additional refinements, as well as extend the period of performance (reference Attachment B).

## DISCUSSION

Since the Contract was approved in 2018, Metro has modified the Contract to focus on high-risk project elements benefiting early design and coordination, including coordination with program management and operations, at-grade geotechnical analysis, identification of utility conflicts along with potholing, hazardous material evaluation, and right-of-way updates. Modification No. 8 includes further technical analysis for the options identified in the EIR design work to align with updates to the Metro Rail Design Criteria (MRDC), sustainability measures, systems design, and development of early work packages. Based on lessons learned from other rail projects, and in an effort to identify high-risk cost items earlier in the planning process, the Contract Modification increases the level of geotechnical investigation at the underground structures, real estate rights, and utility relocation to identify and manage future cost/schedule impacts.

## DETERMINATION OF SAFETY IMPACT

Approval of this contract modification will not impact the safety of Metro’s customers or employees.

## FINANCIAL IMPACT

The adopted Fiscal Year 2025 budget includes approximately $32.4 million total between Project 860232 (Program Management) and Project 460232 (Countywide Planning Department) for professional services and support for the Eastside Transit Corridor Phase 2 Project. Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital and TIRCP (Transit and Intercity Rail Capital Program: Cycle 6), which is not eligible for bus and rail operations.

## EQUITY PLATFORM

The Board's approval of the contract modification for the Project will help advance equitable access to opportunity as the Project traverses through six Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the LPA. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exist. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

Cordoba HNTB Design Partners made a 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract and is exceeding with 59.12% DBE participation. See Attachment C.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract award. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and the risk that the project would be unable to meet its Measure M schedule.

## NEXT STEPS

Upon Board approval, staff will execute Modification No. 8 to the Eastside Transit Corridor Phase 2

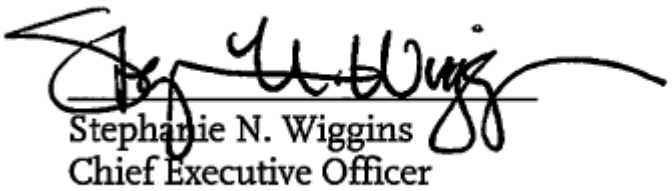
Project Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, to advance to 30% PE for the IOS and extend the period of performance from December 31, 2024, to August 30, 2026. This effort will include advancing design and technical analysis including value engineering and updating cost estimates to seek federal funding opportunities.

## ATTACHMENTS

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

Prepared by: Mat Antonelli, Deputy Chief Program Management Officer (213) 893-7114
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Tim Lindholm, Interim Chief Program Management Officer (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer


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## PROCUREMENT SUMMARY

## EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN DESIGN SERVICES/AE51242000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: AE51242000 | | | |
| **2.** | **Contractor**: Cordoba HNTB Design Partners, a Joint Venture | | | |
| **3.** | **Mod. Work Description**: Advance from 15% conceptual engineering to 30% preliminary engineering design for the 4.6 miles of the initial operating segment (IOS) to the Greenwood Station for the Eastside Transit Corridor Phase 2 Project. | | | |
| **4.** | **Contract Work Description**: Advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project. | | | |
| **5.** | **The following data is current as of**: 06/18/2024 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 10/25/2018 | **Contract Award Amount:** | $15,365,829 |
| | **Notice to Proceed (NTP):** | 11/07/2018 | **Total of Modifications Approved:** | $20,148,528 |
| | **Original Complete Date:** | 11/06/2021 | **Pending Modifications (including this action):** | $74,869,029 |
| | **Current Est. Complete Date:** | 08/30/2026 | **Current Contract Value (with this action):** | $110,383,386 |
| | | | | |
| **7.** | **Contract Administrator**: Samira Baghdikian | | **Telephone Number**: (213) 922-1033 | |
| **8.** | **Project Manager**: Alice Hsu | | **Telephone Number**: (213) 418-3113 | |

## A. Procurement Background

This Board Action is to approve Contract Modification No. 8 issued to advance from 15% conceptual engineering to 30% preliminary engineering design for the 4.6 miles of the initial operating segment (IOS) to the Greenwood Station for the Eastside Transit Corridor Phase 2 Project. This Contract Modification also extends the period of performance from December 31, 2024 through August 30, 2026.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners, a Joint Venture, to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study.

A total of seven modifications have been executed to date.

Refer to Attachment B - Contract Modification/Change Order Log.

## B. Cost Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff successfully negotiated a savings of $23,688,535.

| Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|
| $98,557,564 | $67,323,750 | $74,869,029 |

The variance between the ICE and negotiated amount is due to additional design needed based on the complexity of the underground structure (tunnels, cut-cover stations, cross passages, transition structures), additional options from the EIR (crossovers, aerial yard leads, center platform station), and advancement of the geotechnical design. The findings from these tasks will support the PE design and the NEPA process.

## CONTRACT MODIFICATION / CHANGE ORDER LOG
## EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN DESIGN SERVICES / AE51242000

| Mod. No. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Additional scoping meetings and associated work. | Approved | 03/12/2020 | $24,909 |
| 2 | Proceed with one build alternative including additional refinements, reallocation of tasks no longer required due to withdrawal of SR60 and combined alternative from further study and extend period of performance (POP) through 11/7/12. | Approved | 02/11/2021 | $2,165,365 |
| 3 | No cost POP extension through 12/30/22. | Approved | 08/25/2022 | $0 |
| 4 | No cost POP extension through 2/28/23. | Approved | 11/28/2022 | $0 |
| 5 | Continuation of advanced conceptual engineering for high-risk project elements and extend POP through 6/30/24. | Approved | 01/26/2023 | $17,958,254 |
| 6 | Reallocation of budget from Task 9 (System Design & Maintenance Facility) to: Task 4.8.2 (First/Last Mile Station Plans, Task 4.8.2.4 (Recommendations, Prioritization, Final Plan & Station Packages) and Task 4.8.2.5 (Community Engagement Events/Community Input). | Approved | 04/11/2024 | $0 |
| 7 | No cost POP extension through 12/31/24. | Approved | 06/05/2024 | $0 |
| 8 | Advance to 30% Preliminary Engineering for the Initial Operating Segment and POP extension through 8/30/26. | **Pending** | **Pending** | $74,869,029 |
| | **Modification Total:** | | | **$95,017,557** |
| | **Original Contract:** | | 10/25/2018 | **$15,365,829** |
| | **Total:** | | | **$110,383,386** |

## DEOD SUMMARY

## EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E DESIGN/URBAN DESIGN SERVICES/AE51242000

### A. Small Business Participation

Cordoba HNTB Design Partners, A Joint Venture (CHDP), made a 54.91% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 60% complete and the current level of DBE participation is 59.12%, exceeding the commitment by 4.21%. CHPD explained that the under-utilization of J&H Drilling Co., Inc. and Synergy was due to the work being descoped from the project, as confirmed by Metro's Project Manager.

| **Small Business Commitment** | **54.91% DBE** | **Small Business Participation** | **59.12% DBE** |
|---|---|---|---|

| | **DBE Subcontractors** | **Ethnicity** | **% Committed** | **Current Participation[1]** |
|---|---|---|---|---|
| 1. | Cordoba Corporation | Hispanic American | 35.78% | 37.92% |
| 2. | D'Leon Consulting Engineers Corporation | Hispanic American | 4.02% | 5.89% |
| 3. | Diaz Consultants, Inc. | Hispanic American | 4.29% | 3.59% |
| 4. | Environmental Treatment and Technology dba Advanced Technology Laboratories | Hispanic American | 0.60% | 0.04% |
| 5. | J&H Drilling, Co., Inc. | Hispanic American | 0.42% | 0.00% |
| 6. | Lenax Construction Services, Inc. | Caucasian Female | 2.35% | 1.73% |
| 7. | MLA Green, Inc. dba Studio-MLA | Hispanic American | 1.11% | 0.43% |
| 8. | V&A, Inc. | Hispanic American | 4.19% | 2.61% |
| 9. | Wagner Engineering & Survey, Inc. | Caucasian Female | 2.15% | 2.99% |
| 10. | Vicus LLC | Caucasian Female | Added | 3.92% |
| 11. | Synergy Traffic Control, Inc. (formerly E-NOR Traffic Control | Black American | Added | 0.00% |

| | | | | |
|---|---|---|---|---|
| | **Total** | | **54.91%** | **59.12%** |

*[1]Current 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 (LW/SCWRP) is not applicable to this modification.

## C. Prevailing Wage Applicability

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

## D. Project Labor Agreement/Construction Careers Policy

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

# Next stop: further east.

## GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

(E LINE)



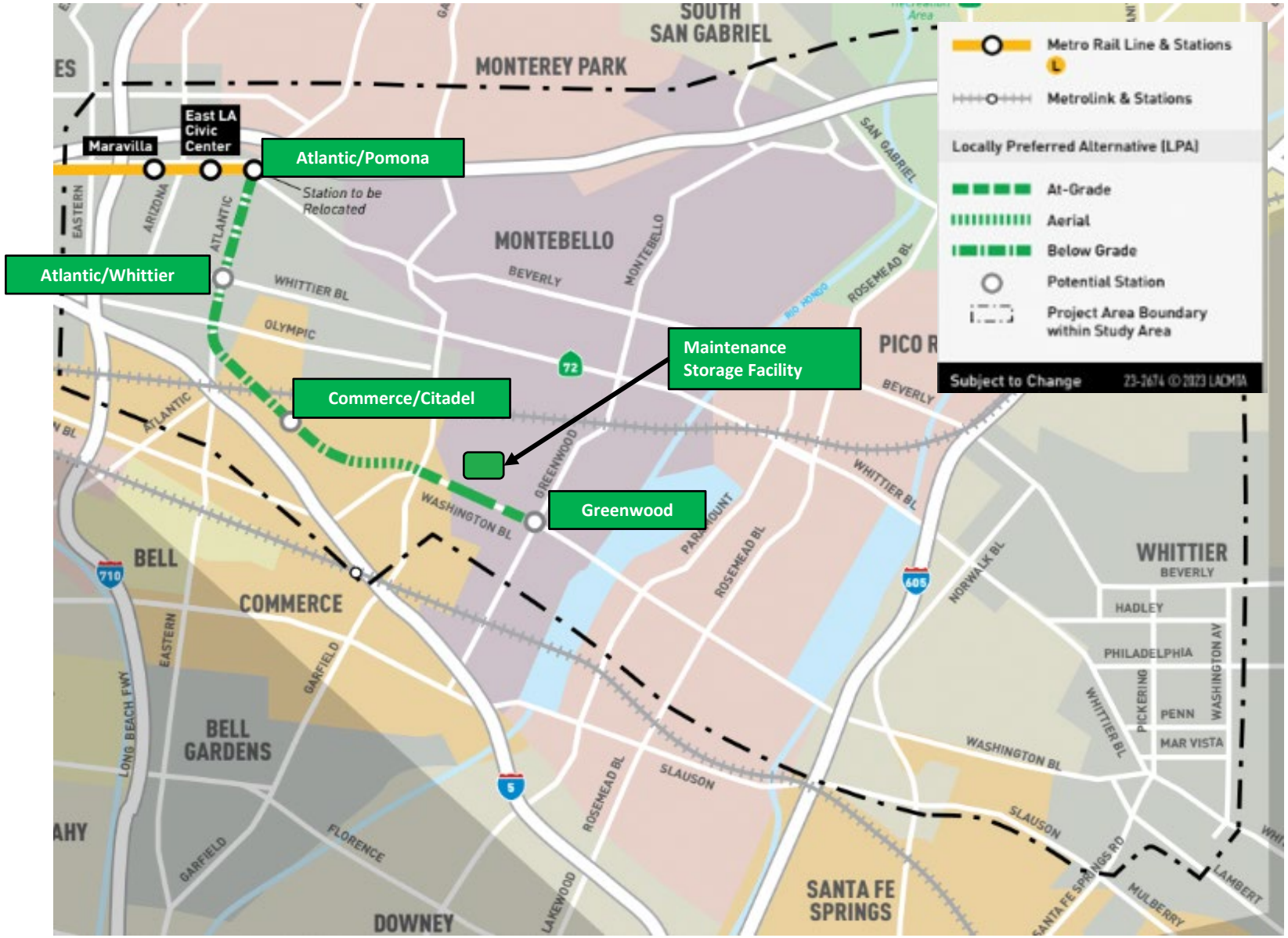

**CONSTRUCTION COMMITTEE**

**JULY 17, 2024**

Metro

# PROJECT UPDATE

- Final EIR: Certification and Project Approval by Metro Board on May 23, 2024
- Continued FTA Coordination regarding the NEPA process
- Geotechnical and Utility Surveys on going




Metro

# PRELIMINARY ENGINEERING

- Coordinate the start of a  2-year Project Development Phase (Preliminary Engineering)
- Utilizing existing design consultant team will expedite the process due to their experience on the project and with the corridor
- The existing design consultant Cordoba HNTB Design Partners, a Joint Venture, will add 11 new subconsultants (8 of which are DBE's) to team to accommodate the additional design scope within this contract modification.
- Cordoba HNTB Design Partners made a 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract and is exceeding with 59.12% DBE participation
- Scope includes additional upfront due diligence by increasing the geotechnical investigations within the tunnel segment as recommended by Metro Engineering and Tunnel Advisory Panel (TAP).

# RECOMMENDATION

CONSIDER:

**AUTHORIZE** the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of $74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from $35,514,357 to $110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.

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

**File #:** 2024-0323, **File Type:** Project **Agenda Number:** 14.

**CONSTRUCTION COMMITTEE**
**JULY 17, 2024**

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by $382,875,000 from $496,856,000 to $879,731,000; and

B. NEGOTIATE AND EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

## ISSUE

Staff is seeking the Board's approval for two items: (1) increasing the Preconstruction Budget by $382,875,000 for additional funding to support the development of design work and a negotiated final construction cost for the project, continuing with Real Estate acquisition and relocation activities, and continuing utility relocation work to mitigate project risks; and (2) authorizing the negotiation and execution of all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

## BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations. The Metro Board certified the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/EIR) on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021, for the project. Included in the FEIS/EIR was the Initial Operating Segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility (MSF) for LRT vehicles. This southern segment of the Project is the subject of this Board action. The remaining northern 2.5 mile environmentally cleared segment is going through additional analysis as

directed by the Board in December 2020 and is not included in this board action.

Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment resulted in updates to the project description. Environmental analysis of the design refinements was completed, and the findings were presented in an Addendum to the FEIR. On October 26, 2023, the Board approved the Addendum to the FEIR. Street improvements and guideway designs have advanced to 60 percent completion, and all other design elements (stations, MSF, landscaping, and systems) are at 30 percent. The design of utility composite plans has also advanced to 60 percent complete, and six design packages of Los Angeles Department of Water and Power (DWP) utility relocations are in final design.

The following list summarizes current commitments of the Preconstruction Budget to advance the delivery of the Project.

- Service Contracts - Previously awarded and existing service contracts for project and construction management and engineering services will continue to augment Metro labor through construction.
- Construction Contract - The first of seven DWP utility relocation contracts were awarded to W.A. Rasic Construction Company, Inc., with a Notice to Proceed (NTP) issued on December 1, 2022. Substantial completion of construction was achieved in March 2024.
- Public Private Partnership (P3) Contract - A P3 contract to provide Solar Panels and an Energy Storage System on select MSF buildings was awarded to PCS Energy with a NTP issued on December 7, 2022, for Phase 1 Preconstruction design services.
- Real Estate Acquisitions and Relocations - appraisal, acquisition, and relocation activities continue to advance with anticipation of securing possession in support of construction schedule activities.

On February 23, 2023, the Board approved the awarding of a Progressive Design-Build (PDB) contract to San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck Inc., for Phase 1 Preconstruction Services in the amount of $30,979,750. Phase 2 of the PDB contract includes Design, Construction, Testing and Commissioning of the Project.
A Preconstruction Phase-of-Project Budget (Preconstruction Budget) in the amount of $496,856,000 was also established at the February 23, 2023 Board meeting.

On April 14, 2023, NTP was issued to SFTC for Phase 1 work which includes validation of base design, value engineering, and a framework for negotiating and reaching a Phase 2 Contract Price. The implementation of Early Works Packages concurrently with Phase 1 work will advance design efforts required to support Phase 2 contract price negotiations and support the project schedule. Metro continues to work with the Federal Transit Administration (FTA) and the Project Management Oversight Contractor (PMOC) in support of securing a Full Funding Grant Agreement (FFGA) for the project by September 2024.

## DISCUSSION

The Preconstruction Budget approved by the Board in February 2023, will be fully committed by the Summer of 2024. Budget items with committed funding include awarded phases of construction contracts, advancing PDB Phase 2 work through the implementation of Early Work Packages (EWP), early priority Real Estate acquisition and relocation, third party agreements, Metro labor, and encumbered and forecasted costs for professional services.

The additional authority to fund the activities shown in the table below is necessary to meet the schedule in delivering the Project within budget. Upon approval of the FFGA, additional funds will be needed to continue to advance the Project schedule. A Life-of-Project budget and Phase 2 contract will be recommended to the Board once the Phase 2 negotiations for construction have been completed (anticipated in Fall of 2025).

The following table provides a breakdown summary of budget items included in the initial Preconstruction Budget adjustment, current budget commitments, and items to be supported by this additional funding request.

| ESFV Preconstruction Budget | | | |
|---|---|---|---|
| Preconstruction Budget | | Revised Preconstruction Budget ($M) | Additional Requested Funds ($M) |
| Budget Item | Initial Allocation ($M) | | |
| Phase 1 – PDB[1] | $38.500 | $30.980 | ($7.520) |
| Early Works Packages (EWP 1-6) | $109.060 | $370.101 | $261.04 |
| P3 (Phase 1 Preconstruction) | $0.500 | $1.063 | $0.563 |
| Construction (UA #1 Utility Adjustments) | $0.000 | $9.888 | $9.888 |
| Professional Services (Agency & CMSS) | $16.137 | $27.795 | $11.658 |
| Right-of-Way[2] | $114.575 | $204.486 | 89.911 |
| Third Party & COLA | $29.796 | $37.080 | $7.284 |
| Construction Management Support Services | $22.456 | $33.810 | $11.354 |
| Light Rail Vehicles | $1.500 | $1.200 | ($0.300) |
| Professional Services - Other | $2.496 | $10.504 | $8.008 |
| Professional Services - Engineering | $25.784 | $108.960 | $83.176 |
| Contingency | $52.695 | $20.815 | ($31.880) |
| Pre-Authority[3] Expenditures | $61.493 | $0.000 | $0.000 |
| Environmental Planning | $21.864 | $23.049 | $1.185 |
| **Totals** | **$496.856** | **$879.731** | **$ 382.875** |

NOTES:

1 Adjustment to reflect PDB Phase 1 contract value

2 Proposed Budget for Right-of-Way Acquisition only includes acquisition, relocation, & consultant costs.

3 Pre-Authority Expenditures are included in real estate acquisitions, engineering, project management and Third Party support budget line items.



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Currently, Metro and SFTC have established technical working groups to facilitate the review of Phase 1 Preconstruction submittals required to advance to pricing and schedule negotiations for Phase 2 work. Initial efforts have focused on the Phase 1 tasks, which include the validation of the Base Design, development of an Opinion of Probable Cost (OPC), development of a Design Management Plan (DMP), performing value engineering and innovation solutions to reduce Project costs and shorten design and construction durations, participation in project risk assessment workshops, development of a preliminary project schedule, Cultural Competency Plan (CCP), and Community Outreach Plan.

Construction relations efforts by SFTC include participation in meetings with council district staff to share construction phasing concepts, providing updates on utility potholing activities, participation in quarterly community project update meetings, and presenting the CCP to the Community Leadership Council.

**Early Work Packages (EWP):** Currently, 16 EWPs have been initiated by the contractor for consideration to advance work from Phase 2. The majority of these EWPs support the Project schedule critical path. Each EWP will have a separate scoping, negotiation, and recommendation process. Funds have been committed to EWPs 1, 2, 3, and partially 4 under the current Preconstruction Budget authority.

- EWP 01 Technical Studies - initiates studies required to support future design.
- EWP 02 Initial Integrated Project Management Office (IPMO) - provides field office, warehouse storage to support initial utility adjustments and future construction.
- EWP 03 UA 4 & 6 - construction of DWP utility adjustments.
- EWP 04 Final Design - partial funding allocation

Additional funding to support the following EWPs are subject to this board action:

- EWP 04 Final Design - preparation of GMP plan set for negotiation of Phase 2 and Approved for Construction plans and specifications
- EWP 05 IPMO Hub Office - integrated project office to support design and construction.
- EWP 06 UA 2,3, & 7 - construction of DWP utility adjustments

**Real Estate:** The Project has prioritized acquisition and relocation efforts aligned with need-by dates established to support construction activities outlined in the proposed project schedule. The full acquisitions are the most critical and are required to construct the Maintenance and Storage Facility (MSF), Traction Control Bungalow (TCB) and the Traction Power Substations (TPSS). The additional funding in this request will enable the progression of real estate activities in support of the design and construction schedule.

**Third Party Support**: The nature of the at-grade light rail system requires extensive utility relocations along the entire 6.7 miles of the alignment. Many of the construction EWPs are focused on utility relocations, to remove conflicts with proposed infrastructure improvements of the LRT system. The Third Party support costs from LADWP, City of Los Angeles, Los Angeles County, SoCal Gas, Telecom Utilities, and other stakeholders necessary to successfully complete these EWPs are

included in this Board request.

## DETERMINATION OF SAFETY IMPACT

This Board action will not have any negative impact on established safety standards.

## FINANCIAL IMPACT

The Preconstruction Budget funding increase will be included in the existing Project 865521- East San Fernando Valley Light Rail Transit Corridor, in Cost Center 8510 - Construction Project Management.
As this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs for future years.

### Impact to Budget

The sources for funding the additional $382,875,000 for the Project are capital funds as shown in Attachment A, East San Fernando Valley Light Rail Project Preconstruction Expenditure/Funding Plan. The proposed funding for the Project does not negatively impact funding for operations or safety.

## EQUITY PLATFORM

The additional funding will support continued community and small business engagement efforts led by Metro Community Relations (CR) staff in conjunction with the implementation of construction activities:

- **Elected Representatives and City Representatives**: To date, Metro CR staff have met with representatives from the City of Los Angeles Neighborhood Councils and Council District Offices, on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. Metro has held several quarterly community construction update meetings, presented at various community and school meetings, tabled at various special events, and presented at various business association meetings. The Construction Relations team is currently conducting bilingual door-to-door outreach of small businesses along the Project alignment.
- **Community Members:** The Project has established a Community Leadership Council (CLC) as an advisory body to the Project and is in the process of implementing Community Based Organization (CBO) Partnerships that align with Metro's CBO Partnering Strategy. CLC members have been instrumental in providing direct feedback at the two CLC meetings held on ways to improve current outreach efforts and message delivery on the project.
- **Small Businesses**: Metro CR staff have visited the small businesses along the alignment and provided bilingual project information along with small business mitigation programs available to businesses along the Project corridor: Eat Shop Play (ESP), Business Interruption Fund (BIF), and Business Solution Center (BSC). Metro Diversity & Economic Opportunity, in partnership with Metro CR has formally launched the BIF on this Project in May of 2024 and anticipates launching the BSC Program in Fall 2024. The ESP

program is also anticipated to launch in Fall 2024.

- **Cultural Competency Plan (CCP)**: The CCP includes a comprehensive strategy for engagement with the local community utilizing a multi-layered approach focused on a career academy, small business opportunities, and project internal culture and training. Training will encompass the entire team including vendors and subcontractors. The CCP supports an accountability framework to track the progress of each task and goal through the utilization of technology in order to develop the highest standards of resources and programs for the community.

SFTC made a 19.33% DBE commitment for Phase 1 (Pre-Construction) of the contract. Based on payments, the contract is 80% complete and the current level of DBE participation is 15.25%, demonstrating a 4.08% shortfall in the commitment. SFTC reported that they continue to engage DBE firms during Phase 1 and that all DBE firms will be fully utilized. SFTC contends that it will meet its DBE commitment on this project with utilization forecasted through to December 2024.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

| | |
|---|---|
| Strategic Goal 1: | Provide high-quality mobility options that enable people to spend less time traveling.<br>The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley. |
| Strategic Goal 2: | Deliver outstanding trip experiences for all users of the transportation system.<br>The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system. |
| Strategic Goal 3: | Enhance communities and lives through mobility and access to opportunity.<br>With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community. |
| Strategic Goal 4: | Transform LA County through regional collaboration and national leadership.<br>Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project. |

## ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the requested increase to the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases if this action does not move forward. Furthermore, delays to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

## NEXT STEPS

Upon Board approval of the augmentation of the ESFV Preconstruction Budget, the Project will continue with real estate activities to secure construction access, commence with utility relocation construction, advance design plans and specifications to support the negotiation of a Guaranteed Maximum Price and construction schedule for Phase 2 work, and continue to complete final design. Once the FFGA is secured, additional preconstruction funding will be requested so that staff can

continue to move the project forward. Once an agreement of Phase 2 price has been reached, staff will return to the Board for approval of an LOP budget and seek further authority for the Chief Executive Officer to execute project agreements and contract modifications within the LOP budget.

## ATTACHMENTS

Attachment A - East San Fernando Valley Light Rail Transit Project, Preconstruction Expenditure/Funding Plan

Prepared by:

Greg Gastelum, Senior Executive Officer, Program Management, 213-922-2168
Kevin Grady, Deputy Executive Officer, Project Controls, 213-294-1439
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim) 213 922-4471

Reviewed by:

Tim Lindholm, Interim Chief Program Management Officer, 213-922-2797

Stephanie N. Wiggins
Chief Executive Officer

# East San Fernando Valley Light Rail Transit Project
## Preconstruction Expenditure/Funding Plan
## Attachment A
**Capital Project #865521**

| | | | | Actual Expenditures | | | Forecast Expenditures | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Use of Funds ($ in Millions) | Prior Pre-Construction Budget (Feb. 2023) | Revised Preconstruction Budget | Proposed Budget Revisions | Pre-Authority[3] | Inception Thru FY23 | FY24 | FY25 | FY26 | FY27 | FY28 |
| **Phase 1 - PDB[1]** | $ 38.500 | $ 30.980 | $ (7.520) | $ - | $ - | $ 26.300 | $ 4.680 | | | |
| **Additional Preconstruction Activities** | | | | | | | | | | |
| Anticipated Early Work Packages | $ 109.060 | $ 370.101 | $ 261.041 | $ - | $ - | $ 1.762 | $ 135.000 | $ 165.000 | $ 68.339 | |
| P3 Solar - PCS Energy | $ 0.500 | $ 1.063 | $ 0.563 | $ - | $ - | $ 0.013 | $ 0.300 | $ 0.450 | $ 0.300 | |
| AUA #1 - W.A. Rasic | $ - | $ 9.888 | $ 9.888 | $ - | $ 2.090 | $ 7.798 | | | | |
| Professional Services (Agency & PCSS) | $ 16.137 | $ 27.795 | $ 11.658 | $ 7.108 | $ 5.823 | $ 5.174 | $ 9.690 | | | |
| Right-of-Way Acquisition[2] | $ 114.575 | $ 204.486 | $ 89.911 | $ 7.220 | $ 0.252 | $ 6.304 | $ 190.710 | | | |
| Third Party & COLA | $ 29.796 | $ 37.080 | $ 7.284 | $ 5.538 | $ 4.376 | $ 2.972 | $ 24.194 | | | |
| Construction Management Support Services | $ 22.456 | $ 33.810 | $ 11.354 | $ - | $ 6.163 | $ 11.000 | $ 16.647 | | | |
| Light Rail Vehicles | $ 1.500 | $ 1.200 | $ (0.300) | $ - | $ - | $ - | $ 1.200 | | | |
| Other Professional Services | $ 2.496 | $ 10.504 | $ 8.008 | $ 1.018 | $0.856 | $ 2.361 | $ 6.269 | | | |
| **Engineering Services for the Project** | | | | | | | | | | |
| General Engineering | $ 23.670 | $ 95.860 | $ 72.190 | $ 35.501 | $ 16.942 | $ 6.179 | $ 12.000 | $ 12.000 | $ 7.000 | $ 6.238 |
| Systems Engineering | $ 2.114 | $ 10.992 | $ 8.878 | $ 5.090 | $ 1.861 | $ 0.974 | $ 3.067 | | | |
| Engineering Support | $ - | $ 2.108 | $ 2.108 | $ 0.019 | $ 0.468 | $ 0.496 | $ 1.125 | | | |
| **Contingency** | | | | | | | | | | |
| Contingency | $ 52.695 | $ 20.815 | $ (31.880) | $ - | $ - | $ - | $ 10.815 | $ 10.000 | | |
| **Environmental Planning & Pre-Authority Expenditures** | | | | | | | | | | |
| Pre-Authority Expenditures (865521)[3] | $ 61.493 | ** | ** | ** | $ - | | | | | |
| Environmental Planning (405521 & 465521) | $ 21.864 | $ 23.049 | $ 1.185 | $ - | $ 22.344 | $ 0.705 | | | | |
| Totals | $ 496.856 | $ 879.731 | $ 382.875 | $ 61.493 | $ 61.176 | $ 72.038 | $ 415.697 | $ 187.450 | $ 75.639 | $ 6.238 |

| Sources of Funds ($ in Millions) | Current Funding[4] | Total Proposed Funding[5] | Additional Funding | Pre-Authority Expenditures | Prior Expenditures | FY24 | FY25 | FY26 | FY27 | FY28 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Federal Revenue** | | | | | | | | | | |
| Section 5339 Alternatives Analysis | $ 0.968 | $ 0.968 | $ - | $ 0.968 | $ - | $ - | $ - | $ - | $ - | $ - |
| **State Revenue** | | | | | | | | | | |
| Transit and Intercity Rail Capital Program (TIRCP) | $ 81.330 | $ 81.330 | $ - | | | $ - | $ 8.242 | $ 73.088 | $ - | $ - |
| Regional Improvement Program Funds (RIP) | $ 17.315 | $ 34.630 | $ 17.315 | | $ 3.651 | $ 6.304 | $ 24.675 | $ - | $ - | $ - |
| Traffic Congestion Relief Program Funds (TCRP) | $ 27.000 | $ 27.000 | $ - | $ 27.000 | $ - | $ - | $ - | $ - | $ - | $ - |
| SB1 - Local Partnership Program | $ - | $ 74.944 | $ 74.944 | | | $ - | $ 74.944 | $ - | $ - | $ - |
| Other State Revenue (State Highway Funds - Fuel Tax - CRRSAA Exchange) | $ - | $ 18.185 | $ 18.185 | | | $ - | $ 18.185 | $ - | $ - | $ - |
| **Local Revenue** | | | | | | | | | | |
| Prop A - Rail Development Account (35%) | $ - | $ - | $ - | | | $ - | $ - | $ - | $ - | $ - |
| Measure R - Transit Capital (35%) | $ - | $ - | $ - | | | $ - | $ - | $ - | $ - | $ - |
| Measure R - Transit Capital (35%) - from Canoga Savings | $ 68.500 | $ 182.000 | $ 113.500 | $ 33.525 | $ 56.194 | $ - | $ 92.280 | $ - | $ - | $ - |
| Measure R - Highway Projects (20%) - from I-5 N Capacity Enhancement | $ - | $ 49.417 | $ 49.417 | | | $ - | $ 49.417 | $ - | $ - | $ - |
| Prop C - Discretionary (40%) | $ - | $ - | $ - | | | $ - | $ - | $ - | $ - | $ - |
| Prop C - Transit-Related Highway (25%) - from I-5 Replacement Credit | $ 52.410 | $ 161.924 | $ 109.514 | | $ 1.330 | $ - | $ 88.259 | $ 47.341 | $ 24.993 | |
| Local Agency Transit Project Contributions | $ - | $ - | $ - | | | $ - | $ - | $ - | $ - | $ - |
| Measure M - Transit Construction (35%) | $ 249.333 | $ 249.333 | $ - | | | $ 65.734 | $ 59.694 | $ 67.021 | $ 50.646 | $ 6.238 |
| Total Preconstruction Funding | $ 496.856 | $ 879.731 | $ 382.875 | $ 61.493 | $ 61.176 | $ 72.038 | $ 415.697 | $ 187.450 | $ 75.639 | $ 6.238 |

Notes:

1. Adjustment to reflect PDB Phase 1 contract value.
2. Proposed Budget for Right-of-Way Acquisition only includes acquisition, relocation, & consultant costs.
3. Pre-Authority Expenditures are included in real estate acquisitions, engineering, project management and Third Party support budget line items.
4. Current Funding reflects the Feb 2023 board-approved preconstruction budget.
5. Preliminary funding plan - fund assignments are subject to change upon confirmation of future grant awards.




# We're building light rail for the Valley.

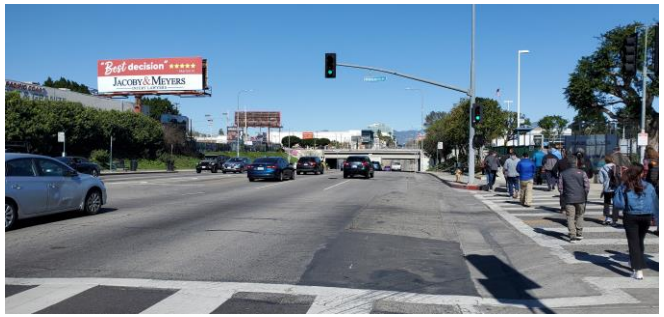
## EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

Metro

July 17, 2024
Construction Committee

# East San Fernando Valley Light Rail Transit Project








## Initial Operating Segment

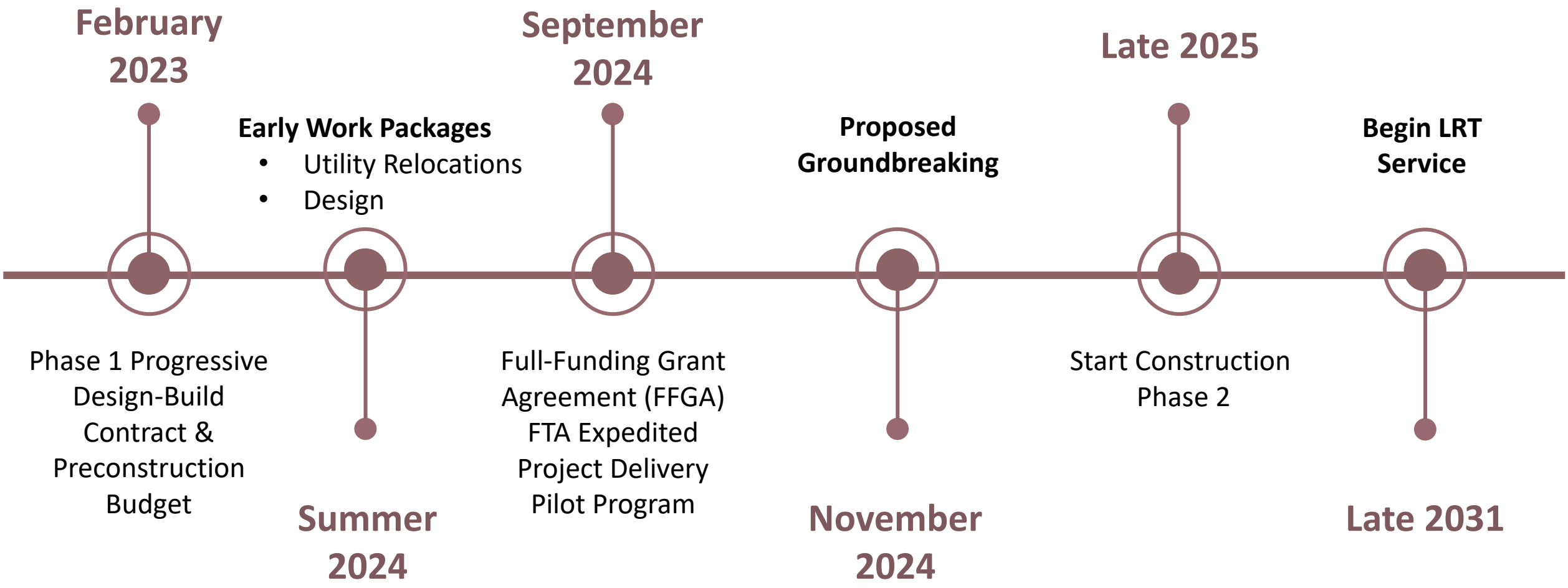
- 6.7 miles at-grade double-track light rail service along the center of Van Nuys Blvd.
- 11 center-platform stations
- 10 Traction Power Substations
- Maintenance and Storage Facility
- Procurement of 33 Light Rail Vehicles

## Estimated Project Cost

- $3.573 Billion



# Project Schedule Milestones



# East San Fernando Valley Light Rail Transit Project
# Funded Activities Underway

**Federal Transit Administration**

- FFGA Application

**Construction Activities in 2024**

- Utility Adjustment Construction
- Complete Design/Construction Plans
- Progressive Design-Build: Phase 1 Activities

**Real Estate Acquisitions/Relocations**

**Community Outreach**

- Construction Relations
- Construction Mitigation Programs
  - Business Interruption Fund
  - Business Solution Center
  - Eat Shop Play







# East San Fernando Valley Light Rail Transit Project
# Additional Funding Investment

- **Early Work Packages**
  - EWP 04 – Final Design
  - EWP 05 – Integrated Project Management Office
  - EWP 06 – Utility Adjustment Packages 2, 3, & 7
- **Progression of Real Estate Activities in support of design and construction**
- **Construction of Utility Adjustments**



Concept Image. ESFV LRT alignment along Van Nuys Boulevard



Concept Image. ESFV LRT Maintenance and Storage Facility

# Request to Construction Committee

## RECOMMENDATION TO BOARD

## AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project by $382,875,000 from $496,856,000 to $879,731,000;

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget

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

**File #:** 2024-0405, **File Type:** Contract **Agenda Number:** 19.

**FINANCE, BUDGET AND AUDIT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. PS60564000B with International Institute of Los Angeles (IILA) for Low Income Fare is Easy (LIFE) Program Administrator Services to include the Southwest, Southeast and Northwest service regions of Los Angeles County, in the amount of $984,603, increasing the total contract value from $ 2,792,333 to $3,776,936 and extending the period of performance from September 30, 2024 to December 31, 2024.

## ISSUE

On May 6, 2024, Metro was informed by FAME Assistance Corporation (FAC), Metro's LIFE Program Administrator for the Southwest and Northwest service regions, that it has filed for Chapter 7 Bankruptcy proceedings. FAC informed Metro that they would complete their contractual responsibilities for the LIFE program through the contract term ending on June 30, 2024.

Upon notification, staff has worked closely with FAC and IILA to develop a plan to mitigate any disruption to program services for LIFE Program participants. As part of this plan, IILA agreed to manage the geographical regions and administrator duties currently assigned to FAC. In addition, IILA has agreed to hire some of the FAC staff to maintain program continuity. This modification remains within the scope of services of IILA's existing LIFE Program Administrator contract. However the hiring of FAC's staff and other resources requires allocating additional funding to their contract. This modification will also allow for the payment of administrator services fees, printing of taxi vouchers, and reimbursement for taxi service providers during the extension period.

## BACKGROUND

On September 25, 2019, the Metro Board of Directors approved the award of competitively procured Contract Nos. PS6056400A and PS6056400B, effective January 1, 2020, with FAME Assistance Corporation (FAC and International Institute of Los Angeles (IILA)), respectively, to provide program administration and oversight activities of the countywide LIFE program. For the last five years, each

organization has been responsible for program management with different Metro designated geographic regions within the county. This includes screening patrons for program eligibility, maintaining administrative accountability, conducting community outreach, developing partnerships with over 150 community-based organizations each, and implementing the taxi voucher program that provides transportation subsidy services to individuals with short-term and immediate needs, which is distributed to riders through approved agencies such as hospitals and shelters.

## DISCUSSION

LIFE program administrators, including IILA, play a key role in supporting and leading many of Metro's efforts to enhance and expand the program to support riders throughout Los Angeles County, especially in Equity Focus Communities (EFCs). Their expanded services have helped drive the largest increase in enrollment in the program's history. These services include:

- 14 full time and 3 part time staff
- 267 agencies assisting with enrollments
- 104 agencies distributing taxi program services.
- 12 taxi company partnerships
- 91 agencies providing 4-ride tickets
- 18 DPSS offices assisting with enrollment
- 30 pop-up events each month
- Over 250 daily applications (online portal, customer centers, DPSS, mail, events)

Combined, the efforts above have led to:

- An increase of over 255,458 enrollees in the program since September 2021, representing 280.5% towards attainment of the Board's goal of doubling enrollment and bringing the total LIFE program participants to 345,271.
- An average of 2,000 LIFE enrollments per week
- 38% of new enrollments are submitted through the new online application/portal
- 37% of applications are submitted via self-certification; and
- More than 48% of new applicants have been issued a TAP card.
- In 2023, LIFE customers saved over $8 million riding Metro.

### Considerations

The contract modification will increase the staffing level at IILA by eight additional staff. The new full-time staff will collectively work to assist in delivering expanded services, reviewing, evaluating, and processing applications through in-person enrollment and online portal applications that require the same level of processing support as paper applications. Staff will also be attending more outreach events, providing bilingual (Spanish) support while partnering with agencies who provide multi-lingual services (Korean, Chinese, Japanese, Vietnamese, Armenian, Russian) to assist with enrollments, as well as responding to an increase in community inquiries. On average, administrators receive 100 - 150 phone or email inquiries per day. Staff expects the recent increases in the program enrollment to continue as program awareness expands, and riders seek to take advantage of the incentives of

program enrollment.

## DETERMINATION OF SAFETY IMPACT

Metro Board adoption of staff recommendation would have no adverse impact on Metro or the regional transit system's safety.

## FINANCIAL IMPACT

The funding of $984,603 for this contract is included in the FY25 Budget in Cost Center Number 2315, LIFE Program, under Project Number 410021, LIFE Program.
There is sufficient funding within the FY25 LIFE Program budget to implement this modification based on funding allocation for two administrators, which is now being turned over to one administrator and extend the contract through December 31, 2024. Approval of this recommendation authorizes Metro to disburse these funds to the LIFE Program Administrator.

Impact to Budget
The sources of funding are Proposition C 40% and Measure M 2% Americans with Disabilities Act (ADA) Paratransit/Metro Discounts. Proposition C 40% is eligible for bus and rail operating or capital expenses while Measure M 2% ADA Paratransit/Metro Discounts is earmarked for ADA paratransit for people with disabilities and Metro discounts for seniors and students.

## EQUITY PLATFORM

Reduced-fare transit programs, like LIFE, are an investment in social mobility and an important tool to assist in the fight against income and health inequality. These programs, which include enrollments, outreach, partnerships with Community Based Organizations (CBOs) and taxi vouchers for individuals with short-term/immediate transit needs, make Metro more accessible to riders facing financial and other barriers while providing financial relief from the ever-rising cost of living.

The contract modification will ensure the program continues to maintain the level of services to reach and enroll marginalized riders across Los Angeles County in the LIFE Program, especially in Equity Focus Communities. It also aligns with Metro's Equity Platform Framework, Pillar 3 "Focus and Deliver", by removing barriers and increasing access to opportunity for all. Not proceeding with this change will greatly impact equitable services to a large geographical region of LA County, thus reducing enrollments, outreach, partnerships with CBOs, and LIFE boardings.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of staff recommendation supports Strategic Plan Goal 3 to: Enhance communities and lives through mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve increased resources for IILA for LIFE program

administration. Staff does not recommend such an action as it would negatively impact LIFE Program participants in Southwest, Southeast and Northwest service regions of Los Angeles County. In order to achieve Board directed goals to continue to enhance and expand services as well providing a level of services for all of Los Angeles County regions, the program administrator is a key community partner in the achievement of this goal. As a non-profit CBO, IILA does not have the capital resources to sustain this increased level of effort without appropriate commitment from Metro.

## NEXT STEPS

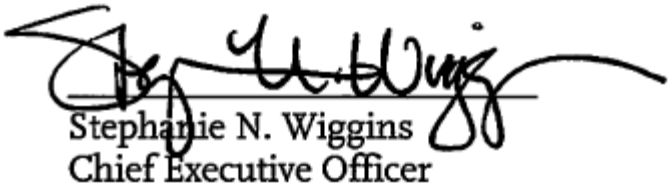
Upon Board approval, staff will execute Modification No. 6 to Contract No. PS60564000B with IILA to ensure program services continue in all service regions throughout Los Angeles County.

## ATTACHMENTS

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

Prepared by: Michael Cortez, Director LIFE Program, (213) 418-3423
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Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471
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Reviewed by:
Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## PROCUREMENT SUMMARY

## LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES / PS60564000B

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: PS60564000B | | | |
| **2.** | **Contractor**: International Institute of Los Angeles | | | |
| **3.** | **Mod. Work Description**: Low Income Fare is Easy (LIFE) Program Administrator Services for the Southeast, Southwest, and Northwest Regions. | | | |
| **4.** | **Contract Work Description**: LIFE Program Administrator Services | | | |
| **5.** | **The following data is current as of**: 06/21/2024 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 09/26/19 | **Contract Award Amount:** | $1,605,248 |
| | **Notice to Proceed (NTP):** | 09/26/19 | **Total of Modifications Approved:** | $1,187,085 |
| | **Original Complete Date:** | 06/30/22 | **Pending Modifications (including this action):** | $984,603 |
| | **Current Est. Complete Date:** | 12/31/24 | **Current Contract Value (with this action):** | $3,776,936 |
| | | | | |
| **7.** | **Contract Administrator**: Ernesto N. De Guzman | | **Telephone Number**: (213) 922-7267 | |
| **8.** | **Project Manager**: Michael Cortez | | **Telephone Numbers**: (213) 418-3423 | |

## A. Procurement Background

This Board Action is to execute Modification No. 6 to Contract No. PS60564000B for Low Income Fare is Easy (LIFE) Program Administrator Services for the Southeast, Southwest, and Northwest Regions and to extend the period of performance from September 30, 2024 to December 31, 2024. This Modification will allow for the payment of administrator services fees, printing of taxi vouchers, and reimbursement for taxi service providers during the extension period.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

A total of 5 modifications have been issued to date for this contract.

Refer to Attachment B – Contract Modification/Change Order Log.

## B. Price Analysis

The recommended amount is determined to be fair and reasonable based upon price analysis, technical evaluation, and an Independent Cost Estimate (ICE).

| Proposal Amount | Metro ICE | Recommended Amount |
|---|---|---|
| $984,603 | $1,274,064 | $984,603 |

**ATTACHMENT B**

## CONTRACT MODIFICATION / CHANGE ORDER LOG

## LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES / PS60564000B

| Mod. No. | Description | Status (approved or pending) | Date | Amount |
|---|---|---|---|---|
| **1** | Additional level of effort. | Approved | 04/29/22 | $467,085 |
| **2** | Reimbursements for the FY23 Taxi Voucher component of the LIFE Program. | Approved | 06/23/22 | $420,000 |
| **3** | Reimbursements for the FY24 Taxi Voucher component of the LIFE Program. | Approved | 07/27/23 | $300,000 |
| **4** | Addition of Taxi Subsidy Programs | Approved | 05/24/24 | $0 |
| **5** | Period of performance (POP) extension through 9/30/24. | Approved | 06/03/24 | $0 |
| **6** | LIFE Program Administrator Services for the southeast, southwest, and northwest regions and POP extension through 12/31/24. | **Pending** | **Pending** | **$984,603** |
| | **Modification Total:** | | | **$2,171,688** |
| | **Original Contract:** | | **09/26/19** | **$1,605,248** |
| | **Total:** | | | **$3,776,936** |

# DEOD SUMMARY

## LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES / PS60564000B

### A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/Disabled Verteran Business Enterprise (SBE/DVBE) goal for this project due to the lack of subcontracting opportunities. It is expected that International Institute of Los Angeles (IILA) will continue to perform the services of this contract with its own workforce.

### B. Living Wage and Service Contract Worker Retention Policy Applicability

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

### C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

### D. Project Labor Agreement/Construction Careers Policy

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

# Low Income Fare is Easy (LIFE) Program Administrator Contract Modification

*July 2024*

Metro

# Background

- Since 2019, The Low Income Fare is Easy (LIFE) Program has contracted with two community-based organizations, FAME Assistance Corporation (FAC) and International Institute of Los Angeles (IILA).
- FAC and IILA provide program administration and oversight activities for the countywide LIFE program.
- On May 6, FAC informed Metro that it filed Chapter 7 Bankruptcy proceedings.
- IILA agreed to manage the geographical regions and administrator duties assigned to FAC.





Metro

# Administrator Services

**Services:**

- 14 full time and 3 part time staff
- 267 agencies assisting with enrollments
- 104 agencies distributing taxi program services.
- 12 taxi company partnerships
- 91 agencies providing 4-ride tickets
- 18 DPSS offices assisting with enrollment
- 30 pop-up events each month
- Over 250 daily applications (online portal, customer centers, DPSS, mail, events)

**Results:**

- 255,458 LIFE enrollments since September 2021 (280% Double enrollment goal).
- Total LIFE program participants 345,271.

Metro

# Procurement Summary

- Execute Modification No. 6 to Contract No. PS60564000B for Low Income Fare is Easy (LIFE) Program Administrator Services for the Southeast, Southwest, and Northwest Regions
- Extend administrator performance from September 30, 2024, to December 31, 2024.
- This modification allows payment of administrator services fees, hiring of FAC staff, printing of taxi vouchers, and reimbursement for taxi service providers during the extension period.
- This contract modification will be processed in accordance with Metro's Acquisition Policy.
- The recommended amount is determined to be fair and reasonable based upon price analysis, technical evaluation, and an Independent Cost Estimate (ICE).
- There is sufficient funding within the FY25 LIFE Program Budget to implement this modification .

| Proposal Amount | Metro Independent Cost Estimate | Recommended Amount |
|---|---|---|
| $984,603 | $1,274,064 | $984,603 |

Metro

# Next Steps

- Work with IILA to ensure the program continues to deliver expanded services, as well as review, evaluate, and process applications through in-person enrollment and online portal applications.
- Work with IILA to conduct robust outreach that includes providing bilingual (Spanish) support while partnering with agencies who provide multi-lingual services (Korean, Chinese, Japanese, Vietnamese, Armenian, Russian) to assist with enrollments.




Metro

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

Metro

# Board Report

**File #:** 2024-0408, **File Type:** Program **Agenda Number:** 23.

**FINANCE, BUDGET AND AUDIT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: CUSTODIAL BANKING SERVICES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS133590000 with U.S. Bank N.A. in the amount of $500,000 to continue to provide custodial banking services, increasing the contract value from $1,100,370 to $1,600,370 and extending the period of performance from December 31, 2024 to March 31, 2025.

## ISSUE

The Contract Modification will ensure uninterrupted custodial banking services for Metro through March 31, 2025. The action will allow staff sufficient time to procure these services through a competitive procurement process, expanding participation opportunities for small businesses and local community banks. This also allows for a three-month transition period.

The existing contract with US Bank N.A. will expire on December 31, 2024.

## BACKGROUND

Metro's Investment Policy requires that securities purchased for the investment of operating funds be maintained in the trust department or the safekeeping department of an established bank. Staff uses the services of a custodial bank, in compliance with the Board approved Investment Policy. Custodial banking charges are a combination of asset-based fees and transaction fees. Asset-based fees apply a fixed percentage based on the market value of investments. Transaction fees are fixed amounts charged per transaction on trading activity.

The current contract, inclusive of a three-year base term and two, one-year renewal options, was awarded in July 2019 to U.S. Bank Institutional Trust & Custody in the amount of $1,000,370. It was subsequently modified to increase the contract value by $100,000 and extend the term by three months through December 31, 2024.

## DISCUSSION


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Metro's operating funds, the pool of revenue used to pay expenses such as project costs, payroll, fuel, and supplies must comply with the Board approved Investment Policy. The Investment Policy requires an external trust bank to provide custodial services of operating funds, compliance reporting, and performance measurement services.

The original contract was based on a lower estimated total of assets under custody. Metro experienced a significant increase in investment holdings and trade volume since the contract's inception in late 2019. As of March 31, 2024, the number of accounts has grown from nine to fifteen, and the market value of investments has increased from $1.2 billion to $3.1 billion (a 158% increase). This increase is primarily due to federal fund receipts due to COVID-19 along with strong sales tax performance post pandemic. In FY21, Metro received $862 million in CARES funds and $776 million in CRRSAA funds. In FY22 and FY23, Metro received $1,269 million in ARPA funds. Although the custodial fee rates have not changed, the increase in funds from CARES, CRRSAA, and ARPA resulted in higher fees which required the additional contract authority.

Additionally, since the custody contract was executed in 2019, five new investment manager accounts and two special purpose accounts have been opened. The combination of increased investment holdings, new accounts, and trading activity has led to higher than estimated custody fees.

The contract modification will provide funding to support the custodial banking services in the amount of $500,000 for FY25 and extend the contract to March 31, 2025. Treasury understands the importance of completing contract extensions and renewals promptly to avoid service disruptions. There are inherent challenges in forecasting future account fluctuations, particularly during unforeseen circumstances. For the new custodial banking services contract, Treasury will utilize all the resources to better estimate the fluctuations due to the timing of receipt of revenues from Federal and State grants, especially in light of potential Olympic funding programs in process.

## DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety standards for Metro operations.

## FINANCIAL IMPACT

Funding for this Contract Modification is included in the FY25 budget in the amount of $500,000 under 50316 - Service Professional and Tech Services in cost center 5210 Treasury Department. The funds are divided among three projects: 4% to Project 100002, Task 30.02; 43% to Project 300076, Task 30.02; and 53% to Project 610340, Task 30.02.

Impact to Budget

The sources of funds for this action are Proposition A, Proposition C and TDA Administration funds, which are Operating eligible.

## EQUITY PLATFORM


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This action provides custodial banking services to Metro's internal and external portfolio accounts. Metro has eight external investment manager accounts custodied at US Bank. Five of the eight firms are small business firms, minority owned, women owned or employee-owned firms.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Metro's Vision 2028 Goal#5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

## ALTERNATIVES CONSIDERED

Since Metro's Investment Policy mandates the use of an external custody bank to safekeep operating fund securities or cash, no alternatives are recommended.

## NEXT STEPS

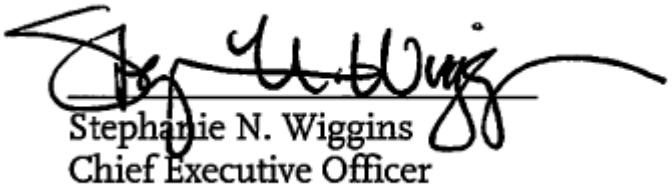
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS133590000 with U.S. Bank N.A. to continue to provide custodial banking services.

## ATTACHMENTS

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

Prepared by: Jin Yan, Assistant Treasurer, (213) 922-2127
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## CUSTODIAL BANKING SERVICES/PS133590000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: PS133590000 | | | |
| **2.** | **Contractor**: U.S. Bank N.A. | | | |
| **3.** | **Mod. Work Description**: Continue existing services and extend the period of performance from December 31, 2024 through March 31, 2025 | | | |
| **4.** | **Contract Work Description**: Provide custodial banking services | | | |
| **5.** | **The following data is current as of**: 6/4/24 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 7/25/19 | **Contract Award Amount:** | $600,222 |
| | **Notice to Proceed (NTP):** | N/A | **Total of Modifications Approved:** | $500,148 |
| | **Original Complete Date:** | 12/31/24 | **Pending Modification (including this action):** | $500,000 |
| | **Current Est. Complete Date:** | 3/31/25 | **Current Contract Value (with this action):** | $1,600,370 |
| | | | | |
| **7.** | **Contract Administrator**: Aielyn Dumaua | | **Telephone Number**: (213) 922-7320 | |
| **8.** | **Project Manager**: Jan Yin | | **Telephone Number:** (213) 922-2127 | |

## A. Procurement Background

This Board Action is to approve Modification No. 3 to continue to provide custodial banking services and extend the period of performance from December 31, 2024 through March 31, 2025.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate.

In July 2019, the Board awarded a five-year (inclusive of two, one-year options), firm fixed unit rate contract to U.S. Bank N.A. to provide custodial banking services.

Two modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

## B. Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis. The contract rates that were established as part of the competitive contract award in July 2019 remain unchanged and are lower than current market rates for similar services.

| Proposed Amount | Metro ICE | Recommended Amount |
|---|---|---|
| $500,000 | $500,000 | $500,000 |

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## CUSTODIAL BANKING SERVICES/PS133590000

| Mod. No. | Description | Date | Amount |
|---|---|---|---|
| 1 | Exercise options 1 and 2 and extend the period of performance (POP) through September 30, 2024. | 9/30/22 | $400,148 |
| 2 | Continue services and extend POP through December 31, 2024. | 5/20/24 | $100,000 |
| 3 | Continue services and extend POP through March 31, 2025. | **Pending** | **$500,000** |
| | **Modification Total:** | | **$1,000,148** |
| | **Original Contract:** | **7/25/19** | **$600,222** |
| | **Total Contract Value:** | | **$1,600,370** |

# DEOD SUMMARY

## CUSTODIAL BANKING SERVICES/PS133590000

### A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this project due to the lack of subcontracting opportunities. U.S. Bank N.A. is expected to provide the custodial banking services with its own workforce.

### B. Living Wage and Service Contract Worker Retention Policy Applicability

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

### C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

### D. Project Labor Agreement/Construction Careers Policy

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

Item #23

# Custody Bank Contract Modification

Finance, Budget and Audit Committee
July 18, 2024

Metro

# Custody Bank Contract Modification

**Causes and benefits of the modification:**

- Metro's Investment Policy requires the use of an external custody bank to safekeep operating fund securities or cash.
- The number of accounts, trading volume and the market value of investments has increased since 2019.
- Contracted fixed fee percentages have not changed.
- This action will provide adequate funding, allow sufficient time for the re-procurement to expand participation for local community banks, and allow a 3-month transition period.

Metro

# Custody Bank Contract Modification

**Recommendation:**

- Authorize the CEO to execute an extension of the current contract with US Bank to March 31, 2025, and increase contract value by $500,000 to a new Not to Exceed (NTE) amount of $1,600,370 ;

The existing contract expires on December 31, 2024.

Metro

# Custody Bank Contract Modification

**Next Step:**

- Upon Board approval, staff will execute the modification with U.S. Bank to continue to provide custodial banking services.

Metro

**File #:** 2024-0246, **File Type:** Agreement **Agenda Number:** 24.

**FINANCE, BUDGET, AND AUDIT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: FIRST AMENDMENT TO LEASE AGREEMENT WITH DWF V WILSHIRE/ VERMONT LP**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO), or their designee, to execute the First Amendment to the Lease Agreement (First Amendment) or any other documents with DWF V Wilshire/ Vermont LP, (Lessor), to extend the lease by five years (First Option) commencing September 1, 2024, for the Metro Customer Center located at 3183 Wilshire Boulevard, Suite 174 (Site) in Los Angeles consisting of 2,469 square feet at a rate of approximately $10,001.93 per month for a total of $600,115.80 over the First Option term.

## ISSUE

On June 27, 2013, the Board approved a lease located at the Site for a Metro Customer Center (CC). The lease commenced on June 6, 2014, and expires on August 31, 2024. Under the terms of the lease, Metro has three (3) five-year options to extend the initial term. The Board approved the initial lease and options, however the amount authorized by the Board only included the first ten-year term. The total rent for the First Option is $600,116, which exceeds CEO authority and requires Board approval.

## BACKGROUND

The CC was originally located at a Metro-owned building at Wilshire Boulevard and La Brea Avenue. However, in 2014, the CC needed to be relocated so the property could be utilized for the extension of the D (Red) Line. After an extensive search, a suitable location was found within the Wilshire Vermont Joint Development project (Attachment A).

The Wilshire Vermont CC services about 4,250 customers per month, which is the second-highest volume of customer activity of the five Metro Customer Centers. Services provided at this location include TAP card fare media purchases, reduced fare subsidies, reduced fare application intake, LIFE program application Intake, Metro HR Career Kiosk, public phones that connect directly to Metro call centers which provide TAP information, bus and rail schedule and routing information, and photo booths.

## DISCUSSION

Various sites were considered in the Wilshire/Vermont area but none of the potential sites offered the advantages found at the Wilshire/ Vermont Rail Station including proximity to the station, lower rental rate and ready condition. The current CC location continues to offer an urban landscape setting, is pedestrian friendly, easily accessible from both the B and D Metro Rail Lines and is steps away from Wilshire Boulevard and Vermont Avenue Metro bus stops which serve five Metro and one LA DOT bus lines.

The current rental rate at the CC is $8,697 per month ($3.52 per SF). The new rental rate is based on the Consumer Price Index (CPI), not to exceed fifteen percent (15%), and not to increase over the five-year period of the First Amendment. Based on the maximum allowable adjustment, the rent commencing September 1, 2024, will not exceed $10,001.93 per month ($4.05 per SF) full-service gross and will remain fixed over the five-year term. All the other terms and conditions of the lease will remain the same. A summary of the Deal Points is contained in Attachment B.

During this five-year Option Term, Real Estate in conjunction with the Joint Development Team and Customer Experience, will be evaluating the feasibility and possible cost reduction of returning the CC to a Metro-owned property within a new joint development project along Wilshire Boulevard.

## DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety standards for Metro.

## FINANCIAL IMPACT

The five-year term will result in the payment schedule outlined in the section below.

Rental rates in the general Wilshire Boulevard areas from Wilshire/ Vermont to Wilshire/ La Brea generally range from an average rate of $4.02 SF to a high of $6.00 SF triple net (NNN). Therefore, the estimated rental rate of $4.05 SF full-service gross is a competitive price for a market rate transaction. Metro Real Estate has determined that the rental rates are in line with the fair market for retail/office at this location.

Impact to Budget

Funds for this Amendment are budgeted annually in Cost Center 0651 (Real Estate Non-Departmental), Project 100001 (General Overhead), Account No. 51201 (Rent Property/Facilities) for fiscal year 2025. Future lease obligations will be included in annual budget preparation by Real Estate staff.

The five-year budget impact will be as follows:

| Period | Monthly Rate | Monthly Rent | Annual Rent |
|---|---|---|---|
| 9/1/2024 to 8/31/2025 | $4.05 | $10,001.93 | $120,023.16 |
| 9/1/2025 to 8/31/2026 | $4.05 | $10,001.93 | $120,023.16 |

| | | | |
|---|---|---|---|
| 9/1/2026 to 8/31/2027 | $4.05 | $10,001.93 | $120,023.16 |
| 9/1/2027 to 8/31/2028 | $4.05 | $10,001.93 | $120,023.16 |
| 9/1/2028 to 8/31/2029 | $4.05 | $10,001.93 | $120,023.16 |
| **Total Rent** | | | **$600,115.80** |

## EQUITY PLATFORM

Services provided at this CC are likely to have a higher positive impact on Equity Focus Communities (EFC) who rely solely on the Metro system to travel throughout Los Angeles. This CC is located in a central, dense EFC, conveniently situated just outside the Wilshire/Vermont Station. This is particularly helpful to riders living with disabilities and the elderly, who might otherwise experience challenges traveling further away to a less conveniently located CC to obtain assistance, passes or other Metro services.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goals # 2: Deliver outstanding trip experiences for all users of the transportation system; and #5 Provide responsive, accountable, and trustworthy governance within LACMTA's organization.

## ALTERNATIVES CONSIDERED

The Board could choose not to exercise the First Lease Amendment to extend the lease which would require closing or moving the CC to another location. Neither of these options is recommended as it would have an adverse impact on Metro's customer service and relocating would increase rental costs including new tenant improvements.

## NEXT STEPS

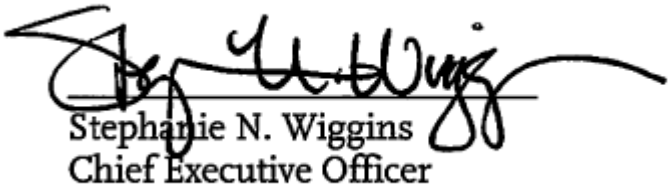
Upon approval by the Board of Directors, staff will finalize the First Amendment to the Lease Agreement or any other documents to extend the initial term, subject to review and approval by County Counsel for execution by the CEO or their designee.

## ATTACHMENTS

Attachment A - Location Map
Attachment B - Deal Points

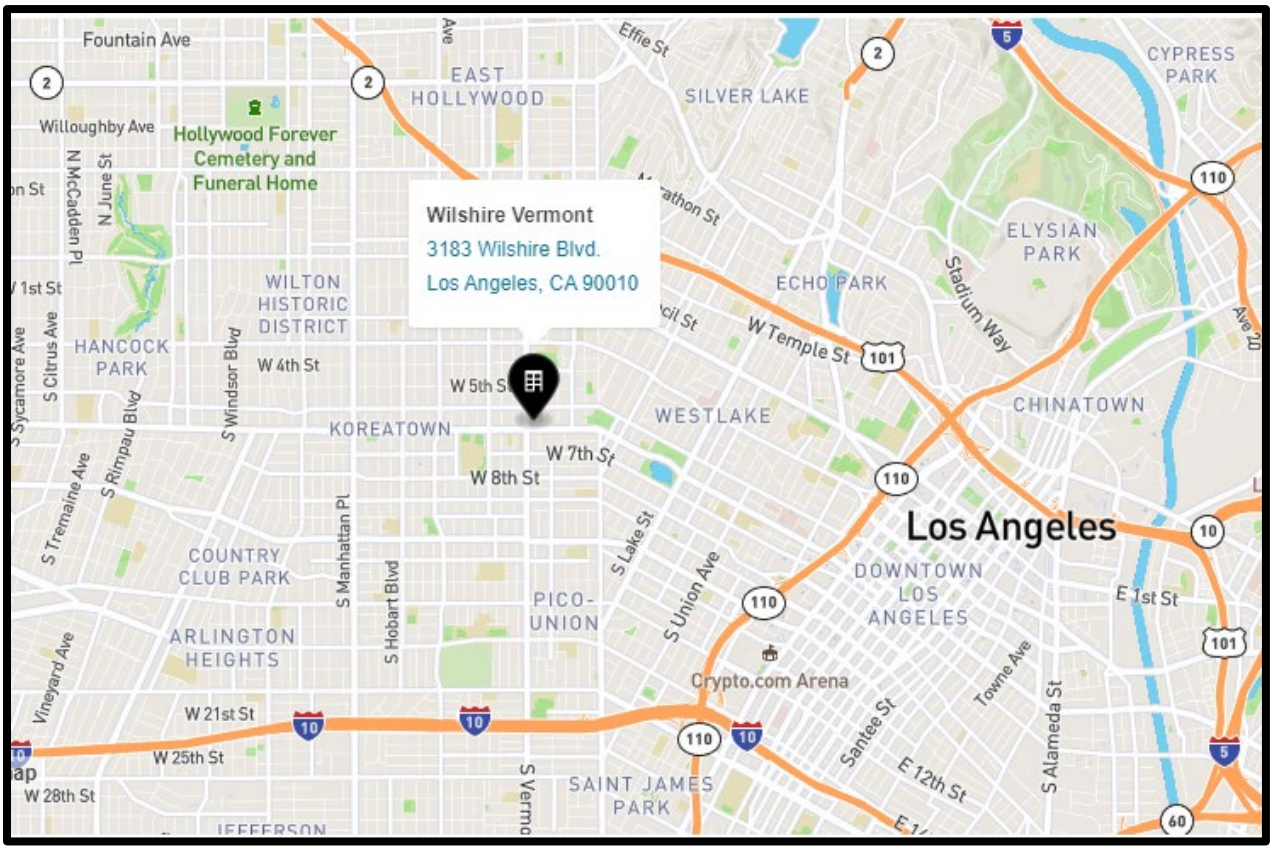
Prepared by: John Beck, Manager, Transportation Planning Real Property & Asset Management, (213) 922-4435
Craig Justesen, Executive Officer, Real Property Management
Holly Rockwell, Senior Executive Officer, Real Estate and Transit Oriented Communities, (213) 547-4325

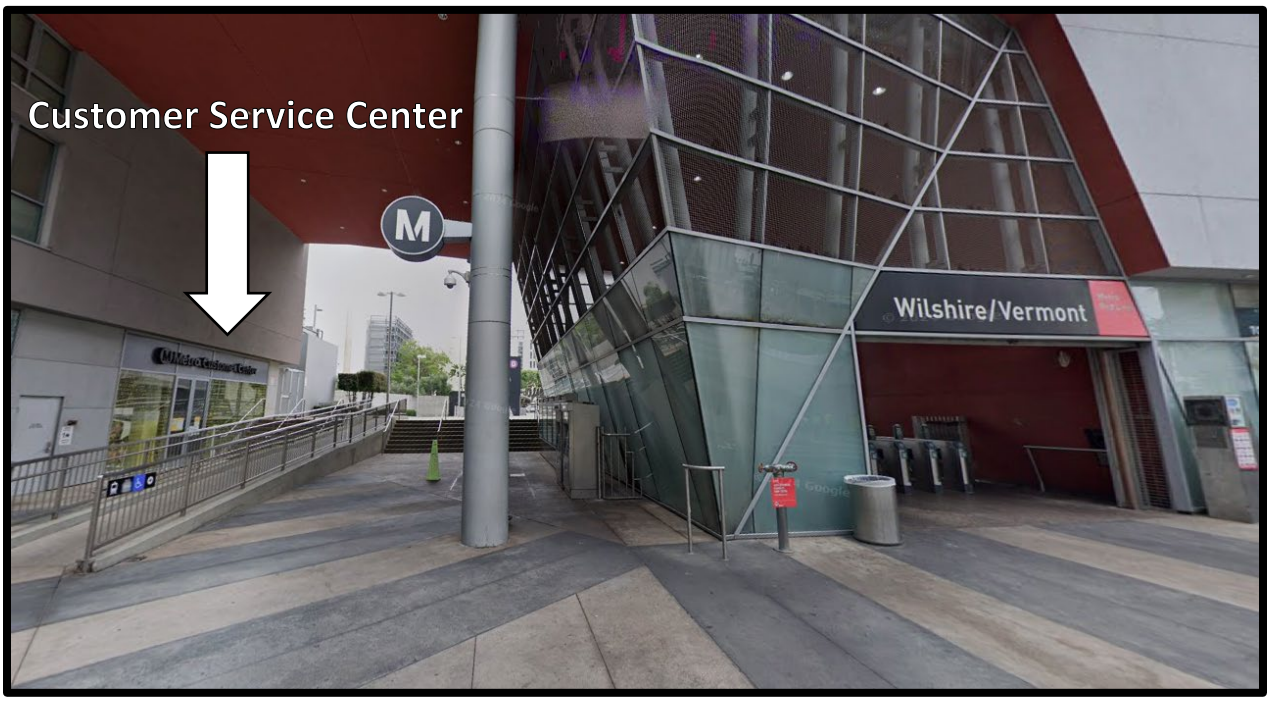
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Jennifer Vides, Chief Customer Experience Officer (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

# Attachment A – Location Map



# Attachment B - Deal Points

| | |
|---|---|
| **New or renewal** | Lease Amendment |
| **Landlord/Owner** | DWF V Wilshire Vermont LP |
| **Location** | 3183 Wilshire Boulevard, Suite 174, Los Angeles |
| **Premises** | Approximately 2,469 square feet |
| **Purpose** | Customer Service Center |
| **Commencement and Duration (note any extensions)** | 5-years commencing approximately September 1, 2024 with two additional 5-year options to extend. |
| **Total Cost** | The total lease value is approximately $600,115 over the five (5)-year term. |
| **Early Termination Clauses** | None. |
| **Determination of Lease Value** | Market data provided by Metro Real Estate. |
| **Background with this Landlord** | The underlying lease is with this landlord. |
| **Special Provisions** | None. |



# We're supporting thriving communities.

Finance, Budget & Audit Committee - July 18, 2024

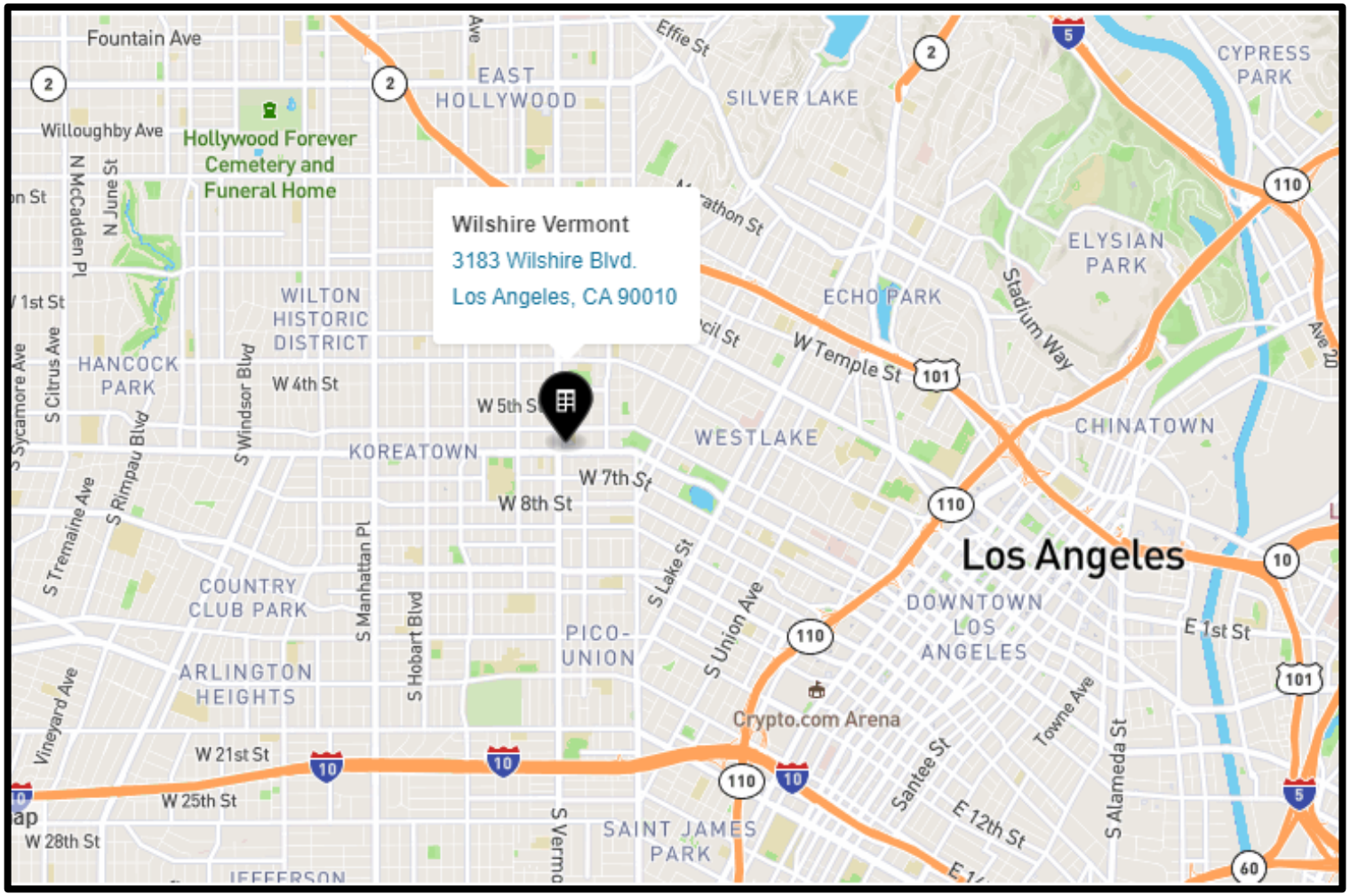
Legistar File #2024-0246

Metro

# Recommendation

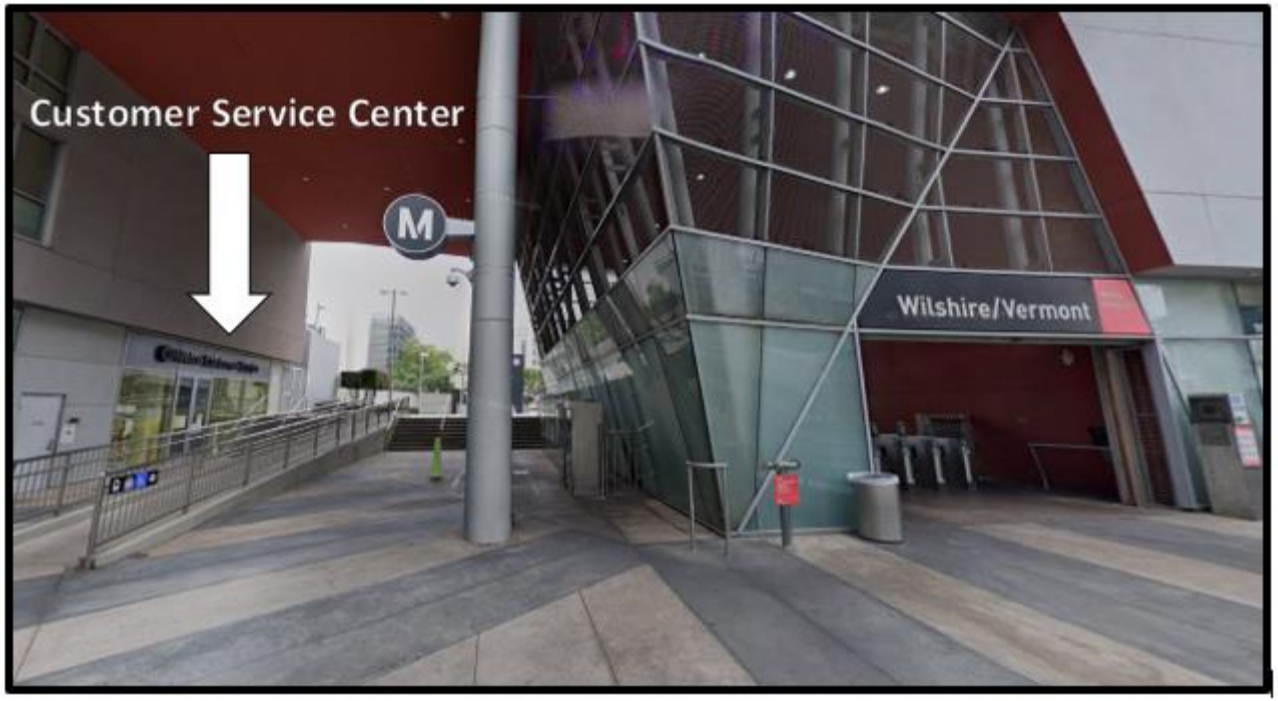
AUTHORIZE the Chief Executive Officer (CEO), or their designee, to execute the First Amendment to the Lease Agreement (First Amendment) or any other documents with DWF V Wilshire/ Vermont LP, (Lessor), to extend the lease by five years (First Option) commencing September 1, 2024, for the customer service center located at 3183 Wilshire Boulevard, Suite 174 (Site) in Los Angeles consisting of 2,469 square feet at a rate of approximately $10,001.93 per month for a total of $600,115.80 over the First Option term.

# Wilshire Vermont Customer Service Center Location Map




Metro

# Wilshire Vermont Customer Service Center Plaza View



# Wilshire Vermont Customer Service Center (CSC) Considerations

The major points of this Amendment are as follows:

- The extended term is for five (5) additional years.
- The rent over the extended term is estimated at $10,002 per month.
- No rent increases over the extended term.
- The rent is a market rental rate for similar space in the area.
- No improvements are needed to enhance operations of the term.
- The size of the Premises (2,469 SF) is an ideal size for the CSC.
- The CSC is ideally located just outside the Wilshire Vermont Station.

# Financial Impact & Next Steps

## Financial Impact

The table below outlines the annual costs to Metro assuming the maximum increase of 15%:

| PERIOD | MONTHLY RATE | MONTHLY RENT | ANNUAL RENT |
|---|---|---|---|
| 9/1/2024 to 8/31/2025 | $4.05 | $10,001.93 | $120,023.15 |
| 9/1/2025 to 8/31/2026 | $4.05 | $10,001.93 | $120,023.15 |
| 9/1/2026 to 8/31/2027 | $4.05 | $10,001.93 | $120,023.15 |
| 9/1/2027 to 8/31/2028 | $4.05 | $10,001.93 | $120,023.15 |
| 9/1/2028 to 8/31/2029 | $4.05 | $10,001.93 | $120,023.15 |
| **Total Rent** | | | **$600,115.77** |

## Upon Board approval:

Staff will complete negotiations of an agreement to extend the lease subject to review and approval by County Counsel.

Metro

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

Metro

# Board Report

**File #:** 2024-0245, **File Type:** Program **Agenda Number:** 25.

**FINANCE, BUDGET, AND AUDIT COMMITTEE**
**JULY18, 2024**

**SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not to exceed $3.850 million for the 12-month period effective September 1, 2024, to September 1, 2025.

## ISSUE

Metro's cybersecurity liability insurance policy expires on September 1, 2024. Insurance underwriters will not commit to final pricing until three weeks before the current program expires. Consequently, staff requests a not-to-exceed amount for this renewal pending final pricing. Metro purchases an insurance policy to cover cybersecurity liability exposures. Cybersecurity is the practice of being protected against criminal or unauthorized use of systems and electronic data. These exposures include but are not limited to:

- Unavailability of IT systems and networks
- Physical asset damage and associated loss of use
- Loss or deletion of data
- Data corruption or loss of data integrity
- Data breach leading to compromise of third-party confidential/personal data
- Cyber espionage resulting in the release of confidential/sensitive information
- Extortion demands to cease a cyber-attack
- Direct financial loss due to theft
- Damage to reputation
- Bodily injury/property damage to third parties

Without this insurance, Metro is subject to unlimited liability for claims resulting from a cyber-attack or data breach event.

## BACKGROUND

FY23 was the first year Metro purchased cybersecurity liability coverage. For this current renewal,


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USI Insurance Services ("USI"), the insurance broker for Metro, was requested to market Metro's cybersecurity liability insurance program to qualified insurance carriers. Through its partnership with Howden, a London broker, USI has received quotes from the incumbent carrier, which has A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indications below are based on current market expectations. The quotes expire on September 1, 2024.

USI provides a not-to-exceed number that serves three functions. First, the number provides an amount to cover the recommended premium and contingency that Risk Management can bring to the CEO and Board to obtain approval for the binding of the program. Second, the number allows Metro's broker ample time to continue negotiating with underwriters to ensure that Metro obtains the most competitive pricing available. Third, the not-to-exceed amount allows Metro to secure the quoted premium during the board cycle process before quote expiration.

## DISCUSSION

Public entities continue to be a target for cyber-attacks. According to Verizon's Data Breach Investigation Report: 20% of all incidents reported in 2023 were related to the Public Entity Sector, which was more than any other sector. A robust cybersecurity program could help reduce the number of successful cyber-attacks and financial risks associated with doing business online by 1) promoting the adoption of preventative measures in return for more coverage and 2) encouraging the implementation of best practices by basing premiums on an insured's level of self-protection.

The cyber insurance market has matured somewhat with increased discipline in underwriting and reduced deployment of capacity where controls and security protocols are perceived to be ineffective at adapting to security threats. Those who have implemented stronger cybersecurity measures will see a more mature market with softer price hikes for those clients who can demonstrate strong protocols throughout their systems.

There have been changes in the regulatory environment around cybersecurity, specifically for public transit organizations. In February of 2023, the Federal Transit Administration (FTA) published a cybersecurity assessment tool for transit agencies to help guide them in identifying and mitigating risk. FTA continues to guide cybersecurity activities and supports the U.S. Department of Homeland Security (DHS) in promoting enhanced security for transit agencies. Additionally, as a condition under 49 U.S.C. 5323(v), rail transit operators must certify that they have a process to develop, maintain, and execute a plan for identifying and reducing cybersecurity risks. The general guidance is built around the National Institute of Standards and Technology (NIST) Cyber Security Framework. With Metro's vast network of third-party service providers, this is a major exposure area that needs to be continually monitored on an ongoing basis.

Multiple questionnaires and interviews are required by Metro's information security and Supervisory Control and Data Acquisition (SCADA) team's experts on the systems and network controls. A proposal of coverage for cybersecurity liability insurance based on the findings and the insurance carrier's knowledge of Metro's internal controls is provided. The proposed program, from carrier BRIT Re, a Lloyds of London consortium, provides up to $50 million in excess coverage on a claims-made basis with a $10 million self-insured retention (SIR). Attachment A summarizes the premium options,

and Attachment B summarizes the coverages. The proposal was reviewed by Risk Management and Information Technology Services (ITS) team members, who agree the proposed coverage will help mitigate Metro's financial and reputational risk should the agency experience a cyber-attack event.

## DETERMINATION OF SAFETY IMPACT

Approval of this recommendation to purchase a cybersecurity liability insurance policy will not directly impact the safety of Metro's patrons or employees. The policy will limit Metro's liability for claims resulting from a cyber-attack or data breach event. Additionally, the policy will aid in Metro's recovery and moderate financial losses as well as harm to Metro's reputation resulting from cyber events and incidents.

## FINANCIAL IMPACT

Funding for ten months, or $3,208,333, for this action is included in the FY25 Budget in cost center 0531, Risk Management -- Non-Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station and 610061 - Owned Property in account 50699 (Ins Prem For Other Ins). Additional funding to cover premium costs beyond FY25 budgeted amounts will be addressed by fund reallocations during the year.

The remaining two months of premium will be requested during the FY26 Budget development cycle.

Impact to Budget

The source of funding for this action will come from federal, state, and local funding sources that are eligible for bus and rail operations.

## EQUITY PLATFORM

The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets by providing insurance coverage that will allow Metro to more quickly resume operations in the event of a cybersecurity breach.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from cybersecurity events.

## ALTERNATIVES CONSIDERED

As outlined in Attachment A, various coverage limits were considered for the cybersecurity liability

insurance program. All options include a SIR of $10 million for the same program. Option A, Metro's current limit, provides $50 million in coverage, Option B provides $75 million, and Option C provides $100 million in coverage.

Option A is recommended as the best value option while retaining a reasonable amount of risk over the coverage limit.

## NEXT STEPS

Upon Board approval of this action, staff will advise USI to proceed with the placement of the cybersecurity liability insurance program outlined herein, effective September 1, 2024.

## ATTACHMENTS

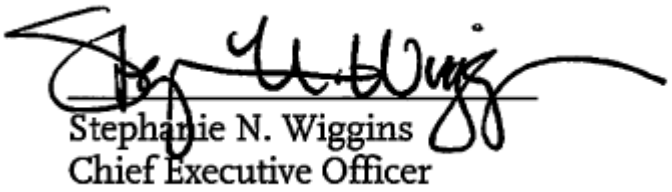
Attachment A - Coverage Options and Premiums

Attachment B - Coverage Description

Prepared by: William Douglas, Senior Manager Risk Financing, (213) 922-2105

Bryan Sastokas, Deputy Chief Information Technology Officer, (213) 922-5510

Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2990



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## Coverage Options and Premiums

Carrier: BRIT Re

**Cyber Security Insurance Program Premium and Proposed Options**

| | CURRENT PROGRAM | OPTIONS | | |
|---|---|---|---|---|
| | | A | B | C |
| Self-Insured Retention (SIR) | $10 mil | $10 mil | $10 mil | $10 mil |
| Limit of Coverage | $50 mil | $50 mil | $75 mil | $100 mil |
| Premium * | $2,879,189 | $3,850,000 | $5,500,000 | $6,750,000 |
| Not to Exceed | | $3,850,000 | $5,500,000 | $7,100,000 |
| Premium per mil coverage $57,584 | | $77,000 | $73,300 | $71,000 |

*** Includes commissions, taxes and fees.**

**ATTACHMENT B**

## Coverage Description

USI provided a proposal of coverage for cyber liability insurance. The following summarizes the coverages and exclusions:

### Included Coverage

| Exposure | Brief Description |
|---|---|
| SECURITY AND PRIVACY LIABILITY (INCLUDING EMPLOYEE PRIVACY) | Covers the insured's liability for damages resulting from a data breach. Such liability most often results from (1) loss, theft, or unauthorized disclosure of personally identifiable information (PII) in the insured's care, custody, and control; (2) damage to data stored in the insured's computer systems belonging to a third party; (3) transmission of malicious code or denial of service to a third party's computer system; (4) failure to timely disclose a data breach; (5) failure of the insured to comply with its own privacy policy prohibiting disclosure or sharing of PII; and (6) failure to administer an identity theft program required by governmental regulation or to take necessary actions to prevent identity theft. In addition, this insuring agreement covers the cost of defending claims associated with each of these circumstances |
| SECURITY BREACH RESPONSE COVERAGE | Coverage for the expenses involved in responding to a data breach. These include legal expenses, forensic experts, costs to notify affected parties and provide credit monitoring, and public relations expenses to mitigate reputational damage. |
| PRIVACY REGULATORY CLAIMS COVERAGE | The insuring agreement covers the costs of dealing with state and federal regulatory agencies (which oversee data breach laws and regulations), including (1) the costs of hiring attorneys to consult with regulators during investigations and (2) the payment of regulatory fines and penalties that are levied against the insured (as a result of the breach). |
| PCI-DSS ASSESSMENT COVERAGE | Payment Card Industry Data Security Standard (*PCI DSS*) was formed around 2004 by the major credit card companies to establish guidelines in the handling and processing of transactions including personal information. The policy will provide coverage for assessments, fines or penalties imposed by banks or credit card companies due to non-compliance with the Payment Card Industry |

| | |
|---|---|
| | Data Security Standard (PCI DSS) or payment card company rules. |
| CYBER EXTORTION COVERAGE | Cyber extortion is an online crime in which hackers hold your data, website, computer systems, or other sensitive information hostage until you meet their demands for payment. The policy will cover the cost to investigate a ransomware attack and negotiate with the hackers. |
| MULTIMEDIA LIABILITY | Multimedia Liability provides coverage for third-party liability claims alleging damage resulting from dissemination of media material. This covers both electronic and non-electronic media material and may include claims of copyright or trademark infringement. libel. |
| DIGITAL ASSET RESTORATION COSTS | Digital assets loss occurs when company data or software is corrupted or destroyed because of a network security failure. This type of loss can come because of an outside network breach or an inside job carried out by an employee. The policy covers the reasonable and necessary cost to replace, restore or re-collect digital property from written or electronic records. Additionally, investigation expenses such as disaster recovery and computer forensics is also covered. |
| BUSINESS INCOME LOSS RESULTING FROM A NETWORK DISRUPTION | Business Interruption covers business income loss and extra expenses incurred during a computer network outage. The coverage applies to outages of *internally managed IT*, such as employee devices or internal networks or databases -- not a cloud computing provider or other type of third-party IT vendor. |
| Bodily Injury | Injury to persons (including death) |

## Excluded Coverage

The proposal of coverage also indicates various exclusions or exposures that will not be covered:

| Exposure | Brief Description |
|---|---|
| BUSINESS INCOME LOSS (Physical Damage) | Some insurers have brought forward business interruption coverage as part of cyber insurance or as stand-alone business interruption insurance policies. There doesn't have to be a complete shutdown to trigger the coverage. Instead, a system slowdown due to network issues or malicious elements can also be classified as a trigger. |

| | |
|---|---|
| | However, the proposal indicates there will be no coverage for physical damage BI claims. |
| ENSUING PROPERTY DAMAGE LOSS | Exception to an exclusion in a first-party property policy that applies in a special type of fact pattern where the damage caused by an excluded peril operates as a link in the "chain of events" that enables a covered peril to damage other property. (proximate cause) Symbolically, a classic ensuing loss fact pattern can be represented as follows: *excluded peril → excluded damage → covered peril → ensuing damage.* Note that there must be two kinds of damages—an initial loss and an ensuing loss. Most courts will not apply an ensuing loss provision if an excluded peril caused a covered peril that results in only one kind of damage. |
| Inspection and Loss Prevention/Mitigation Expense | Loss prevention aims to reduce the possibility of damage and lessen the severity if such a loss should occur. |
| Debris Removal | Debris removal insurance is a section of a property insurance policy that provides reimbursement for clean-up costs associated with damage to property. |

# Cybersecurity Liability Insurance Program

**Finance, Budget, and Audit Committee**
**July 18, 2024**
**File #2024-0245**

Metro

# Cyber Coverage - Coverage Features

**First Party Events/Losses**

- Breach Response
  - Forensic/Legal Costs
  - Crisis Management & Notification Costs
- Cyber Extortion/Ransomware
- Business Service & System Disruption Losses
- System & Service Failure Losses
- Data Recovery, Restoration, & Digital Restoration Expenses
- Cyber Crime Losses

**Third Party & Regulatory Liability Claims**

- Enterprise Security Event Liability
- Privacy Regulatory Liability
- Media Liability
- PCI Fines & Penalties

Metro

# Renewal Marketing and Coverage Options

**Coverage Options and Premiums**

Carrier: BRIT Re

**Cyber Security Insurance Program Premium and Proposed Options**

| | CURRENT PROGRAM | OPTIONS | | |
|---|---|---|---|---|
| | | A | B | C |
| Self-Insured Retention (SIR) | $10 mil | $10 mil | $10 mil | $10 mil |
| Limit of Coverage | $50 mil | $50 mil | $75 mil | $100 mil |
| Premium * | $2,879,189 | $3,850,000 | $5,500,000 | $6,750,000 |
| Not to Exceed | | $3,850,000 | $5,500,000 | $7,100,000 |
| Premium per mil coverage $57,584 | | $77,000 | $73,300 | $71,000 |

* Includes commissions, taxes and fees.

Metro

# Recommendation

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a cost not to exceed $3.850 million for the 12-month period effective September 1, 2024, to September 1, 2025.

**2024-2025**
**Renewal Program**

Aggregate Limit of Liability: $50M
Brit UK (Lloyd's)
Annual Premium (NTE): $3.850M

$10M/14 Days - Retention

Metro


Thank you
Metro

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

**File #:** 2024-0407, **File Type:** Program **Agenda Number:** 26.

**FINANCE, BUDGET AND AUDIT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECTS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and amendments to enter into a direct loan for a not to exceed disbursement amount of $160,950,000 to be repaid with interest between the Los Angeles County Metropolitan Transportation Authority (Metro) and the San Gabriel Valley Council of Governments (SGVCOG) to fund the Alameda Corridor-East (ACE) Project and the I-605/Valley Boulevard Interchange Improvements (I-605/Valley) Project (the Projects). This direct loan advances partial funding on future anticipated, available funding from the Measure M Multiyear Subregional Programs (MSP) for the Projects. This direct loan will replace the $61.1 million direct loan approved at the August 2022 meeting; and

B. AUTHORIZING the CEO to amend the FY25 Budget by $31,310,000 to accommodate the cashflow requirements of FY25 for the estimated first-year annual not-to-exceed advance of the direct-loan.

## ISSUE

The SGVCOG is seeking to fund the Projects, which include the final five rail-roadway crossings along the ACE Trade Corridor (identified as part of the ACE Phase II Program) and the I-605/Valley Project. Metro has prioritized I-605/Valley out of the other I-605 Hot Spots Program by leading the design phase of work and securing a $33.57 million Trade Corridor Enhancement Program (TCEP) award to support construction. Cost increases associated with coordinating improvements and construction safety parameters with the Union Pacific Railroad, the increasing cost of labor and materials, and a challenging project bidding environment have created a potential funding shortfall that could jeopardize the timely use of state grant funding awarded by the CTC. The SGVCOG must supplement local match funds to avoid relinquishing the state grant funding.

## BACKGROUND

The SGVCOG established the ACE Construction Authority in 1998 to provide direction and oversight of the ACE Project, which includes a series of rail-highway grade separation and at-grade safety improvement projects, to mitigate the impacts of significant increases in freight rail traffic on over 70 miles of mainline railroad in the San Gabriel Valley of Los Angeles County. In the same year, Metro and SGVCOG entered into a funding agreement to support the ACE Project.

In May 2019, the Metro Board of Directors approved San Gabriel Valley Subregion's first Measure M MSP Five-Year Plan and programmed funds in: 1) Active Transportation Program; 2) Bus System Improvement Program; 3) First/Last Mile and Complete Streets; and 4) Highway Efficiency Program (this was an "inter-program borrowing" from the Highway Demand Based Prog.). 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 San Gabriel Valley subregion and implementing agencies to revise the scope of work and schedule.

In December 2021, the Metro Board approved Motion 44 by Directors Solis, Hahn, Barger, Sandoval, and Butts regarding various ACE Projects (Attachment A).

At its August 2022 meeting, the Metro Board approved a direct loan to be repaid with interest for an estimated disbursement amount of $61.1 million to partially fund one of the ACE Projects, the Montebello Corridor Project. SGVCOG is seeking to fund the remaining ACE Projects and the I-605/Valley Project by increasing the original approved amount from $61.1 million to $160.9 million and expanding the use of the loan proceeds to the Projects.

Of primary importance is to address the SGVCOG's need to resolve the funding shortfalls and to ensure that key state grant funding is not relinquished for both the ACE Project and the I-605/Valley Project. The SGVCOG has provided a letter (Attachment B) detailing the request for this direct loan, indicating that without an adequate local match, the funds may lapse or their use may be delayed until match funding is secured. The loan agreement will ensure that state funds can be applied in a timely manner and put to full use.

## DISCUSSION

At this time, staff recommend developing a funding plan that includes a local match funding agreement between the SGVCOG and Metro. The SGVCOG will repay the advance by making payments of principal plus interest as outlined in the funding agreement. The funding plan will be structured with advances in a not-to exceed annual amount beginning in Fiscal Year (FY) 2025 and ending in FY 2029 based on cashflow provided by SGVCOG. Any unutilized NTE annual advance amounts will roll into the following Fiscal Year(s) and be available for advance up to the total loan amount. Repayment is scheduled to begin in FY 2029, ending when Metro has been paid in full (currently estimated to occur in FY2048). Metro retains approval power over Measure M MSP allocations to the SGVCOG from which the loan will be repaid. The exact terms and conditions of the funding agreement will be negotiated and approved by Metro's CEO or their designee.

### Repayment Provisions of the Local Match Funding Agreement

The loan agreement is payable from Measure M MSP funds that Metro allocates to the SGVCOG, net of any amounts previously programmed by Metro for other identified uses that are included in a funding agreement between Metro and SGVCOG (for the purposes of the loan agreement, “programmed” means the allocation of MSP funds for specified and mutually agreed upon uses).

Metro will identify the amount of MSP available to the SGVCOG in October of each year, in accordance with the Measure M Guidelines. The amount of MSP allocated to the SGVCOG will include a rolling five (5) year period beginning with the then current fiscal year, less all amounts previously programmed to the SGVCOG. The amount of allocated MSP in the final year of the five (5) year period will not include any deductions for previously programmed funds as this fiscal year has heretofore not been available to the SGVCOG and will be reduced by the amount of loan debt service that is payable in this fiscal year. Debt repayment is expected to commence after all draws on the loan are made (but not earlier than FY 2029). In the event the amount of final year MSP funding is insufficient for loan debt service payable in this fiscal year, all previously allocated but unprogrammed MSP funds will be reduced by the amount needed to fully pay the loan debt service due in the fiscal year. Metro will use the reduced or deducted amount of MSP funds to meet the loan debt service payments.

The MSP funds are comprised of eight (8) separate programs that are designated for specified purposes. The loan is payable from the Highway Efficiency and Goods Movement (Improvement & RR Xing Elim.) MSPs are included in the Measure M Ordinance. The Measure M Ordinance restricts the use on construction of the Highway Efficiency Program and Goods Movement (Improvement & RR Xing Elim.) prior to fiscal year 2048; therefore, the amount of loan debt service paid from the MSP funds will be exchanged (i.e., and inter-program borrowing) with the following MSP that are allocated to the SGVCOG in fiscal years 2018 through 2048: i) Bus System Improvement Program, ii) Subregional Equity Program, and iii) Highway Demand Based Program. The amount allocated to the SGVCOG for each MSP that is available for construction in fiscal years 2018 through 2057, excluding the Subregional Equity Program, is equal to 1% of the total for the first ten years and 3% of the total, adjusted for inflation, in the subsequent thirty years.

## DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro’s patrons or employees.

## FINANCIAL IMPACT

Impact to Budget

Upon Board approval, first-year annual funding for the direct loan will be amended into the FY25 budget. Since this is a multi-year loan, the Countywide Planning & Development staff will be responsible for budgeting in future years based on the terms of the executed direct loan.

The source of funds for the direct loan will be Measure M 17% Highway Construction and will be established under project number 475505 (MM MSP- Highway Efficiency Program) in cost center 0441. The increase to the budget will be allocated to the project number based on the expected

usage of the loan proceeds by the SGVCOG for the Projects.

## EQUITY PLATFORM

Approval to develop a funding plan for the Projects that includes a local match financial contribution will ensure the SGVCOG avoids relinquishing the state grant funding and will facilitate the completion of the Projects in Equity Focus Communities (EFCs) within and adjacent to the project area.

The Projects enhance safety for vulnerable roadway users by incorporating protected pedestrian walkways at grade separated project sites, as well as installation of active warning signs, new pedestrian sidewalks and protections, and a variety of median improvements to discourage and/or prevent motorists from driving around lowered crossing gates at at-grade rail and highway crossings.

Mobility benefits include:

- Fullerton project would cut vehicle delays by 50.4 hours daily and handle 25,315 vehicles by 2025,
- Montebello project addresses 10 recorded collisions and 3 fatalities,
- Pomona project targets 32 collisions resulting in 19 fatalities and 10 injuries,
- Fairway project would reduce vehicle delays by 27.6 hours daily and has recorded 17 collisions including 3 fatalities, and
- Turnbull Canyon Road Grade Separation project, ranked the 30th most crash-prone in Los Angeles County, aims to reduce 132 collisions recorded since 2010 and enhance emergency response times.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Board approval will support Metro's Strategic Plan Goals to (1) Provide high-quality mobility options that enable people to spend less time traveling and (3) Enhance communities and lives through mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve this action. However, this is not recommended as the Projects are subject to loss of $190.5 million previously approved state funds.

## NEXT STEPS

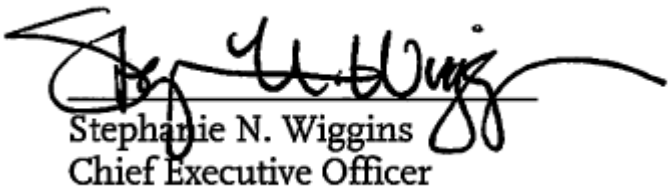
Upon Board approval, staff will finalized negotiations and execute the loan agreement.

## ATTACHMENTS

Attachment A - Motion 44
Attachment B - SGVCOG Request Letter

Prepared by: Rodney Johnson, Treasurer, (213) 922-3417
Matthew Wingert, Budget Manager, (213) 922-2553

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

# Metro

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

## Board Report

**File #:** 2021-0767, **File Type:** Motion / Motion Response **Agenda Number:** 44.

**REVISED**
**REGULAR BOARD MEETING**
**DECEMBER 2, 2021**

**Motion by:**

**DIRECTORS SOLIS, HAHN, BARGER, SANDOVAL, AND BUTTS**

Alameda Corridor-East Projects

The San Gabriel Valley Council of Governments (SGVCOG) intends to seek the allocation of previously programmed state funds for the final two Alameda Corridor-East (ACE) grade separation projects by vote of the California Transportation Commission (CTC) by no later than June 2022. However, due to extraordinary recent increases in construction phase and right-of-way costs as experienced by multiple public projects across the transportation infrastructure sector in Southern California, a shortfall in local match funds to the state funds has developed. If local match is not timely secured, the ACE Project will forfeit a total of $116,851,000 in state funds programmed to the Montebello Boulevard grade separation project and the Turnbull Canyon Road grade separation project and committed from the following state programs: Proposition 1B Trade Corridor Improvement Fund ($18,851,000), 2018 SB1 Trade Corridor Enhancement Program ($78,000,000), and Section 190 priority grade separation funds ($20,000,000).

Since inception of the ACE Project in 1998, SGVCOG has successfully secured federal, state and local funding and cost-efficiently implemented the design and construction of the ACE Project, a series of rail-highway grade separation and at-grade safety projects in the San Gabriel Valley of Los Angeles County.

The ACE Project was among 25 projects in the nation designated in the federal SAFETEA-LU transportation program legislation in 2005 as Projects of National and Regional Significance, nationally recognized as enhancing the safe, secure, and efficient movement of people and goods through the U.S. to improve the national economy. At the state level, the ACE Project was awarded funding from the 2006 Prop 1B Trade Corridor Improvement Fund intended for infrastructure improvements along federally designated “Trade Corridors of National Significance.” LA Metro has acknowledged the regional significance of the ACE Project via multiple funding agreements and amendments since an initial agreement between Metro and SGVCOG (previously the ACE Construction Authority) was entered into in July 1998.

With the federal, state and local funding SGVCOG has fully funded and completed 14 grade separation projects and multiple at-grade crossing safety projects. Three grade separations are fully

funded and currently in construction. Lacking sufficient local funds to advance into construction are two grade separations projects in the design and right-of-way phases, one located in the City of Montebello and another located in the City of Industry and the unincorporated community of Hacienda Heights, as well as a program of at-grade pedestrian crossing safety improvements at four crossings in the City of Pomona. All three projects are located in Metro Equity Focus Communities or within state-defined Disadvantaged Communities.

The total shortfall in local funds for the three projects is estimated at $136,00,000. Metro can partner with the SGVCOG to provide technical assistance and explore and identify funding streams to help close this funding gap, which will allow SGVCOG to secure a fund allocation vote from the CTC, thereby avoiding forfeiture of the state funds and moving the projects into the construction phase as scheduled.

**SUBJECT: ALAMEDA CORRIDOR-EAST PROJECTS**

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Hahn, Barger, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to:

A. Collaborate with the SGVCOG to evaluate the cost increases for the three projects and potential strategies such as value engineering to close the funding gap;

B. Explore funding streams such as grant funding and other sources to help the SGVCOG secure sufficient funding to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the CTC funding allocation vote by no later than June 2022;

C. Assist and collaborate with SGVCOG in developing Project Labor Agreements for the two grade separation projects to prioritize partnerships with labor in expeditiously advancing construction of the grade separation projects and the employment of Los Angeles County workers;

D. Report back on all directives in March ~~2021~~ 2022.


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**ATTACHMENT B**

SGVCOG

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*1st Vice President*
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*Rosemead*
*San Dimas*
*San Gabriel*
*San Marino*
*Sierra Madre*
*South El Monte*
*South Pasadena*
*Temple City*
*Walnut*
*West Covina*
*First District, LA County*
*Unincorporated Communities*
*Fifth District, LA County*
*Unincorporated Communities*
*SGV Water Districts*

June 5, 2024

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

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**Re: San Gabriel Valley Council of Governments (SGVCOG) Request for Measure M Subregional Advance of Funding**

Dear Metro Board of Directors and Ms. Wiggins:

On behalf of the San Gabriel Valley Council of Governments, I write to request that Metro Board act to authorize the advancement of Measure M Multi-Year Subregional Program (MSP) funding that is anticipated to be allocated to the San Gabriel Valley through a funding agreement.

SGVCOG consists of 31 incorporated cities and unincorporated communities in Los Angeles County, three municipal water districts, and represents more than 2 million residents encompassing more than 374 square miles. SGVCOG's construction arm, its Capital Projects & Construction Committee, has been implementing the Alameda Corridor-East Project (ACE), which is a comprehensive program of freight rail-highway infrastructure and railroad crossing improvements that enhance safety and mobility and mitigates the effects of growing freight rail traffic to and from the Ports of Los Angeles and Long Beach. SGVCOG has also taken over the implementation of several other significant infrastructure projects, including the I-605/Valley Boulevard Improvement Project located in the City of Industry and unincorporated Los Angeles County. The final five projects of the ACE project and the I-605 Valley Boulevard Improvement Project are currently under construction or poised to begin construction. Altogether, these projects have a need for additional funding to support the timely delivery of the projects and ensure that local match obligations can be met to retain previously secured state funding.

SGVCOG controls the Measure M MSP funding allocated to the San Gabriel Valley subregion. This is the region's only dedicated, formula-based source of transportation project funding. However, the MSP program only permits a subregion to access and program funds on a five-year outlook, with funds being spread across several decades. **Therefore, SGVCOG is requesting that Metro Board approve a funding agreement that will advance future MSP funds to meet our agency's cashflow needs and complete our current suite of capital construction projects.**

The total advanced amount shall not exceed $160,950,000. The advance of funding will be repaid with interest using future MSP funds as they become available. Our staff are prepared to work with Metro's Chief Executive Officer or their designee to negotiate equitable terms and ensure that the projects are fully funded and completed in a manner that benefits the greater mobility and safety goals shared by Metro and SGVCOG.

We truly appreciate your efforts to support these key transportation infrastructure projects in the San Gabriel Valley and your ongoing partnership. Please do not hesitate to contact Ricky Choi, Director of Government & Community Relations, at rchoi@sgvcog.org should you have any questions.

Sincerely,

Marisa Creter

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

Item #X
File # 2024-0407

# Measure M Multi-year Subregional Program
# San Gabriel Valley Subregion
# Direct Loan – Advance of Funding

Finance, Budget and Audit Committee
July 18, 2024

Metro

## Direct Loan – Advance of Funding Summary

**Purpose of Direct Loan:**

1. To provide partial funding for the Alameda Corridor-East (ACE) Project and I-605/Valley Boulevard Interchange Improvements (I-605/Valley) Project
2. To ensure that $190.5 million of key state grant funding is not relinquished for both the ACE Project and I-605/Valley Project

**Mode and Structure:**

- Metro will provide an advance of future, anticipated, available, partial funding from the Measure M Multiyear Subregional Programs (MSP) for the Projects in FY25 through FY29
- The loan will be repaid with interest from pledged MSP funds from FY29 until the loan is repaid (estimated FY48)

Metro

# Direct Loan – Advance of Funding

## Summary of Estimated Terms

| **Direct Loan – Advance of MSP Funding** | |
|---|---|
| Not to Exceed Disbursement Amount | $160.95 million |
| Interest Rate | Variable based on established borrowing index |
| Disbursement Period | FY2025-FY2029 |
| Beginning of the Repayment Period | FY2029 |
| Current Estimate of Repayment Completion | FY2048 |

Metro

# Direct Loan – Advance of Funding

## Recommendation:

CONSIDER:

A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and amendments to enter into a direct loan for a not to exceed disbursement amount of $160,950,000 to be repaid with interest between the Los Angeles County Metropolitan Transportation Authority (Metro) and the San Gabriel Valley Council of Governments (SGVCOG) to fund the Alameda Corridor-East (ACE) Project and the I-605/Valley Boulevard Interchange Improvements (I-605/Valley) Project (the Projects). This direct loan advances partial funding on future anticipated, available funding from the Measure M Multiyear Subregional Programs (MSP) for the Projects. This direct loan will replace the $61.1 million direct loan approved at the August 2022 meeting;

B. AUTHORIZING the CEO to amend the FY25 Budget by $31,310,000 to accommodate the cashflow requirements of FY25 for the estimated first-year annual not-to-exceed advance of the direct-loan.

## Next Steps:

- Upon Board approval, staff will finalize negotiations and execute the loan agreement.

Metro

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

Metro

# Board Report

**File #:** 2023-0255, **File Type:** Plan **Agenda Number:** 30.

**EXECUTIVE MANAGEMENT COMMITTEE**
**JULY 18, 2024**

**SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2 (CITY OF LA)**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

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

- Official Station Name: Century City
  - Operational Station Name: Century City

## ISSUE

Metro is procuring signage and other permanent station identification materials for the Westside Purple (D Line) Extension Project, Section 2 station. As construction is fully underway an official and operational station name that is consistent with Metro's Property Naming Policy needs to be adopted by the Board to enable Metro's contractor to produce wayfinding and station signage for the new station.

## BACKGROUND

The revenue service date for the Westside Purple (D Line) Extension Project, Section 2 is expected to be Summer 2026. The project is currently making significant headway as tunneling for Section 2 has been completed. In accordance with Metro's Property Naming Policy, Community Relations began soliciting suggestions for permanent station names from community stakeholders, which included residents, commercial stakeholders, the Business Improvement District, and the chamber of commerce in late 2022. The station is in the City of Los Angeles' Century City, at the intersection of Constellation Blvd. and Avenue of the Stars, and is known by its placeholder name, Century City/Constellation.

The 2003 Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. The policy states that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for

stations are preferable and that if multiple names are used, they are to be separated by a slash.

The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices, while the operational name may be used more commonly in signage and customer materials.

## DISCUSSION

### Community Input

In accordance with Metro's Property Naming policy, Metro Community Relations initiated station naming outreach and engagement in early October 2022 and continued through April 2023.

As part of the planning phase, provisional names for the station were developed using the neighborhood geography. For the permanent station name, input was solicited from key stakeholders and the community at large. Stakeholders included the Century City Chamber of Commerce, the Century City Business Improvement District, Westfield at Century City Mall, Century City Property Managers, the Century City Arts Commission, and residents of Los Angeles.

Staff reviewed the Board's Property Naming Policy with area stakeholders during the 14 stakeholder briefings and community meetings they hosted. These sessions also included participation from local businesses, residents, and civic leaders. In addition, outreach and invitations to submit station name recommendations were integrated into Metro social media campaigns, including Facebook and X (formerly Twitter), and were also included in the Westside Purple (D Line) Extension, Section 2, weekly stakeholder construction notices. The publicly submitted station names were reviewed by staff to ensure consistency with Metro's Property Naming Policy.

Survey Confirmation

To further validate the community input for the station name, a survey was fielded in May 2023 with 200 Metro riders and 200 non-Metro riders. The demographic composition of survey respondents mirrors Metro On-Board Survey and Census demographics, respectively. Respondents were recruited by ThinkNow research using online respondent panels and mall intercepts near transit hubs. Respondents rated perceived ease of navigating teach potential station by name.

The top names for the station included "Century City" and "Century City/Constellation."

- 82% of respondents who are Metro riders perceived "Century City" to be easier to navigate
- 76% of respondents who are infrequent or non-riders perceived "Century City" to be easier to navigate

The table below shows the Original Placeholder name and the recommended Official and Operational Station Name. The recommended official and operational station name is the result of community outreach and engagement, a rider survey, and staff review to ensure consistency with Metro's Property Naming Policy.

| Original Placeholder | Recommended Official and Operational Station Name |
|---|---|
| Century City/Constellation | Century City |

The Original Placeholder name, “Century City/Constellation,” accurately combined the geographical neighborhood within the City of Los Angeles and one of the streets at the intersection where the station will be located. Consistent with Metro’s Property Naming policy, the Recommended Official/Operational Station Name simplifies the name while accurately describing the geographic location of the station. The recommended station name, Century City, was fully supported by the executive directors of the Century City Business Improvement District and the Century City Chamber of Commerce and gained the most support from the community during the robust outreach effort.

## DETERMINATION OF SAFETY IMPACT

Adoption of this name does not affect the incidence of injuries or healthful conditions for customers or employees. Therefore, approval will have no impact on safety.

## FINANCIAL IMPACT

No station identification signage has been fabricated. However, construction drawings reflecting the original station names have been completed. Should any costs be incurred due to station name revisions, they will be borne by the Purple (D Line) Extension Project Section 2.

### Impact to Budget

The proposed funding source is the Purple (D Line) Extension Section 2 project budget. Purple (D Line) Extension Section 2 project budget is funded by Measure R 35% Bond, which is not eligible for bus and rail operating expenses but is eligible for bus and rail capital expenses.

## ALTERNATIVES CONSIDERED

The community also considered “Century City/Constellation.” However, after the outreach and engagement through briefings, surveys and focus groups, Metro riders and the general public perceived “Century City” to be easier to navigate over the alternative “Century City/Constellation.”

## EQUITY PLATFORM

The recommended board action will benefit all Metro riders utilizing the new station and navigating the Metro system by improving customer experience. The recommended station name was voted on by the public and is consistent with Metro’s Property Naming Policy. The outreach performed by Metro Community Relations to solicit suggestions for permanent station names was open to all members of the community, regardless of race, residency, or other social and demographic factors.

The recommended station name is in accordance with Metro’s Property Naming Policy in that it: a) reflects the station’s general location relative to the entire transit system without duplication, b)

provides specific information about the property's location relative to the surrounding area, c) acknowledges the communities and neighborhoods serviced by the stations and stops, and d) is simple, short, easily recognizable, and appropriate for system signage and mapping. Should the board adopt the recommended station name, new and existing transit users will find the new stations easy to locate and use, thereby increasing transit equity in Los Angeles County.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's goal of providing high-quality mobility options that enable people to spend less time traveling. This recommendation also supports Metro's goal of enhancing communities and lives through mobility and access to opportunity.

Both goals are supported because, when completed, the Purple (D Line) Extension subway will make travel between downtown Los Angeles and the Westside easier and more convenient for riders, especially riders in underserved communities, who do not have access to a vehicle or cannot carpool or afford rideshare services.

Adoption of the permanent station name will make navigating the stations of the Purple (D Line) Extension simpler by using a name that is easily recognizable and that reflects the station's location relative to known communities and familiar neighborhoods.

## NEXT STEPS

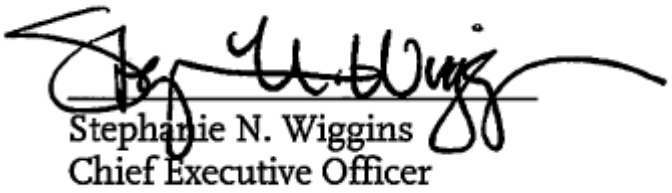
Staff will work with the Westside Purple (D Line) Extension, Section 2, project manager, and Tutor Perini O & G, Metro's design-builder, to implement the station name as adopted by the Board.

## ATTACHMENTS

Attachment A - Property Naming Policy

Prepared by:
Marlon Walker, Community Relations Manager, (213) 503-6113
Mindy Lake, Principal Community Relations Officer, (323) 900-2146
Anthony Crump, Executive Officer, Community Relations, (213) 418-3292
Yvette Rapose, Deputy Chief, Customer Experience, (213) 418-3154

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



Stephanie N. Wiggins
Chief Executive Officer

# ATTACHMENT A

# PROPERTY NAMING POLICY

## Purpose

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.

- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.

- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.

- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

## Policy Points

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus rapidway stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:

    - Adjacent or nearby street or freeway
    - Well-known destination or landmark
    - Community or district name
    - City name – if only one Metro property is located within a city

    If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:

   - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/ MacArthur Park Station.

   - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability and fit within Metro's signage system.

   - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location but are not part of that location's commonly known name.

3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.

4. The property naming process will include the following steps:

   A. Initial property names will be identified during the project planning process primarily based on geographic location.

   B. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.

   C. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.

   D. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.

   E. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.

   F. The adopted official property names will then be included in any final engineering bid documents and other agency materials.

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

5. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those who, in the view of the Board, have demonstrated a unique and extraordinary degree of service to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

   Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.



# Purple (D-Line) Extension Section 2
# Station Naming Recommendation
# July 2024

Metro

# BACKGROUND/RELEVANT POLICY

## 2003 Board-approved Property Naming Policy

**Purpose of Station Names**

- Assist customers in navigating the system

**Criteria for Names**

- Based primarily on geographic location
- Nearby street or freeway
- Well-known destination or landmark
- Community, district or city name
- Not named for individuals
- Preferred max. of 24 characters for ADA/general readability
- Simple, quick recognition
- Single names preferred; multiple names separated by slash

**Station Name Types**

- "Official Station Name" board-adopted station name may be used in documents and legal notices
- "Operational Station Name" may be used more commonly and/or when space is limited and on signage, customer materials
- General guidelines, exceptions can be made

**Public outreach and engagement**

- Required prior to station naming recommendations.
- Includes local/regional stakeholders, current and potential Metro Bus and Rail riders.

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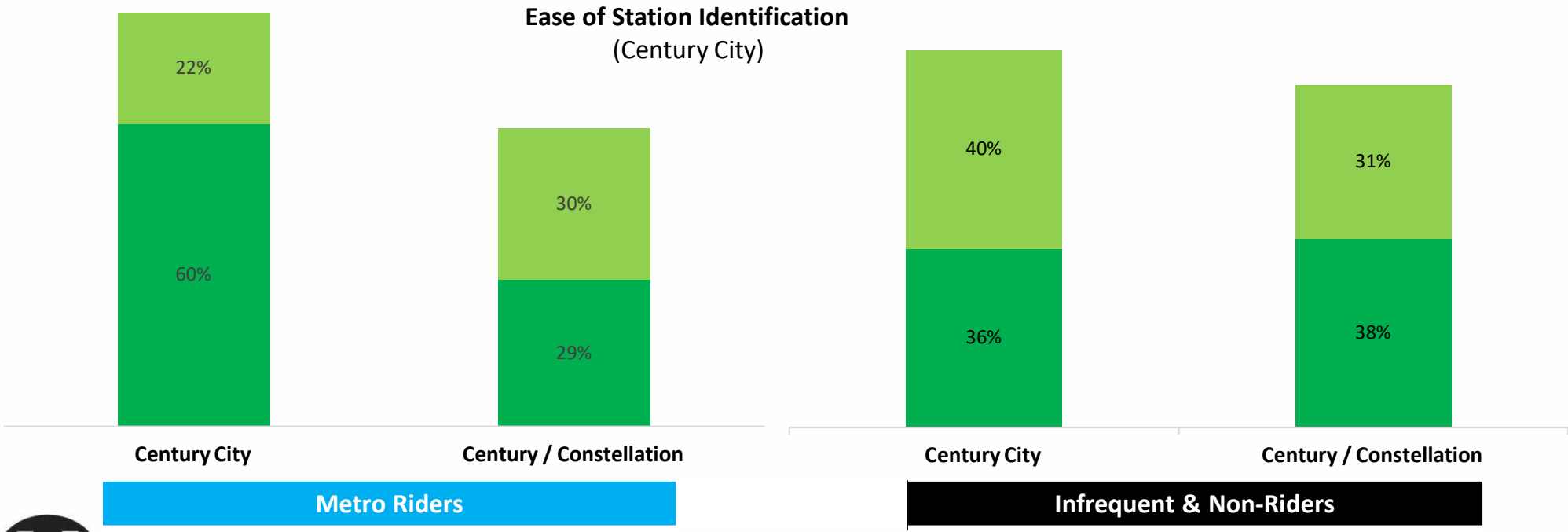
# PUBLIC OUTREACH & ENGAGEMENT

- Per naming policy, public outreach and engagement is required
- Six months of outreach and engagement - from late 2022 – early 2023.
- Online survey station name submissions received.
- Outreach included online and in-person presentations, community events, and at Metro hosted events.
- Outreach and engagement included: Century City Chamber of Commerce, Century City Business Improvement District, Westfield at Century City Mall, Century City Property Managers, Century City Arts Commission, residents of Los Angeles, and current/potential Metro riders.

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# SURVEY FINDINGS: CENTURY/CONSTELLATION

For the Century/Constellation Station “Century City” is the easiest to navigate for both Metro Riders and Non-Riders groups




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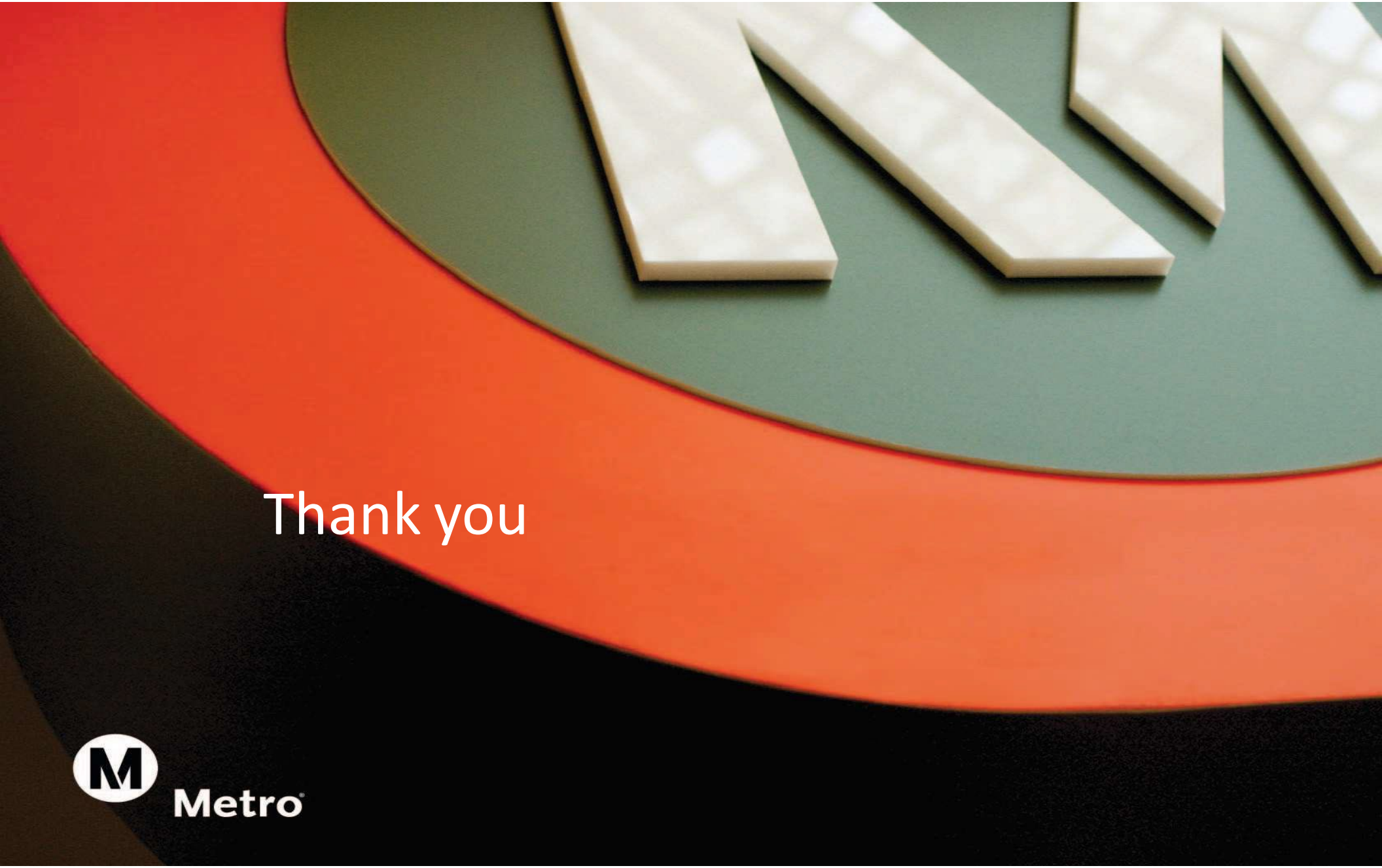
March 2023 Survey
Q: Imagine you were riding the D Line and needed to go somewhere near the new Metro station “2”, how easy would the following station names be to determine at which station to exit?.

# RECOMMENDATION FOR BOARD ACTION

Adopt the staff recommendation for the following official and operational station name for the City of LA station that comprises Metro's Purple (D Line) Extension Section 2:

| Official Station Name | Operational Station Name |
|---|---|
| **Century City** | **Century City** |

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Thank you
Metro