



Metro®

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

Agenda - Final

Thursday, December 5, 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

**Attending Virtually: Marriott Marquis Hotel, 265 Peachtree Center Avenue, Atlanta, GA*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

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

Requests can also be sent to boardclerk@metro.net.



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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on December 5, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

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

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 10, 12, 14, 15, 16, 17, 18, 20, 21, 22, 24**, 25, 26, 27, 28 and 29.

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

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

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

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2024-1077](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2024-1078](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

7. **SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES
CONTRACT** [2024-0967](#)

RECOMMENDATION

CONSIDER:

A. APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board

approved contract funding amount.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Task Order Log](#)

[Attachment C - DEOD Summary](#)

[Presentation](#)

8. **SUBJECT: METRO CHATSWORTH STATION ADA IMPROVEMENT PROJECT** [2024-0813](#)

RECOMMENDATION

INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650 for the Chatsworth Station ADA Improvement Project.

Attachments: [Attachment A - Funding/Expenditure Plan](#)
 [Presentation](#)

9. **SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT - CONSTRUCTION MANAGER/GENERAL CONTRACTOR** [2024-0498](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Attachments:

[Attachment A - Expenditure and Funding Plan](#)

[Attachment B - Procurement Summary](#)

[Attachment C - DEOD Summary](#)

[Presentation](#)

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

- 23. SUBJECT: REPLACEMENT OF NON-REVENUE VEHICLES
THROUGH CALIFORNIA STATEWIDE CONTRACT**

[2024-0960](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to utilize the State of California Statewide Fleet Vehicles Contract for a Not-to-Exceed (NTE) expenditure amount of \$24,034,308 inclusive of sales tax, for 142 electric sedans, 5 electric trucks, 97 hybrid sport utility vehicles (SUVs), 125 pick-up trucks, and 118 cargo/passenger vans. Five suppliers will fulfill delivery of the vehicles under contract with the State of California.

YAROSLAVSKY AMENDMENT: Report back in 120 days with a nonrevenue vehicle purchasing policy that prioritizes zero emission vehicles. The report should review and, to the extent feasible, mirror existing zero emission fleet purchasing policies at the City of Los Angeles and County of Los Angeles.

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

- 34. SUBJECT: 2025 LEGISLATIVE PROGRAM**

[2024-1031](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2025 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2025 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2025 Federal Legislative Program](#)
 [Attachment B - 2025 State Legislative Program](#)
 [Presentation](#)

35. SUBJECT: COLLECTIVE BARGAINING AGREEMENT

[2024-1070](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE successor collective bargaining agreement with the International Brotherhood of Teamsters Union Local 911(Teamsters), effective July 1, 2024; and
- B. AMEND the FY25 budget in the amount of \$3.7 million for the implementation of the wage and benefit changes for the approval of the final collective bargaining agreement.

Attachments: [Presentation](#)

36. SUBJECT: ACKNOWLEDGMENT OF BOARD MEMBER

[2024-1097](#)

RECOMMENDATION

ACKNOWLEDGMENT of outgoing Board Director Paul Krekorian.

END OF NON-CONSENT

37. SUBJECT: CLOSED SESSION

[2024-1102](#)

A. Conference with Legal Counsel - Existing Litigation - G.C.

54956.9(d)(1):

- 1. Bryan Avrey v. LACMTA, Case No. 22STCV27854
- 2. Adam Chisnall v. LACMTA, Case No. 21STCV25746

B. Public Employee Performance Evaluations - Government Code

Section 54957:

Title: CEO, General Counsel, Board Clerk, Inspector General, Chief Ethics Officer

CONSENT CALENDAR - ITEMS 2, 5, 6, 10, 12, 14, 15, 16, 17, 18, 20, 21, 22, 24, 25, 26, 27, 28 and 29.

2. SUBJECT: MINUTES

[2024-1080](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 31, 2024.

Attachments: [Regular Board Meeting MINUTES - October 31, 2024](#)
[October 2024 RBM Public Comments](#)

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

5. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
ANNUAL UPDATE - NORTH COUNTY SUBREGION**

[2024-0966](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of \$2,049,073 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. Deobligating \$1,960,567 in Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of \$17,752,182 from Measure M MSP - Transit Program to Measure M MSP - Highway Efficiency Program, as shown in Attachment C; and

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

Attachments: [Attachment A - Active Transportation Program Project List](#)
[Attachment B - Transit Program Project List](#)
[Attachment C - Highway Efficiency Program Project List](#)
[Attachment D - Subregional Equity Program Project List](#)
[Presentation](#)

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

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

[2024-1030](#)

RECOMMENDATION

DEOBLIGATE \$434,969.47 of previously approved MAT funding and returning those funds to the MAT Program.

Attachments: [Attachment A - Culver City Council Regular Meeting Official Minutes 4/24/2023](#)
[Presentation](#)

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

10. SUBJECT: CUSTODIAL BANKING SERVICES

[2024-0842](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS124467000 to US Bank National Association (U.S. Bank N.A.) for custodial banking services in an amount Not-to-Exceed (NTE) \$1,193,550 for the three-year base term and \$397,850 for each of the two, one-year option terms, for a total NTE amount of \$1,989,250, effective April 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

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

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

12. SUBJECT: PROPOSITION A 5% OF 40% INCENTIVE GUIDELINES

[2024-0998](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the revised Proposition A 5% of 40% Incentive Guidelines (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to amend existing agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and Local Transit Operators to incorporate guideline amendments, and execute all necessary future agreements as pertains to this program.

Attachments: [Attachment A - Proposed Proposition A Incentive Program Guidelines](#)
 [Attachment B - Proposed Proposition A Incentive Program Guidelines Redlined](#)
 [Attachment C - Alliance of Local Transit Operators – Letter of Support](#)
 [Presentation](#)

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

14. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH

[2024-0951](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Communications Support Services Bench Contract Nos. PS85397000 through PS85397015 to:

- A. INCREASE the cumulative contract value of the Bench contracts in an amount not-to-exceed \$18,000,000, increasing the cumulative contract value from \$32,000,000 to \$50,000,000; and
- B. EXECUTE task orders for a Not-to-Exceed (NTE) total authorized amount of \$5,000,000.

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

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

15. SUBJECT: RECRUITMENT STRATEGIC ASPIRATION SERVICES

[2024-1059](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 1 to Contract No. PS108564000 with McKinsey & Company, Inc. (McKinsey) to provide consultant support services for hiring process improvements, continued job classification analysis, and execution of strategies to reduce vacancy rates and retain talent, in an amount Not-to-Exceed (NTE) \$3,477,500, increasing the contract value from \$497,500 to \$3,975,000 and extend the period of performance from June 30, 2025 to December 31, 2025 and;
- B. AMEND the FY25 budget in the amount of \$3,477,500 to fund the contract modification.

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

**EXECUTIVE MANAGEMENT COMMITTEE (3-0) AND OPERATIONS, SAFETY, AND
CUSTOMER EXPERIENCE COMMITTEE (4-0) MADE THE FOLLOWING
RECOMMENDATION:**

16. **SUBJECT: QUARTERLY UPDATE ON TRANSIT COMMUNITY PUBLIC [2024-0765](#)**
 SAFETY DEPARTMENT (TCPSP) IMPLEMENTATION
 PLAN

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Quarterly Update on the Transit Community Public Safety Department (TCPSP) Implementation Plan; and
- B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to incorporate new job classifications into appropriate existing collective bargaining units, as determined by the CEO.

Attachments: [Attachment A - Listening Sessions](#)
 [Presentation](#)

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

17. **SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) UPDATE [2024-0925](#)**

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Community Advisory Council update; and
- B. APPROVING CAC's revisions to their Bylaws (Attachment A).

Attachments: [Attachment A - Proposed CAC Bylaws Changes](#)
 [Attachment B - CAC's April through October Recap](#)
 [Presentation](#)

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

18. SUBJECT: ADVERTISING POLICY REVISIONS

[2024-0513](#)

RECOMMENDATION

CONSIDER:

A. ADOPTING the amended System Advertising Policy (Attachment A); and

B. ADOPTING the amended Commercial Sponsorship and Adoption Policy (Attachment B).

Attachments:

[Attachment A - System Advertising Policy 2025](#)

[Attachment B - Commercial Sponsorship and Adoption Policy 2025](#)

[Attachment C - Policy Change Comparison](#)

[Presentation](#)

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

20. SUBJECT: COVERED CONTRACTORS/SUBRECIPIENTS DRUG & ALCOHOL COMPLIANCE OVERSIGHT SERVICES

[2024-0992](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS123023000 to Byrnes & Associates to provide Workplace Drug & Alcohol Testing Program compliance oversight services in the Not-to-Exceed (NTE) amount of \$676,899 for the three-year base term, and \$225,633 for each of the two, one-year options, for a total combined NTE amount of \$1,128,165, effective February 1, 2025, subject to the resolution of any properly submitted protest, if any.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - DEOD Summary](#)

[Presentation](#)

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

21. SUBJECT: TREE TRIMMING SERVICES

[2024-0815](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP1167960008370 to Mariposa Tree Management Inc., for tree

trimming services throughout Metro bus and rail facilities, in the Not-To-Exceed (NTE) amount of \$1,925,190 for the three-year base period and \$1,183,600 for the one, two-year option, for a combined NTE amount of \$3,108,790, effective January 1, 2025; subject to resolution of any properly submitted protest(s), if any.

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

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

- 22. SUBJECT: PICKUP TRUCKS WITH LADDER RACKS AND LIFTGATES** [2024-0957](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. DR123696000 for 15 pickup trucks with ladder racks and liftgates to Tom's Truck Center North County, LLC, the lowest responsive and responsible bidder, for a total contract amount of \$1,038,311.32, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

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

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

- 24. SUBJECT: LIGHT RAIL VEHICLE DOOR DETECTION ENABLE SYSTEM** [2024-0643](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. OP123557000 to Hitachi Rail STS USA, Inc. (Hitachi) in the amount of \$24,444,798.94 to modify the onboard automatic train control (ATC) software on Metro's Light Rail Vehicles (LRVs) to only allow the doors on the platform side to open upon the vehicle berthing, subject to resolution of any properly submitted protest(s), if any;
- B. FIND that there is only a single source of procurement for the proprietary ATC system software and modifications set forth in Recommendation A above, and it is for the sole purpose of modifying, integrating, and testing the LRV ATC functionality on the A and E lines; and

- C. INCREASE the Life-of-Project (LOP) budget for the Correct Side Door Enable System Project by \$22,938,000, increasing the LOP budget from \$9,062,000 to \$32,000,000.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Project 205118 Expenditure Plan](#)
 [Presentation](#)

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

25. SUBJECT: LIFE OF PROJECT INCREASE FOR P2000 LIGHT RAIL VEHICLE MODERNIZATION/OVERHAUL PROJECT [2024-0511](#)

RECOMMENDATION

INCREASE the Life of Project (LOP) budget for the P2000 Light Rail Vehicle (LRV) Midlife Modernization Project, Capital Project (CP) 206044, by \$20,053,926.00, increasing the total LOP budget from \$160,800,000.00 to \$180,853,926.00.

Attachments: [Attachment A - Funding and Expenditure Plan](#)
 [Presentation](#)

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

26. SUBJECT: REPLACE G-LINE OPPORTUNITY CHARGERS [2024-0478](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 24 with New Flyer of America in the not-to-exceed amount of \$7,938,707 under Contract No. OP28367-001, to procure seven on-route opportunity chargers, replace the same number of chargers installed on the G-Line Bus Rapid Transit (BRT) line and include a Service Level Agreement to ensure reliability and availability, increasing the total contract value from \$66,460,743 to \$74,399,450. This Contract Modification does not increase the Life of Project (LOP) budget of \$80,003,282.

Presentation

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

2024-0495

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS121478000 to International Institute of Los Angeles (IILA) to provide the Low Income Fare is Easy (LIFE) Program administration services for all regions in Los Angeles County and Not-to-Exceed (NTE) in the amount of \$9,569,484 for the three-year base period, \$3,545,396 for the first option year, and \$3,694,533 for the second option year, for a total combined NTE contract value of \$16,809,413, effective on January 1, 2025, subject to the resolution of properly submitted protest(s), if any;
- B. PASS-THROUGH the payment of up to \$5,345,624 for taxi voucher reimbursements over the three-year base period and two, one-year options. These pass-through costs shall be payable under Contract No. PS1214178000, for a total combined NTE contract value of \$22,155,037; and
- C. EXECUTE individual contract modifications within the Board approved contract modification authority.

Presentation

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

28. SUBJECT: TRANSIT AMBASSADOR PROGRAM

[2024-0535](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 7 to Contract No. PS88001001 with Strive Well-Being Inc. to continue to provide Transit Ambassador Pilot Program services while staff transitions the Ambassador Program in-house, in the amount of \$6,500,000, increasing the current three-year base Not-to-Exceed (NTE) contract value from \$24,103,235 to \$30,603,235; and
- B. AMENDING the FY25 Budget by \$1,500,000 to pay for additional Ambassador presence to support the agency's efforts to increase visible presence of uniformed personnel.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification/Change Order Log](#)

[Attachment C - DEOD Summary](#)

[Attachment D – Metro Ambassador Surge Deployments Summary
Presentation](#)

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

29. SUBJECT: METRO MICRO PILOT SERVICES

[2024-0989](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943001 for the Metro Micro Contracted Services - North Region to Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc. to provide on-demand Microtransit operations services in the Not-to-Exceed (NTE) amount of \$45,008,012.36 for the three-year base term and \$47,058,021.47 for the three-year option term, for a total combined NTE amount of \$92,066,033.83, effective December 16, 2024, subject to the resolution of all properly submitted protest(s), if any; and
- B. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943002 for the Metro Micro Contracted Services - South Region to Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.

to provide on-demand Microtransit operations services in the NTE amount of \$21,002,472.24 for the three-year base term and \$21,951,012.21 for the three-year option term, for a total combined NTE amount of \$42,953,484.45, effective December 16, 2024, subject to the resolution of properly submitted protest(s), if any.

Attachments:

[Attachment A - Motion 42](#)

[Attachment B - Metro Micro Service Area Zones](#)

[Attachment C - Procurement Summary](#)

[Attachment D - DEOD Summary](#)

[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2024-1079](#)

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



Metro

Board Report

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

File #: 2024-1078, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
DECEMBER 5, 2024**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

Item #4



Metro

CHIEF EXECUTIVE OFFICER

December 2024

Union Station Holiday Tree Lighting



23 Consecutive Months of Ridership Growth

- Average weekday ridership exceeded 1 million boardings for 2nd consecutive month in October 2024
 - 23M boardings on bus (86.3% of October 2019 level)
 - 6.3M boardings on rail (85% of October 2019 level)
- Weekend boardings now 97.5% of pre-pandemic level, supported by special events like
 - Broadway Night Lights (Oct. 12) 35% increase at Historic Broadway
 - Cirque du Soleil: Kooza (Oct. 19) 45% increase at DT Santa Monica
 - Taste of Soul (Oct. 19) 151% increase on K Line
- Dodgers Stadium Express carried 86% more spectators to World Series Games
- LIFE Program boardings up 28.3% year over year



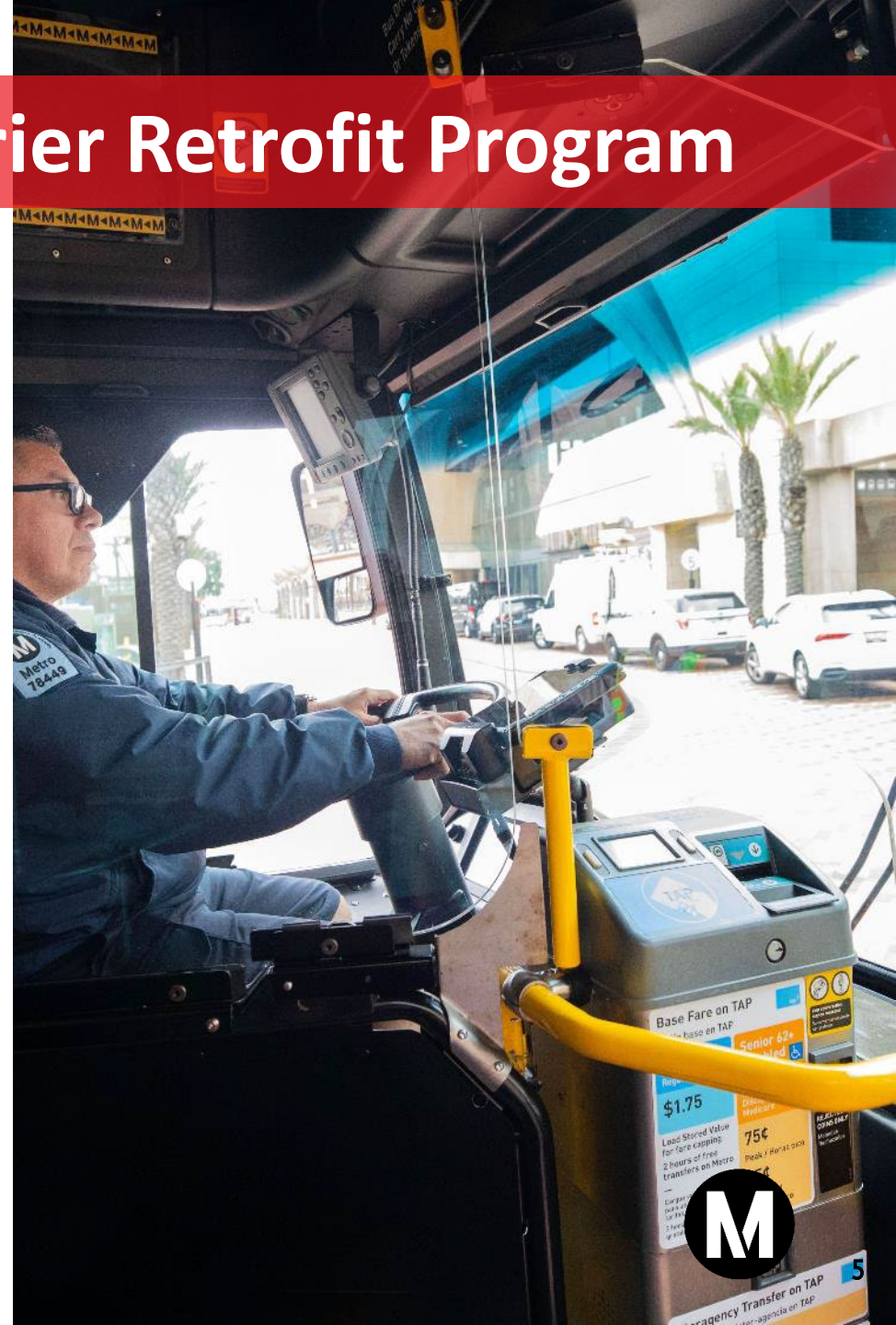
Effects of TAP-to-Exit on A Line



- 30% drop in reported incidents on the A Line at DT Long Beach, APU/Citrus and Willowbrook/Rosa Parks compared to the previous month
- Fewer reports of loitering and cleanliness incidents at APU/Citrus
- A-Line is using Increased Fare Enforcement at ungated end-of-line terminals, as they do not have faregates
- The drop reflects the same downward trend for Tap-to-Exit protocols at NoHo and Downtown Santa Monica

Effects of Bus Barrier Retrofit Program

- As of 12/2/24, nearly 87% of the directly operated fleet has been retrofitted with Operator bus barriers
- Metro is on track to have barriers installed on 100% of the bus fleet by the end-of-year
- Assaults on drivers are down from 4/2024 - 9/2024 over the same six months last year
 - An Operator driving a bus with a barrier was 58% less likely to be the victim of a physical assault
- Bus barriers prevented more than 83% of spitting incidents



Testing New Taller Fare Gates



- ☐ Precise motion sensor detection to reduce 'piggybacking' or 'tailgating' fare evaders
- ☐ Electromechanical locks to prevent 'forced entry' from determined fare evaders
- ☐ An Application Programming Interface (API) that integrates with other security measures such as weapons detection

SEED LA School Grand Opening



Grateful for 135 Years!!!!



Jody Litvak
Executive Officer,
Community Relations



Don Mendoza
Deputy Executive
Officer,
Logistics & Material
Management



Joe A. Simpson Jr.
Sr. Digital
Communications
Administrator,
Marketing



Jesse Soto
Sr. Executive Officer,
Finance





Board Report

File #: 2024-0967, File Type: Contract

Agenda Number: 7.

CONSTRUCTION COMMITTEE NOVEMBER 20, 2024

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

At its April 2018 meeting, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based contract with three one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) consulting. The approval required staff to return to the Board on a biennial basis as projects progressed and new project requirements were identified to update contract expenditure authorization. The funds previously authorized by the Board for FY25 will be exhausted by January 2025; therefore, the recommended increase will allow staff to complete scheduled work anticipated for FY25 and most of FY26.

BACKGROUND

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design ensure that the required integration is achieved within civil and

electrical infrastructure, vehicles, control systems, communications, operations, maintenance, security, and training.

Prior to the procurement of the SESS, each project would use a different consultant for this work, resulting in inconsistent applications. This approach is no longer feasible or advisable with the large volume of projects now underway. With a single SESS design team on staff, the standardization of design, construction, and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront. A fully integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide, and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

To date, staff has executed Task Orders and Task Order Modifications (MODs) totaling \$101,277,491.34 with \$13,504,508.66 in authorized funding remaining. Upon Board approval, Staff would execute a Contract Modification to exercise the one-year option and extend the Contract end date to April 25, 2026. Examples of projects supported by this contract include Metro Operational Simulation Analyses, Metro Rail Operations Control and Bus Operations Control Centers (ROC/BOC), Metro G Line BRT Improvements, Westside D Line 1/2/3, East San Fernando Valley Light Rail Transit, Eastside Phase 2, and Southeast Gateway Line (SGL). Attachment A includes the procurement summary for this contract, and Attachment B includes a complete listing of the TOs and MODs executed since the beginning of the SESS contract. As indicated during initial approval, staff is now seeking additional funding authorization to support Systems Engineering, Measure R, and Measure M projects through most of FY26.

DISCUSSION

With the approval of Measure M, the ongoing implementation of the Measure R Program, and required State of Good Repair initiatives, staff have engaged a SESS consultant to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core staff located in Los Angeles County, the SESS is capable of applying and withdrawing resources as project workloads fluctuate over time. The SESS has the extensive experience and capability to support the complete project lifecycle, from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and length of time needed to deliver major capital improvement projects, this contract has allowed Metro to efficiently and effectively augment Program Management staff where appropriate to ensure the proper project resources are available to Metro.

The SESS provides a single systems engineering team, and associated sub-specialties, with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical, and other specialized disciplines.

The Systems Engineering Services estimated level of effort for the additional NTE amount of \$35,000,000 was developed using the current master schedule, construction estimates, and completed work to date from the Project Controls department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems Engineering level of effort costs were distributed across each fiscal year according to the master schedule.

In addition to the projects identified above and in Attachment B, staff expects the SESS to provide systems engineering services for current and future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- Rail Operations Control and Bus Operations Control Centers (ROC/BOC)
- East San Fernando Valley Transit Corridor
- Eastside Phase 2 Extension
- Southeast Gateway Line Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G Line BRT Improvements
- Westside D Line Extension Section 1/2/3
- K Line North

DETERMINATION OF SAFETY IMPACT

The use of a consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

FINANCIAL IMPACT

The requested NTE contract funding is based on the anticipated level of services that will be required for the remainder of FY25 and through most of FY26. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets or annual budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for TOs issued under this contract is provided by the specific project(s) utilizing the services. These projects are typically funded by a mix of federal, state, and local funds, including Measure R and Measure M. Where appropriate, certain Operations projects are funded with operating eligible funds.

EQUITY PLATFORM

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including Southeast Gateway Line, East San Fernando Valley Transit Corridor, and other Metro transit projects, including in and serving riders from Equity Focus Communities.

These services are essential for support and on time delivery of Metro projects across the greater Los Angeles area. All services supported by this contract are centered on avoiding project delays and promoting cost saving measures to effectively deliver the projects with minimal impacts and provide enhanced mobility and regional access to underserved populations.

SECOTrans Joint Venture made an overall 15% DBE commitment for this contract and, based on payments reported, is exceeding its commitment by 13.53% with a total DBE participation of 28.53%. The DEOD summary is included as Attachment C.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Systems Engineering Support Services contract supports the following strategic goals: Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state of the art engineering solutions to provide efficient mobility options throughout the LA County area. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys. Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular biennial authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through an RFP, choose to authorize an alternative amount, or approve an alternative term of financial authorization. Staff does not recommend these alternatives. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network

design that serves Metro's interests. Finally, by limiting the funding authorization through most of FY26, greater accuracy of project scope and cost requirements are provided to the Board on a regular basis.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. AE47810E0128 and specific task orders will be issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Task Order Log

Attachment C - DEOD Summary

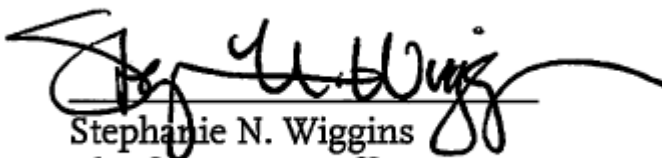
Prepared by: Ron Tien, Executive Officer, Systems Engineering (Interim), (213) 418-3445

Michael Ratnasingham, Senior Executive Officer, Systems Engineering, (213) 418-3440

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-2250

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES (SESS)

1.	Contract Number: AE47810E0128			
2.	Contractor: SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.)			
3.	Mod. Work Description: Increase the Contract Not-to-Exceed funding amount.			
4.	Work Description: Systems Engineering and Support Services			
5.	The following data is current as of: October 2, 2024			
6.	Contract Completion Status:		Financial Status:	
	Award Date:		Board Approved NTE Amount:	
	April 26, 2018		\$114,782,000.00	
	Notice to Proceed (NTP):		Pending Funding (including this action):	
	N/A		\$35,000,000	
	Original Completion Date:		Value of Task Orders and Mods. Issued to Date:	
	April 25, 2025		\$101,277,491.34	
	Current Est. Completion Date:		Remaining Board Approved Amount:	
	April 25, 2025		\$13,504,508.66	
7.	Contract Administrator: Chelsea Bajorunas		Telephone Number: (213) 922-5344	
8.	Project Manager: Ron Tien		Telephone Number: (213) 418-3445	

A. Contract Action Summary

On April 26, 2018, the Board of Directors approved award of a cost-plus fixed fee Task Order based Contract No. AE47810E0128 for Systems Engineering and Support Services to SECOTrans (Joint Venture), with the total authorized funding amount Not-to-Exceed (NTE) \$28,932,000. The purpose of this contract is to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The base term for the Contract is seven (7) years, plus three (3), one-year options, to be exercised at Metro's sole discretion, pending Board approval. Subsequently, the Board has approved additional funding in the amounts listed below:

- \$15,000,000 for the ROC/BOC project, on February 27, 2020;
- \$22,500,000 for FY21 on May 28, 2020;

- \$28,850,000 for FY23 / FY24 on June 23, 2022; and
- \$19,500,000 for FY25 on November 30, 2023.

This action is to increase the authorized funding for this Contract in the amount of \$35,000,000, increasing the total authorized funding from \$114,782,000 to a NTE amount of \$149,782,000 through FY25 and most of FY26.

There have been 32 Task Orders and modifications executed to date, totaling \$101,277,491.34. Furthermore, eleven (11) Administrative Contract Modifications have also been executed to date.

The total contract amount expended will be the aggregate value of all Task Orders issued to the SESS Consultant through the term of the contract.

B. Cost/Price Analysis

The negotiated cost and fixed fee amount or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, independent cost estimate, cost analysis, and negotiations, before issuing the Task Order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures.

ATTACHMENT B**TASK ORDER LOG****SYSTEMS ENGINEERING SUPPORT SERVICES (SESS) / CONTRACT NO. AE47810E0128**

Mod/Task Order (TO) No.	Description	Status (Approved or Pending)	Date	Task Order Amount Issued Including Mods	Est. Adjustments Pending for TO Close-Out¹	Pending & Future TOs/Mods
N/A	Initial Authorized NTE Funding \$28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE \$15,000,000 for TO-016	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE \$22,500,000 for FY 2021	Approved	5/28/20	---	---	---
N/A	Board of Directors Authorized NTE \$28,850,000 for FY 2023 / 2024	Approved	6/23/22	---	---	---
N/A	Board of Directors Authorized NTE \$19,500,000 for FY25	Approved	11/30/23	---	---	---
Approved Task Orders and Task Order Modifications						
E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	\$14,085,003.40	\$(31,227.00)	---
E0128-TO-002	Program-wide System Engineering	Approved	7/27/18	\$10,591,818.43	\$(42,512.65)	---

	Support Services for Systems Engineering Group					
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	\$603,041.25	\$(69,847.00)	---
E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	\$145,244.00	---	---
E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	\$161,992.00	---	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	\$4,688,560.70	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	\$120,666.74	---	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	\$798,543.25	\$(77,672.00)	---
E0128-TO-009	Division 20 Portal Widening Turnback Project Systems Engineering Support	Approved	10/30/18	\$14,803,766.35	\$(40,017.00)	---
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	\$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV)	Approved	12/3/18	\$9,673,862.55	\$(58,686.00)	---

	Conceptual Engineering					
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	\$1,528,845.32	---	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	\$249,069.86	---	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	\$754,295.85	---	---
E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	\$5,773,816.00	---	---
E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	\$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	\$1,007,088.37	---	---
E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	\$795,007.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	\$2,102,071.00	---	---
E0128-TO-021	Systems Engineering	Approved	1/29/20	\$5,210,268.00	---	---

	DSDC Support for Purple Line Extension Sec. 1					
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	\$3,692,599.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	\$3,018,151.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	\$4,045,243.81	---	---
E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	\$292,399.02	---	---
E0128-TO-026	Purple Line Extension Section 2 Systems Engineering Support Services	Approved	9/17/21	\$2,062,885.00	---	---
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	\$1,244,718.00	---	---
E0128-TO-028	Sepulveda Transit Corridor Projects	Approved	8/10/22	\$633,009.00	---	---

	Systems Engineering Support					
E0128-TO-029	West Santa Ana Branch Systems Engineering Support	Approved	11/9/22	\$4,798,491.00	---	---
E0128-TO-030	Rail Operations Control Center (ROC) / Bus Operations Control Center (BOC) Feasibility Study	Approved	10/3/22	\$3,597,321.00	---	---
E0128-TO-031	Metro Bungalow A Replacement Project	Approved	9/5/23	\$850,000.00	---	---
E0128-TO-032	Metro Operations Simulations Support	Approved	12/5/23	\$79,354.00	---	---
E0128-TO-033	K Line TPSS – Systems Engineering Support Services	Approved	3/13/2024	\$933,614.00		
Approved Contract Modifications						
EO128-00-MOD-00001	Update to Advanced Cost Agreement	Approved	9/6/18	\$0.00	---	---
EO128-00-MOD-00002	Updates to Advanced Cost Agreement	Approved	12/14/18	\$0.00	---	---
EO128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	\$0.00	---	---
EO128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	\$0.00	---	---
EO128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete	Approved	4/20/21	\$0.00	---	---

	Subconsultants and Corrections					
EO128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	\$0.00	---	---
EO128-00-MOD-00007	Updates to Form of Contract and Special Provisions Section	Approved	11/10/22	\$0.00	---	---
EO128-00-MOD-00008	Updates to Contract: Administrative Modification, Updates to Exhibit 1 – Advanced Const Agreement	Approved	5/4/23	\$0.00	---	---
EO128-00-MOD-00009	Extend Period of Performance for Multiple TOs	Approved	6/2/23	\$0.00	---	---
EO128-00-MOD-00010	Updates to Exhibit 1- Advanced Cost Agreement & Contract	Approved	3/19/24	\$0.00		
EO128-00-MOD-00011	Extend Period of Performance for Multiple TOs & Consultant Name Change	Approved	5/20/24	\$0.00		
	Subtotal Approved TOs and Contract Mods			\$101,277,491.34		
Pending Task Orders and Task Order Mods						
TBD	Future Anticipated Task Orders for FY25/FY26	Pending	TBD	---	---	\$35,000,000

	Subtotal Pending TOs and TO Mods					\$35,000,000
	Total Authorized Funding for Contract	\$114,782,000	---	---	---	---
	Task Orders Approved	---	---	\$101,277,491.34	---	---
	Adjustments Pending TO Close-Out	---	---	---	(\$319,961.65)	---
	Future / Pending TOs and TO Mods	---	---	---	---	\$35,000,000
	Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders through FY26	---	---	---	---	\$149,782,000

NOTES:

¹ Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

BOARD ACTIONS	
Board Approved Funding – Current	\$114,782,000
This Board Action	\$35,000,000
New Approved Funding Amount	\$149,782,000

DEOD SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT / AE47810E0128

A. Small Business Participation

SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises, Inc., and Ramos Consulting) made an overall 15% Disadvantaged Business Enterprise (DBE) commitment on this Task Order (TO) based contract. To-date thirty-two (32) TO's have been awarded to SECOTrans. The project is 75% complete and the current overall DBE participation is 28.53%, exceeding the commitment by 13.53%.

SECOTrans reported that it has not engaged Enabled Enterprises LLC to date on the contract because work in their specific scope has not been requested by Metro. Additionally, SECOTrans reported that Birdi Systems was selected to provide specialized services on TO-16, but the task order was subsequently cancelled by Metro, as confirmed by the Metro's Project Manager. SECOTrans stated they anticipate both firms to be utilized in the future, when their respective scopes are requested by Metro.

Small Business Commitment	15.00% DBE	Small Business Participation	28.53% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Arakelyan Drafting Services	Caucasian Female	TBD	0.34%
2.	Destination Enterprises, Inc.	Caucasian Female	TBD	2.08%
3.	Enabled Enterprises, LLC	Asian-Pacific American	TBD	0.00%
4.	Fariba Nation Consulting	Caucasian Female	TBD	0.36%
5.	Interactive Elements Incorporated	Caucasian	TBD	0.28%
6.	Intueor Consulting, Inc	Subcontinent Asian American	TBD	2.26%
7.	NBA Engineering, Inc. (JV Partner)	Caucasian Female	TBD	5.27%
8.	Pacific Railway Enterprises, Inc. (JV Partner)	Caucasian Female	TBD	1.25%

9.	Purcell Electrical Professional Corporation (Voluntarily Withdrew)	Caucasian Female	TBD	0.00%
10.	Ramos Consulting Services, Inc. (JV Partner)	Hispanic American	TBD	9.16%
11.	ROMAR7 LLC	Asian-Pacific American	TBD	0.17%
12.	Triunity, Inc.	Black American	TBD	6.53%
13.	UNICO Engineering, Inc.	Hispanic American	TBD	0.79%
14.	Birdi Systems, Inc.	Subcontinent Asian American	Added	0.00%
15.	Systems Consulting, LLC	Black American	Added	0.04%
Total			15.00%	28.53%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Item 2024-0967

SYSTEMS ENGINEERING SUPPORT SERVICES CONTRACT



Metro Los Angeles County Metropolitan Transportation Authority

Board item 2024-0967

RECOMMENDATION

CONSIDER:

- APPROVING an increase in total authorized funding and executing Modification No. 12 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-to-Exceed (NTE) amount of \$35,000,000, increasing the total contract authorized funding from an NTE amount of \$114,782,000 to an NTE amount of \$149,782,000, and exercising a one-year option extending the contract through April 25, 2026; and
- AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Board item 2024-0967

- Consultant provides specialized systems engineering support for Metro's projects from design through testing and pre-revenue service.
- Singular team is used to promote consistency of systems on Metro projects for maintainability, interoperability, safety, reduction of lifecycle costs and training.
- Consultant is a Joint Venture with 4 primes (3 of which are DBEs) and 19 subconsultants. Current DBE goal of 15% is being exceeded at an actual rate of 28.53%.



Board Report

File #: 2024-0813, File Type: Budget

Agenda Number: 8.

CONSTRUCTION COMMITTEE NOVEMBER 20, 2024

SUBJECT: METRO CHATSWORTH STATION ADA IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650 for the Chatsworth Station ADA Improvement Project.

ISSUE

The United States Department of Justice requires Metro to complete necessary Americans with Disabilities Act (ADA) improvements to the Metrolink Chatsworth Station by August 2025. The next milestone in meeting the project completion date is awarding the construction contract using a design, bid, and build delivery method. Increasing the LOP budget for the Project is required to execute a construction contract and issue a construction notice to proceed by January 2025.

BACKGROUND

The ADA is a civil rights law, passed in 1990, that prohibits discrimination based on disability. The Metrolink Chatsworth Station opened in 1992 and serves Amtrak trains along the Pacific Surfliner as well as Metrolink trains along the Ventura County Line. A compliance assessment initiated by the federal government found instances of existing conditions within the Metrolink Chatsworth Station that did not meet all requirements as codified in October 1, 2006 edition of the Code of Federal Regulation, which are based on the 1991 ADA Standards. As the majority owner of the Chatsworth Transportation Center (Center), Metro signed a settlement agreement with the federal government in 2021 to make the necessary improvements to benefit individuals with disabilities, including individuals who use wheelchairs.

Remediations within the station building interior fall outside of Metro's responsibilities and are excluded from the ADA improvement scope. All ADA remediations need to be completed by August 19, 2025, per the agreement. However, terms of the agreement required the remediation of accessible parking stalls striping and signage deficiencies that have been completed by August 19, 2022, for Metro to remain compliant.

The Chatsworth Station ADA Improvement Project was proposed through Metro's Annual Capital Call

in the fall of 2018, and its \$4.0 million initial LOP were approved as part of the Fiscal Year 2020 Annual Budget Adoption approved at the May 2019 Board meeting.

Since then, the following additional remedial actions have been completed by Metro:

- An Independent Licensed Architect (“ILA”) was hired by Metro on March 2, 2022, to survey the rail platform, bus terminal, and parking elements of the Chatsworth Transportation Center. Metro sent the United States Department of Justice (DOJ) a list of all violations identified by the ILA.
- Metro remedied all non-slope issues related to accessible parking spaces and reported to the DOJ in August 2022 (including van-accessible parking, proper signage, and marking of accessible spaces and access aisles).
- Annual inspections have been conducted by the ILA at the Center to ensure ongoing compliance with the Agreement.
- Metro has completed the final construction Plans, Specifications, and Estimates (PS&E) documents in July 2024 to address the remaining non-compliant features identified in the ILA survey.
- Metro released an Invitation for Bid (IFB) for the construction contract and held the bid opening meeting on August 30, 2024, and is currently finalizing the construction award documents for the lowest-priced, responsive bidder. The revised LOP budget is based on the lowest responsive bidder received during the bid opening.

DISCUSSION

Metro will remedy the remaining violations identified in the survey completed by the ILA during this last phase of the Project to make the Chatsworth Transportation Center fully accessible to individuals with disabilities, including individuals who use wheelchairs, as well as those with visual and hearing impairments. The Project consists of improvements to the accessible paths, rail and bus platforms, and parking lots within the Center.

After construction is completed, Metro will send copies of each completed ILA report, with supporting documentation, including photographs and certifications of compliance completed per the settlement agreement, to the DOJ.

The initial LOP budget approved in 2019 included \$3.5 million to complete the construction work and \$0.5 million for professional services to obtain any design approvals. The proposed LOP budget for this Project is based on total project costs consisting of Metro labor and third-party, construction costs, construction support and public outreach, and 15% construction contingency as shown in Attachment A - Funding/Expenditure Plan.

The proposed LOP budget has increased since the prior LOP approval for the following reasons:

- Prior LOP did not include Metro labor and third-party costs which are now standard practice for the Program Management Department;
- Expenditures for Professional Services enabled staff to complete design by issuing two task

orders through the On-Call Regional Rail and Design Services contract to RailPros, Inc. These task orders covered the ILA survey and the development of the PS&E documents, including bidding support and Design Support During Construction (DSDC), totaling \$1.57 million. There were design modifications made to obtain design approval from the US Department of Justice, City of Los Angeles, and Metrolink;

- A task order was issued to WSP, USA through the On-Call Regional Rail Project Management Services for the Construction Management Support Services (CMSS), including constructability review and public outreach anticipated during the construction phase of the Project for \$495 K that was not included in the initial LOP; and
- The LOP increase will cover construction costs based on the actual lowest bid received during the bid opening, including soft costs such as flagging and overhead expenses that were not considered in the initial LOP budget.

In addition, a 15% construction contingency has been added to the LOP budget to account for unforeseen conditions in construction while working on the station improvements and reporting to the US Department of Justice on schedule, construction activity, and Project completion in 2025.

This proposed LOP is built from the bottom up, with all Project design complete, construction bids received, and all soft costs included as shown in Attachment A.

DETERMINATION OF SAFETY IMPACT

The Project enhances safety for all passengers by adding accessible features, including ramps and tactile paving. The station becomes safer and easier to navigate, which results in reducing the risk of falls and injuries. Clear signage and accessible emergency exits enable safe evacuation, while upgrades to boarding areas and audible and visual alerts make it easier for everyone, including wheelchair users and those with strollers, to navigate confidently.

Additionally, the Project will be constructed consistent with Metro's construction safety standards. This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Board approval will increase the Project number 202337 LOP budget by \$3,354,650 to fund the construction of the Chatsworth Station ADA Improvement Project.

Since this is a multi-year project, the Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source for funding the additional \$3,354,650 of the LOP increase for the Project is Proposition C 40%, which is eligible for bus and rail operating expenses.

EQUITY PLATFORM

The station is a key transfer point supporting workers and students from nearby Equity Focus Communities (EFC) who use Metro, Metrolink, and/or Amtrak. Along the Metro G Line, just south of the Chatsworth Station, there are EFC communities designated as “very high need” according to the Metro Equity Need Index (MENI). These communities are comprised of 68% low-income households, 20% households with no access to a car, and up to 82% Black, Indigenous, and other People of Color (BIPOC) residents.

The purpose of the Project is to address a settlement between Metro and the federal government to remedy all current non-compliant accessibility features per the ADA Accessibility Standards at Chatsworth Station within Metro’s responsibility. The Project includes improvements such as removing and replacing sidewalks, parking lot and platform surface rehabilitations, and signage to bring the Chatsworth Station into compliance. The Metro Office of Civil Rights, Equity, and Inclusion and Community Relations team will conduct a survey with riders with disabilities to provide their input before the project certifications of compliance are completed.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project will make the Chatsworth Station readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. As a result, the Project supports the following Strategic Goals from Vision 2028:

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;

The Project is being designed and constructed in close coordination with the community, Metrolink, the City of Los Angeles, and third-party stakeholders, as well as internal stakeholders within Metro, to streamline Metro’s systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be to not approve the staff recommended actions to complete the construction of the Project. This is not recommended as the Department of Justice may institute a civil action in federal district court per the terms of the settlement agreement.

NEXT STEPS

A Notice to Proceed (NTP) will be issued to the Contractor after the execution of the contract and meeting all other contract requirements, anticipated to occur in January 2025.

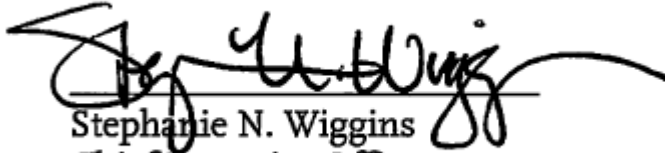
ATTACHMENTS

Attachment A - Funding/ Expenditure Plan

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
CHATSWORTH STATION ADA IMPORVMENTS PROJECT
LOP INCREASE NOVEMBER 2024
Funding/Expenditure Plan
(Dollars)

Capital Project No. 202337	Initial LOP	Proposed LOP	Prior to FY25	FY25	FY26	Total Capital Cost
<i>Uses of Funds</i>						
Metro Labor		\$ 548,723.00	\$ 226,323.00	\$ 195,000.00	\$ 127,400.00	\$ 548,723.00
Professional Services-Design	\$ 500,000.00	\$ 1,574,627.00	\$ 1,028,651.00	\$ 200,000.00	\$ 345,976.00	\$ 1,574,627.00
Total Construction Costs and Overhead Costs	\$ 3,500,000.00	\$ 3,940,000.00		\$ 2,745,000.00	\$ 1,195,000.00	\$ 3,940,000.00
Construction Support Services and Public Outreach		\$ 495,700.00		\$ 360,000.00	\$ 135,700.00	\$ 495,700.00
Contingency (15%)		\$ 795,600.00			\$ 795,600.00	\$ 795,600.00
Total Project Cost	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
SOURCES OF FUNDS						
Proposition C 40%	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
Total Project Funding	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00

Chatsworth Station ADA Improvements Project

2024-0813

Construction Committee

November 20, 2024



Metro

Chatsworth Station ADA Improvements Project

RECOMMENDATION:

- A. INCREASE the Life-of-Project (LOP) budget by \$3,354,650, from \$4,000,000 to \$7,354,650, for the Chatsworth Station ADA Improvement Project.



Chatsworth Station ADA Improvements Project

- Accessible Path Improvements
- Rail Platform Improvements
- Parking Lot Improvements
- Depot Plaza Improvements
- Bus Platform Improvements



Metro, as a majority owner of the Metrolink Chatsworth Station, received a letter from the US Department of Justice mandating ADA improvements to be completed by August 2025.



Chatsworth Station ADA Improvements Project

Funding/ Expenditure Plan

Capital Project No. 202337	Initial LOP	Proposed LOP	Prior to FY25	FY25	FY26	Total Capital Cost
<i>Uses of Funds</i>						
Metro Labor		\$ 548,723.00	\$ 226,323.00	\$ 195,000.00	\$ 127,400.00	\$ 548,723.00
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Total Project Cost	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
SOURCES OF FUNDS						
Proposition C 40%	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00
Total Project Funding	\$ 4,000,000.00	\$ 7,354,650.00	\$ 1,254,974.00	\$ 3,500,000.00	\$ 2,599,676.00	\$ 7,354,650.00

> The Proposed LOP includes:

- Metro Labor
- Total construction cost based on bids received
- Construction Support Services and related contacts
- 15% contingency



Chatsworth Station ADA Improvements Project

Next Steps

- > A Notice to Proceed (NTP) will be issued to the Contractor, anticipated to occur in January 2025.





Board Report

File #: 2024-0498, File Type: Contract

Agenda Number: 9.

CONSTRUCTION COMMITTEE NOVEMBER 20, 2024

**SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT -
CONSTRUCTION MANAGER/GENERAL CONTRACTOR**

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any;
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items: (1) to award CM/GC contract; and (2) to establish a Preconstruction Budget. The Preconstruction Budget is inclusive of this and all previously awarded contracts, incurred expenses to date, and anticipated additional preconstruction activities performed by the CM/GC and existing architectural and engineering (A&E) and professional services contracts for the Project, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

The Project is a 19-mile Bus Rapid Transit (BRT) corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Each community

has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

The Project goals are to:

- Advance a premium transit service that is more competitive with private automobile travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals

Following the completion of the environmental phase in April 2022, the Board certified the Final Environmental Impact Report (FEIR) and approved the Project. The approved Project entered Advanced Preliminary Engineering (APE), which includes advancing design work and continued coordination with the cities and communities along the corridor, and the Preliminary Engineering (PE) phase was completed in December of 2023.

A Program Management Support Services Contract was awarded in March 2024 and the Contract for final design services was awarded in May 2024. Development of 30% design packages for the Project is ongoing.

The CM/GC approach will be used to deliver and construct the Project. Utilizing CM/GC provides the benefit of construction contractor input during the design phase before the start of construction.

In order to move into this phase of preconstruction services, the Project will utilize the CM/GC contract that is the subject of this action and will continue to utilize support from Metro staff and previously awarded and existing contracts and agreements, as listed below and reflected in Attachment A.

- Program Management Support Services provided by Ramos CS (Contract No. AE107697000);
- Final design services provided by HDR Engineering, Inc. (Contract No. AE112357000)
- Project Controls Support Services from KTJV (Contract No. PS89856000).

DISCUSSION

Staff selected CM/GC for the Project's Phase 1 as it enables Metro to engage a General Contractor to act as the "Construction Manager" consultant and collaborate with Metro and the design consultant. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method

for this project will also improve construction quality, encourage value engineering, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Project in two distinct contract phases. The Preconstruction Budget establishes Phase 1, the Preconstruction Phase (Design), which allows the contractor to work with the design contractor and Metro to identify risks, provide cost estimates, and refine the project schedule. During Phase 1, Metro will work with the CM/GC Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to drive the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC contractor and Metro negotiate the contract price for Phase 2, the Construction Phase.

If both the CM/GC and Metro reach an agreement on the Construction Phase costs, staff will return to the Board with a recommendation to approve the Life of Project (LOP) budget and authorize the Phase 2 Contract Supplement. With Board approval, Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2 and then the second contract phase (Final Construction Phase) will begin.

At any stage during the Preconstruction design period, Metro can exercise an “off-ramp” and seek another contractor by competitively bidding on the Project’s final design, while still benefitting from the previous work performed by the CM/GC Contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the Contractor will perform, such as design review, cost estimating, schedule and Early Works Packages.
- Upon issuance of NTP for Phase 1, the Contractor, design consultant, PMSS, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 construction to the Contractor and establish an LOP budget. If not, Metro will have the option to terminate the contract with the Contractor and package the design documents into a separate bid package. This off-ramp will be available for Metro throughout Phase 1 as staff evaluates each OPC.
- Throughout Phase 2 negotiations, Metro will maintain the following parameters to mitigate

discrepancies and to increase the likelihood of project success:

- ✦ the Contractor's fee and margin initially proposed will be retained in all OPCs;
- ✦ the Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
- ✦ the CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the Contractor is required to submit;
- ✦ the CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
- ✦ the process for establishing all OPCs will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Project, the construction contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input on constructability, Project phasing, and value engineering ideas as the design progresses.

The Project alignment runs through four municipalities and is built entirely within the public right-of-way. The design for the Project will be packaged in five (5) segments (North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena - both the North Hollywood and Eagle Rock segments are within the City of Los Angeles) to facilitate phasing the design and construction of the project to optimize the schedule while accommodating the different design review and approval processes applicable to each of the four municipalities. Metro anticipates issuing Early Works Package(s) to allow construction to begin prior to design being complete on all segments.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY25 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 871401, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of \$267 million with an additional \$50 million

in SB1 funds, for a total of \$317 million.

The source of funds for this action is Measure M 35%, which is not eligible for bus and rail operations.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for the Phase 1 Work. Myers-Shimmick, a Joint Venture, exceeded the SBE and DVBE goals for Phase 1 work by making a 43.26% SBE commitment and a 3.49% DVBE commitment. Myers-Shimmick, a Joint Venture subcontracted at least 30% of its contract value with Local Small Business Enterprise (LSBE) firms, making it eligible to receive the LSBE preference bonus.

The CM/GC proposal evaluation criteria allocated a possible 40 points out of 800 total points to the proposing firm's demonstration of a well-defined approach to ensure that Cultural Competency is considered and executed in the performance of the Scope of Services. Proposers were instructed to reference policies and practices at the organizational level as well as values and behaviors at the individual level that will establish reciprocal relationships that support trustworthy communication between the Project team and the community.

In performance of the Scope of Services, the CM/GC is required to conduct an assessment focused on economic, social, environmental, racial, and other inequities to inform the overall project approach. The results of the assessment will inform the development of a multi-year Cultural Competency plan to be implemented and maintained by the CM/GC. The CM/GC will also convene a cultural competency working group to meet on a quarterly basis for the purpose of considering issues, potential issues, and proposed solutions and opportunities related to the development and implementation of the Cultural Competency Plan.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations, via the 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also included as part of the Project, which were added in response to feedback received from the community. These project elements improve the safety and convenience of biking and walking which provides a benefit to people living in EFCs who may not have access to an automobile.

Additionally, any potential impacts to existing bicycle and pedestrian facilities along the Project within these communities will be addressed by proposed mitigations during both the construction and operation phases to ensure safe and easily navigable options.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach

materials (English, Spanish, Armenian, and Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and will continue this robust outreach during design and construction activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding the contract and establishing the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases. If award of the CM/GC contract is not approved, Metro would seek another contractor by competitively bidding on the Project's final design once design is completed and approved.

NEXT STEPS

Upon Board approval, staff will execute CM/GC Contract No. PS118736000 with Myers-Shimmick, a Joint Venture. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the design consultant and PMSS consultant to advance completion of the final design. Staff will return to the Board to seek approval of the Life of Project (LOP) budget and authorization to advance the corresponding Phase 2 Contract Supplement in FY26.

ATTACHMENTS

Attachment A - Expenditure and Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

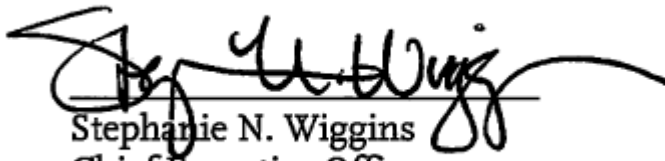
Prepared by: Anthony DeFrenza, Senior Director, Construction Management (213) 922-7170

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Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
NoHo to Pasadena BRT Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 24	FY 25	FY 26
Planning, Enviromental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	\$ 8,260,253		\$ 4,130,127	\$ 4,130,127
Final Design Services	\$ 27,459,000		\$ 18,902,000	\$ 8,557,000
PMSS Services	\$ 14,638,000		\$ 6,282,000	\$ 8,356,000
Ealy Works Packages	\$ 44,500,000		\$ -	\$ 44,500,000
Other Professional Services	\$ 2,220,000		\$ 1,332,000	\$ 888,000
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	\$ 3,009,600		\$ 1,805,760	\$ 1,203,840
Agency Costs	\$ 4,802,000		\$ 2,401,000	\$ 2,401,000
Contingency				
Contingency (10%)	\$ 10,488,885		\$ 3,485,289	\$ 7,003,597
Total Preconstruction Services Budget	\$ 135,183,738	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
Source of Funds	Total			
LACMTA Measure M Funds	\$ 267,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
SB1 Grant	\$ 50,000,000	\$ -	\$ -	\$ -
Total Project Funding	\$ 317,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563

PROCUREMENT SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
PS118736000**

1.	Contract Number: PS118736000	
2.	Recommended Vendor: Myers-Shimmick, a Joint Venture	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 24, 2024	
	B. Advertised/Publicized: January 24, 2024	
	C. Pre-Proposal Conference: February 20, 2024	
	D. Proposals Due: April 17, 2024	
	E. Pre-Qualification Completed: July 24, 2024	
	F. Ethics Declaration Forms submitted to Ethics: April 17, 2024	
	G. Protest Period End Date: November 27, 2024	
5.	Solicitations Downloaded: 195	Proposals Received: 4
6.	Contract Administrator: Fred Leung	Telephone Number: (213) 922-8914
7.	Project Manager: Anthony Defrenza	Telephone Number: (213) 922-7107

A. Procurement Background

This Board Action is to approve Contract No. PS118736000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for Metro's North Hollywood to Pasadena Bus Rapid Transit (BRT) Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is Construction Manager/General Contractor (CM/GC). The RFP was issued with 17% SBE and 3% DVBE goals for Phase 1, and a 17% to 32% range for SBE goal and 3% DVBE goal for Phase 2 work.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 22, 2024, revised RFP Sections and Exhibits, extended the deadline for submission of RFP comments from February 23, 2024 to April 1, 2024, and extended the proposal due date from March 27, 2024 to April 17, 2024.

- Amendment No. 2, issued on March 18, 2024, updated the contract administrator contact information and revised various sections of the contract and contract exhibits.
- Amendment No. 3, issued on April 4, 2024, revised Appendix D – Section 4.11 of the RFP and revised various contract exhibits.

A virtual pre-proposal conference was held on February 20, 2024, and was attended by 52 participants representing 38 firms. Two sets of questions and responses were released prior to the proposal due date.

A total of 195 downloads of the RFP were recorded in the planholders' list. A total of four proposals were received on April 17, 2024.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management Office, Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

• Capability and Experience	360 Points
• Project Understanding	80 Points
• Project Approach	360 Points
• Price	<u>200 Points</u>
	1000 Points
• LSBE Preference Program (<i>BONUS</i>)	50 Bonus Points

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience, and Project Approach. Project Approach included a subcriterion worth 40 points for Proposers to demonstrate their approach to Cultural Competency.

This solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program effective August 25, 2022. This pilot program, approved by the Board, awards a 5% bonus to the Proposer(s) who commit to subcontract at least 30% of the Contract Value to Local Small Business Enterprises. The LSBE bonus points are added to the Proposer(s)' total point score if DEOD determines the Proposer(s) earned the LSBE bonus points.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 would be used for the awarded Contract Value (subject to clarification and/or negotiations) as follows:

1. Phase 1 Work Not-To-Exceed (NTE) Amount; and
2. Phase 2 Margin Percentage with an assumed construction cost of \$190,000,000 (for evaluation purposes only)

Of the proposals received, all four were determined to be within the competitive range and are listed below in alphabetical order:

1. Flatiron West, Inc. (Flatiron)
2. Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)
3. Skanska Sully Miller, a Joint Venture (Skanska Sully Miller JV)
4. Stacy Witbeck Griffith Company, a Joint Venture (SWGC JV)

During May and June 2024, the PET reviewed and scored each technical proposal. On June 25, 2024, the PET met and received Oral Presentations from all four firms. The Proposer's project manager and key team members had an opportunity to present each team's Project Understanding and Project Approach. Each team was asked questions regarding their previous experience related to delivering a BRT or similar Project.

In September 2024, Metro held detailed discussions with each of the four Proposers regarding their technical and price proposals.

At the conclusion of discussions, Metro issued Amendment No. 4 requesting Best and Final Offers (BAFO) from all the firms. All four Proposers submitted written BAFOs on October 3, 2024. The BAFOs were found to be responsive to the requirements and instructions set forth in Amendment No. 4.

After a thorough evaluation review of proposals, oral presentations, and BAFOs, the highest ranked firm was Myers-Shimmick JV.

Qualifications Summary of Recommended Firm:

Myers-Shimmick JV demonstrated past BRT experience for similar projects and proposed a highly qualified team with public transportation experience. Their proposal thoroughly understood the project and their approach to performing the Phase 1 work. Myers-Shimmick JV received the highest scores on both technical and price proposals. Their proposal achieved the highest scores for Capability and Experience as well as Project Understanding. Additionally, their Project Approach shown below includes a score of 36.13 out of 40 for Cultural Competency. Furthermore, Myers-Shimmick JV exceeded the goals by making a 43.26% SBE commitment and a 3.49% DVBE commitment. Myers-Shimmick JV is also committed to subcontracting more than 30% of the Contract Value to LSBE firms.

The PET's recommendation in the order of ranking is shown in the table below:

Proposer Name	Maximum Points	Earned Points	Total Points	Rank
Myers-Shimmick JV				
Capability and Experience	360	339.73		
Project Understanding	80	77.07		
Project Approach	360	335.87		
Price	200	200.00		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			1002.67	1
Skanska Sully Miller JV				
Capability and Experience	360	326.13		
Project Understanding	80	75.73		
Project Approach	360	335.20		
Price	200	189.89		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			976.95	2
Flatiron				
Capability and Experience	360	311.87		
Project Understanding	80	75.47		
Project Approach	360	335.87		
Price	200	198.07		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			971.28	3
SWGC JV				
Capability and Experience	360	327.47		
Project Understanding	80	75.47		
Project Approach	360	324.80		
Price	200	183.66		
LSBE Preference Program (5%) (BONUS POINTS)	50	50.00		
Total			961.40	4

C. Cost/Price Analysis

The recommended Not-to-Exceed (NTE) award amount and Phase 2 Margin Percentage have been determined to be fair and reasonable based upon review of an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and fact finding.

Proposer Name	BAFO Amount	Metro ICE	Award Amount
Myers-Shimmick JV	\$8,260,253 (Phase 1)	\$13,477,453 (Phase 1)	\$8,260,253 (Phase 1)
	Phase 2 Margin Percentage 8.75%	Phase 2 Margin Percentage 10%	Phase 2 Margin Percentage 8.75%
Skanska Sully Miller JV	\$9,992,677 (Phase 1)		
	Phase 2 Margin Percentage 8.50%		
Flatiron	\$8,025,106 (Phase 1)		
	Phase 2 Margin Percentage 9.00%		
SWGC JV	\$8,488,106 (Phase 1)		
	Phase 2 Margin Percentage 9.70%		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All firms proposed pricing within the pre-established parameters.

The ICE was originally developed with staffing that included five (5) Segment Superintendents needed for Phase 1. Myers-Shimmick proposed a staffing plan with fewer Segment Superintendents resulting in the final award amount being lower than Metro's original ICE.

D. Background on Recommended Contractor

Myers-Shimmick, a Joint Venture (Myers-Shimmick JV)

The managing partner of the Joint Venture (JV), Myers and Sons Construction (Myers) is a heavy civil infrastructure construction company based in Sacramento, California with local office in Los Angeles, that was established in 2010. Myers has experience in alternative delivery projects such as design-build and CM/GC, including as the non-managing partner of the Metro I-105 Express Lanes CM/GC.

Shimmick Construction (Shimmick), the other JV partner, is one of the nation's largest heavy civil contractors which began in 1990 and its headquarters office is located in Irvine, California. Shimmick has performed more than \$2 billion of alternative delivery projects, including the Gerald Desmond Bridge Replacement Design-Build for the Port of Long Beach.

Myers-Shimmick JV formed a joint venture specifically for this endeavor, which brings together their CM/GC expertise and resources in alternative project delivery methods.

DEOD SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) PROJECT –
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
RFP NO. PS118736**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for Phase 1 – Pre-Construction. Myers-Shimmick, a Joint Venture (MSJV), exceeded the goals by making a 43.26% SBE and 3.49% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	43.26% SBE 3.49% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	A1 Management & Inspection Inc.	7.66%	X	
2.	Quest Project Controls, Inc. dba CM Solutions	6.59%	X	
3.	Costin Public Outreach Group, Inc.	4.29%		X
	Guida Surveying Inc.	0.89%		X
4.	Morgner Technology Management dba Morgner Construction Management	18.01%	X	
5.	STC Traffic, Inc	4.28%		X
6.	Steiner Consulting	1.54%		X
	Total SBE Commitment	43.26%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Antich Consulting Inc.	2.47%	X	
2.	Leland Saylor & Associates dba Leland Saylor Associates	1.02%		X
	Total DVBE Commitment	3.49%		

Phase 2

The SBE/DVBE goal for Phase 2 Work will be established in accordance with the provisions of the Contract. Prior to submittal of the Phase 2 Work Proposal, DEOD will notify the MSJV of the SBE/DVBE goal established. MSJV will be required to meet or exceed the SBE/DVBE goal and list its SBE and DVBE subcontractors, with dollar values committed for each, at the time of submission of its Phase 2 Work Proposal.

B. Small Business Engagement and Outreach Plan (EOP)

Proposers were required to submit a small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. MSJV met the requirements.

C. Contracting Outreach and Mentoring Plan (COMP)

The COMP is not applicable to Phase 1 of this project. For Phase 2 – Work (including Early Works Packages), the Contractor will be required to identify two (2) SBE/DVBE firms for protégé development in its detailed COMP submittal with its Phase 2 – Work Proposal.

D. Local Small Business Preference Program (LSBE)

MSJV, a non-LSBE prime, listed four (4) LSBE firms and subcontracted at least 30% of its contract value with LSBE firms, and is eligible to receive the LSBE preference.

E. Living Wage and Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

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

G. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

PLA/CCP is not applicable on Phase 1- Pre-Construction (Design) portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable

on the Phase 2 – Work (Construction) portion of this contract to include all Early Work Packages that have contract value more than \$2.5 million and above.



Provide a new way to ride between the San Fernando and San Gabriel Valleys

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

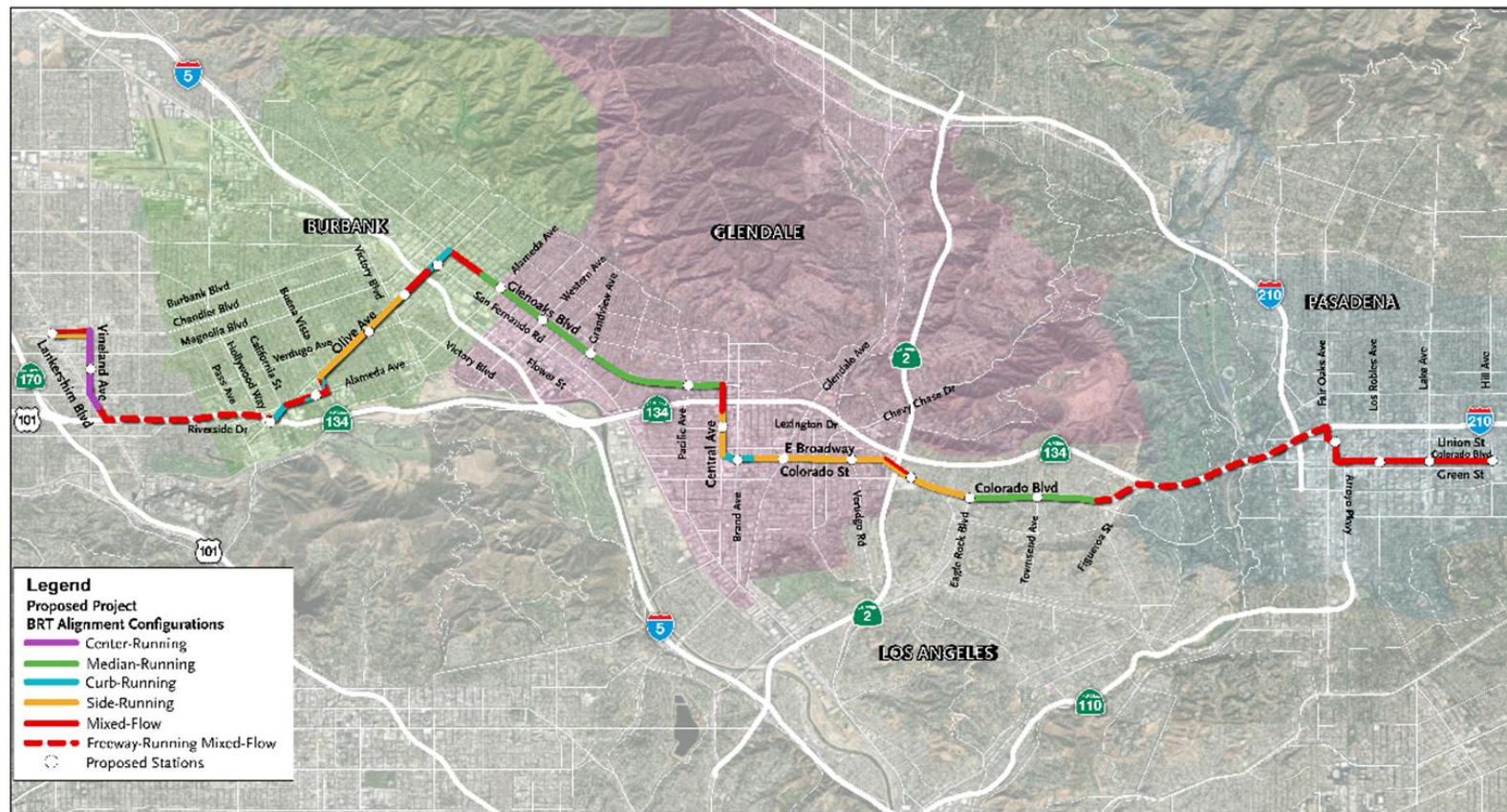
NoHo to Pas BRT Project

RECOMMENDATION:

Authorize the CEO or designee to:

- A. AWARD Contract No. PS118736000 to Myers-Shimmick, a Joint Venture, for the North Hollywood to Pasadena Bus Rapid Transit Project Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of \$8,260,253 for Preconstruction Services, subject to the resolution of protest(s), if any; and
- B. ESTABLISH a Preconstruction Budget for the Project in an amount of \$135,183,738; and
- C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

NoHo to Pas BRT Project



Procurement Evaluation

Proposer Name	Maximum Points	Myers-Shimmick JV	Skanska Sully Miller JV	Flatiron	SWGC JV
Capability and Experience	360	339.73	326.13	311.87	327.47
Project Understanding	80	77.07	75.73	75.47	75.47
Project Approach	360	335.87	335.2	335.87	324.8
Price	200	200	189.89	198.07	183.66
Total	1000	952.67	926.95	921.28	911.4
LSBE Preference Program (5%) (BONUS POINTS)	50	50	50	50	50
Total	1050	1002.67	976.95	971.28	961.4
Phase 1 NTE		\$ 8,260,253	\$ 9,992,677	\$ 8,025,106	\$ 8,488,106
Phase 2 Margin Percentage		8.75%	8.50%	9.00%	9.70%

Equity Platform

- > 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for Phase 1 – Pre-Construction
- > Myers-Shimmick (MSJV) exceeded the goals by making a 43.26% SBE and 3.49% DVBE commitment
- > MSJV listed 4 Local Small Business Enterprise (LSBE) firms and subcontracted at least 30% to LSBE firms, and is eligible to receive the LSBE preference
- > Proposal Evaluation Criteria allocated points to the proposing firm's demonstration of a well-defined approach to Cultural Competency.
- > Project area includes several Equity Focus Communities (EFC) in North Hollywood Burbank, Glendale and Pasadena and will provide benefits of enhanced mobility and regional access to transit riders living in EFCs

Phase 1 Preconstruction Budget

Use of Funds	Total	Inception Thru FY 24	FY 25	FY 26
Planning, Environmental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Phase 1 - Preconstruction Services				
CM/GC Preconstruction Services	\$ 8,260,253		\$ 4,130,127	\$ 4,130,127
Final Design Services	\$ 27,459,000		\$ 18,902,000	\$ 8,557,000
PMSS Services	\$ 14,638,000		\$ 6,282,000	\$ 8,356,000
Early Works Packages	\$ 44,500,000		\$ -	\$ 44,500,000
Other Professional Services	\$ 2,220,000		\$ 1,332,000	\$ 888,000
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	\$ 3,009,600		\$ 1,805,760	\$ 1,203,840
Agency Costs	\$ 4,802,000		\$ 2,401,000	\$ 2,401,000
Contingency				
Contingency (10%)	\$ 10,488,885		\$ 3,485,289	\$ 7,003,597
Total Preconstruction Services Budget	\$ 135,183,738	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
Source of Funds	Total			
LACMTA Measure M Funds	\$ 267,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563
SB1 Grant	\$ 50,000,000	\$ -	\$ -	\$ -
Total Project Funding	\$ 317,000,000	\$ 19,806,000	\$ 38,338,175	\$ 77,039,563



Next Steps

- > Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services
- > CM/GC to conduct constructability reviews to support ongoing design development activities
- > CM/GC to develop construction cost estimate and construction schedule based on each design phase submittal
- > Execute Early Works Package for utility investigation activities (potholing, GPR, etc)



File #: 2024-0960, File Type: Contract

Agenda Number: 23.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 21, 2024

SUBJECT: REPLACEMENT OF NON-REVENUE VEHICLES THROUGH CALIFORNIA STATEWIDE CONTRACT

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to utilize the State of California Statewide Fleet Vehicles Contract for a Not-to-Exceed (NTE) expenditure amount of \$24,034,308 inclusive of sales tax, for 142 electric sedans, 5 electric trucks, 97 hybrid sport utility vehicles (SUVs), 125 pick-up trucks, and 118 cargo/passenger vans. Five suppliers will fulfill delivery of the vehicles under contract with the State of California.

YAROSLAVSKY AMENDMENT: Report back in 120 days with a nonrevenue vehicle purchasing policy that prioritizes zero emission vehicles. The report should review and, to the extent feasible, mirror existing zero emission fleet purchasing policies at the City of Los Angeles and County of Los Angeles.

ISSUE

For several years, Metro's non-revenue fleet has not been replaced per the expected life schedule due to supply chain issues that resulted from the pandemic. As such, Metro is currently utilizing non-revenue vehicles that are as much as 20 years old and, in some cases, have up to 285,000 miles of service. Older vehicles with extraordinarily high mileage are unreliable and cost much more to maintain due to wear and tear. Metro non-revenue vehicles support all Metro departments and must be reliable to do this effectively. Metro will also need reliable non-revenue vehicles to support the upcoming rail expansions

Non-revenue vehicles have been posted in the past using traditional procurement methods; however, the bidding process was not successful due to either not receiving any bids or receiving bids that were nearly double the Independent Cost Estimate (ICE). The delays caused by these failed bids has resulted in a significant backlog of non-revenue vehicles in the procurement process. Utilization of the State of California Statewide Fleet Vehicles Contract will allow Metro to procure 63% of the common types of non-revenue vehicles used by Metro staff, while continuing to procure the backlog of 282 specialty vehicles using traditional procurement methods. The California Statewide contract

also has very competitive pricing for zero emission (ZE) vehicles, which will accelerate the procurement of the 147 ZE vehicles and allow for replacement of older, higher emission non-revenue vehicles.

BACKGROUND

Various departments require non-revenue vehicles to support Maintenance, Transportation, and Construction programs. All 487 non-revenue trucks, sedans, SUVs, and cargo and passenger vans that will be replaced have exceeded the minimum required service requirements and need replacement, as many of these vehicles have been in service for more than 20 years.

These vehicles are experiencing reduced reliability, requiring significant and frequent repairs to keep them in service. Some of these vehicles have also been determined unreliable, with excessive mechanical failures, costly/frequent repairs, and high levels of service unavailability. Their current condition renders them no longer cost-effective to maintain, and replacements are now required.

DISCUSSION

This procurement is to replace 487 Metro-owned and operated SUVs, Trucks, Sedans, and Cargo and Passenger Vans that have exceeded the policy requirement of 6 years and/or 150,000 miles of service.

All departments throughout the agency rely on these vehicles, including Bus and Rail Divisions, Wayside Systems, Maintenance of Way Engineering, Risk Management, Operations Planning, and Public Relations, just to name a few. The new vehicles will be used for Operator Relief, Maintenance Support, and Facilities Maintenance, as well as support Revenue Services and various administrative functions. The new vehicles provide several benefits to Metro, including Environmental Impact, Cost of Ownership, and Safety.

Utilizing the State of California Statewide Fleet Vehicles Contract will allow Metro to purchase vehicles that have failed multiple procurements through a combination of lack of bidders and unacceptable bids that greatly exceeded Independent Cost Estimates (ICE). This approach is allowing Metro to purchase many of these vehicles at prices below the ICE, at a substantial savings to Metro. Purchasing through the Statewide Fleet Vehicles Contract also has the added benefit of a shorter lead time due to the specification of common vehicles that are more readily available, which will also reduce the procurement backlog by at least 17 requisitions caused by dealers/manufacturers cancelled orders due to recent supply chain issues.

Environmental Impact

The new vehicles benefit customers, employees, and the communities where Metro vehicles operate by reducing harmful emissions. In alignment with the recent Board approval of the EV Parking Strategic Plan, Metro is committed to transitioning the non-revenue fleet to zero-emission vehicles, 147 of the 487 vehicles (30%) being battery electric and 97 of the 487 vehicles being hybrid (20%). The remaining ~~340~~ 243 vehicles are passenger vans and trucks that are not available in electric or hybrid powertrain options at this time.

Cost of Ownership

The benefits of new replacement vehicles, such as better fuel efficiency, fewer repairs, increased reliability, and shorter repair times, will greatly reduce the cost of maintaining the existing fleet.

DETERMINATION OF SAFETY IMPACT

Safe operation of the non-revenue vehicle fleet is paramount to the safety of the Metro employees who operate them. Excessive age and mileage lead to wear and tear of the major vehicle systems, e.g., drive trains, steering, suspension, and engines. This results in increased breakdowns during operation.

The new vehicles are equipped with more technologically advanced safety features, including dynamic braking, emergency airbags, and antilock braking, making them safer for staff to operate than aging vehicles.

FINANCIAL IMPACT

The recommended award is \$24,034,308. This request is within the Life of Project (LOP) Budget of \$36,350,000. The contract award amounts are listed in the table below by vehicle quantity, vehicle type, and Capital Project number. This budget is contained within multiple Capital Projects, as listed in the table below. The budget for this procurement is in Cost Center 3790, Maintenance Administration, and 3196, Central Oversight & Analysis under Account 53106, Acquisition of Service Vehicles.

Amount	Quantity	Vehicle Type	Project	Project Name
\$ 240,645	5	Cargo Vans	205668	MOW NON-REV VEHICLE & EQUIP
\$ 48,538	1	Trucks	205668	MOW NON-REV VEHICLE & EQUIP
\$ 2,008,680	40	Highlander	208604	FY20 NRV
\$ 2,551,120	52	Sedans	208604	FY20 NRV
\$ 753,255	15	Highlander	208608	AQMD 1196 RULE NON-REV VEHICLE
\$ 1,443,869	30	Cargo Vans	208610	FY23 NR VEH EQUIP REPLACEMENT
\$ 434,776	8	Passenger Vans	208610	FY23 NR VEH EQUIP REPLACEMENT
\$ 2,796,420	57	Sedans	208610	FY23 NR VEH EQUIP REPLACEMENT
\$ 2,275,383	42	Trucks	208610	FY23 NR VEH EQUIP REPLACEMENT
\$ 147,180	3	Sedans	208611	FM NON-REVE VEHICLE & EQUIP
\$ 330,029	7	Trucks	208611	FM NON-REVE VEHICLE & EQUIP
\$ 1,203,224	25	Cargo Vans	208612	FY25 NR Veh Equip Replacement
\$ 1,506,510	30	Highlander	208612	FY25 NR Veh Equip Replacement
\$ 1,471,800	30	Sedans	208612	FY25 NR Veh Equip Replacement
\$ 3,813,825	80	Trucks	208612	FY25 NR Veh Equip Replacement
\$ 2,406,449	50	Cargo Vans	861518	PURPLE LINE EX SYS INTEGRATION
\$ 602,604	12	Highlander	861522	PURPLE LINE EX-P2 SYS INTEGRATION
\$ 24,034,308	487			

The current sources of funds for this action are the State Transportation Development Act (TDA) and Local Measure R 35%. TDA funding is eligible for Capital and Operating Projects, and Measure R 35% is not eligible for Bus and Rail Operations. Given fund guidelines and provisions, using these funding sources maximizes the allocation intent.

EQUITY PLATFORM

This action will provide support vehicles for staff across the agency's various departments and roles. Staff rely on support vehicles for a range of activities, including providing efficient and timely rail/bus services. The 487 vehicles procured will replace the aging vehicles in various departments throughout Metro to support revenue services of Rail and Bus Operating Divisions, including Downtown Los Angeles, El Monte, Long Beach, and Sun Valley.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Metro used the California Statewide Contract to purchase this large quantity of vehicles after supply chain issues created by the COVID-19 pandemic impacted its ability to replace aging vehicles for several years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The non-revenue vehicles support Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. They will help maintain the reliability of rail/bus service and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals.

ALTERNATIVES CONSIDERED

The alternative of continuing to operate the current vehicles was considered for the 487 trucks, sedans, SUVs, cargo, and passenger vans still in service. Retaining these vehicles for use by Metro employees is not recommended. The diminished reliability, high maintenance costs, frequent repairs, and higher emissions have rendered these vehicles a poor alternative for continued operation.

Utilization of the State of California Statewide Fleet Vehicles Contract is the alternative to the traditional Requests For Proposals (RFP), which has been unsuccessful in recent years due to lack of bidders and extreme price markups from the few available bidders. The Statewide Fleet Vehicles Contract allows Metro to purchase common vehicles at standard or discounted prices without the inherent time delays of individual procurements and the special-order process. This will also allow Metro to purchase all six different types of vehicles in a single procurement, reducing the need for internal resources needed for multiple procurements.

NEXT STEPS

Following the execution of the contract, the state-approved vendors will commence delivery upon receipt from the manufacturers. The delivery of all 487 vehicles is scheduled before the end of calendar year 2025.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Alan Tang, Senior Director Non-Revenue Fleet Maintenance (562) 658-0231

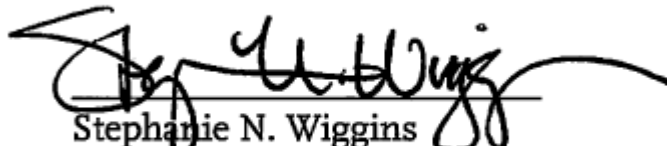
Gary Jolly, Bus Maintenance Superintendent, (213) 922-5802

James Pachan, Senior Executive Officer (213) 922-5804

Matthew Dake, Deputy Chief Operations Officer (213) 922-4061

Debra Avila, Deputy 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

REPLACEMENT OF NON-REVENUE VEHICLES THROUGH CALIFORNIA STATEWIDE CONTRACT

1.	Contract Numbers: OP254056000, OP254057000, OP254058000, OP254059000, OP254060000	
2.	Recommended Vendors: Downtown Ford Hanford, Watsonville Fleet Group, Elk Grove Sales, US Fleet Source, Freeway Toyota of Auto	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP—A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates: N/A	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms Submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Tina Hoffstetter	Telephone Number: 213-922-2775
7.	Project Manager: Alan Tang	Telephone Number: 562-658-0231

A. Procurement Background

This Board action is to request authorization to utilize the State of California Statewide Fleet Vehicles Contract for the replacement of 487 non-revenue vehicles. The State of California competitively solicited and negotiated the award of multiple contracts that provide the State and local governmental agencies the ability to leverage their combined purchasing power to obtain favorable pricing for four major categories of fleet vehicles, including Fleet Vehicles-Cars, Fleet Vehicles-Trucks, Fleet Vehicles-Vans and SUVs, and Alternate Fuel Medium/Heavy Duty Vehicles.

B. Evaluation of Bids

Proposal evaluations were not conducted for this action since the contracts have already been awarded by the State of California. Metro reviewed the available vehicles on the State pricing schedules and selected the vehicles whose technical specifications complied with Metro's technical

requirements.

C. Price Analysis

The recommended Not-to-Exceed (NTE) amounts for each purchase with a cumulative NTE amount of \$24,034,308 are considered fair and reasonable based on adequate price competition, pre-negotiated pricing, and fact finding. Metro further conducted a survey of published vehicle pricing for the vehicles being purchased and it was determined that prices on the State Contract reflect favorable pricing with discounts up to 32% off the Manufacturer's Suggested Retail Price (MSRP).

Supplier	Type of Vehicle	Qty.	Total Price	Sales Tax	Tire Fee	Total
Downtown Ford Sales	Trucks and Cargo/ Passenger Vans	178	\$8,004,465	\$760,424	\$1,246	\$8,766,135
US Fleet Source	EV Sedans	142	\$6,361,174	\$604,312	\$994	\$6,966,480
Freeway Toyota of Hanford	Hybrid SUVs	97	\$4,447,838	\$422,545	\$679	\$4,871,062
Watsonville Fleet Group	Pick-Up Trucks	63	\$2,831,199	\$268,964	\$441	\$3,100,604
Elk Grove Auto	Pick-Up Trucks	7	\$301,350	\$28,628	\$49	\$330,027
Grand Total						\$24,034,308

D. Background on Recommended Contractors

Downtown Ford

Downtown Ford Sales has been a family-owned business since 1911 and is one of the oldest dealerships in California. In 2022, Harrold Ford and Downtown Ford merged to create Downtown Ford Sales with 2 locations, both in Sacramento, California.

Elk Grove Auto

Elk Grove Auto is part of the Knight Automotive Group and is located in Sacramento County, California. Elk Grove Auto Dealerships include Elk Grove Acura, Audi, Dodge/Jeep, Subaru, and Volkswagen.

Freeway of Toyota Hanford

Freeway Toyota is part of Victory Automotive Group, an award-winning dealership group with dealerships all over the country. It all started back in 1997 with just one Nissan store in rural Tennessee. From those humble beginnings, Victory quickly expanded, adding more brands and moving beyond Tennessee. Now, over 26 years later, Victory has over 50 locations in 10 states, representing 14 top automobile brands.

US Fleet Source

Fleet Vehicle Source Inc., doing business as US Fleet Source, is a veteran-owned, Native American-owned, and service-disabled veteran-owned small business based in Las Vegas, Nevada. The company was founded in 2010 and specializes in providing light-duty vehicles to support federal agency operations through contracts with the General Services Administration (GSA). As a prime contractor, Fleet Vehicle Source supplies a wide range of vehicles, including sedans, sport utility vehicles (SUVs), cargo vans, and pickup trucks with various powertrain options such as hybrid, electric, and internal combustion engines. US Fleet Source is a small business that operates in the car & truck industry.

Watsonville Fleet Group

Watsonville Fleet Group is a family-owned business. The company was founded in 2008. Watsonville Fleet operates in the car & truck industry and is located in Watsonville, California and has a fleet department location in Alhambra, California that serves the Southern California region.

**REPLACEMENT OF NON-REVENUE VEHICLES THROUGH CALIFORNIA
STATEWIDE CONTRACT**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal for this solicitation. The State of California Statewide Fleet Vehicles Contract competitive process was used to purchase the fleet replacement vehicles.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

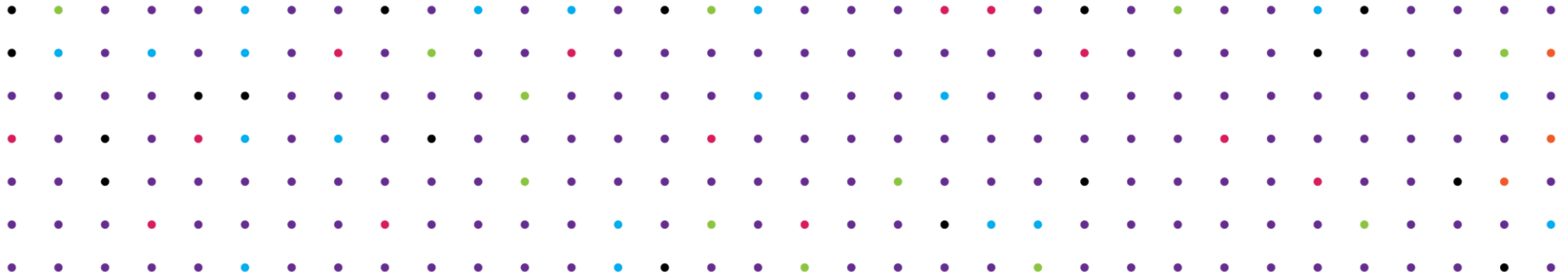
C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

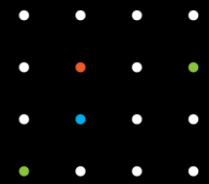
D. Project Labor Agreement/Construction Careers Policy

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

PURCHASE OF REPLACEMENT VEHICLES THROUGH CALIFORNIA STATEWIDE CONTRACT



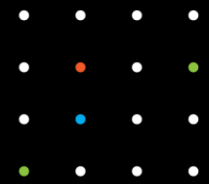
RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award firm fixed price contracts utilizing the State of California Statewide Contract in the sum of \$24,034,308 inclusive of sales tax for 142 electric drive sedans, 5 electric drive trucks, 97 hybrid sport utility vehicles (SUV's), 125 trucks, and 118 cargo and passenger vans. Delivery of the vehicles will be fulfilled by five suppliers of the State of California Statewide Fleet Vehicles Contract.

- **Downtown Ford** will provide 178 Ford trucks and cargo and passenger vans including electric vehicle (EV) trucks in the amount of \$8,766,135
- **US Fleet Source** will provide 142 EV Hyundai Ioniq 5 SE sedans in the amount of \$6,966,480
- **Watsonville Fleet Group** will provide 63 Ford trucks in the amount of \$3,100,604
- **Freeway of Toyota Hanford** will provide 97 Toyota Highlander Hybrid SUV's in the amount of \$4,871,062
- **Elk Grove Auto** will provide 7 Dodge Ram trucks in the amount of \$330,027

ISSUE & DISCUSSION



AWARDEES - Downtown Ford, US Fleet Source, Watsonville Fleet Group, Freeway of Toyota
Hanford, Elk Grove Auto

NUMBER OF BIDS – N/A (State Contract)

DEOD COMMITMENT – 0%

ISSUE

Metro non-revenue fleet vehicles have extraordinarily high mileage, are not reliable, and are costly to operate. Traditional procurement methods for these vehicles has resulted in either no bids or bid pricing of nearly double the ICE. The delays caused by these failed bids has resulted in a significant backlog of non-revenue vehicles in the procurement process. Metro requires a reliable non-revenue fleet to support all departments and numerous rail expansions.

DISCUSSION

This procurement of 487 standard non-revenue vehicles using the State Contract will eliminate 63% of the procurement backlog, while using traditional procurement methods for 282 specialty vehicles, and will accelerate procurement of 147 zero emission vehicles to replace higher emission vehicles that have exceeded 6 years of age and/or 150,000 miles of service.





Board Report

File #: 2024-1031, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number:

REVISED
REGULAR BOARD MEETING
DECEMBER 5, 2024

SUBJECT: 2025 LEGISLATIVE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2025 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2025 State Legislative Program as outlined in Attachment B.

HAHN AMENDMENT: Include in Attachment B, Goal 2, support for a Transportation Bond.

ISSUE

On an annual basis, the Board adopts a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other Board directives, staff will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. Staff will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, DC. To achieve these important goals, Government Relations staff will implement a long

-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The [Government Relations Legislative Matrix](https://libraryarchives.metro.net/DB_Attachments/241126%20-%20November%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf) <https://libraryarchives.metro.net/DB_Attachments/241126%20-%20November%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf>, updated and presented to the Board monthly, highlights several bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2024 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year. Looking forward to next year, the State is expected to continue to see volatility in its revenues. In addition, there will be significant discussion relative to the future of the State's Cap & Trade program. Metro will be working very closely with the LA County legislative delegation and the Newsom Administration to ensure that the structure of this program continues to support our region. For the State to make significant progress in reducing greenhouse gas emissions, it will be important to ensure that investments are made where those emissions are highest, and in the areas that have the highest concentration of disadvantaged communities. Investing in Los Angeles County provides the greatest opportunity to make this impact. Staff have included a specific goal in the legislative program to guide this effort.

In addition to constant collaboration with the Board and other internal Metro departments, Government Relations will continue to ensure that our legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2024, the agency was guided by the Board-approved Federal Legislative Program in Washington, DC.

As previously noted, the Bipartisan Infrastructure Law (BIL) (P.L. 117-58) signed into law by President Biden in November of 2021 significantly increased funding provided through key discretionary and formula grant programs such as Capital Investment Grants, Buses and Bus Facility Grants, Low or No Emission Bus Grants, State of Good Repair Grants, and Urbanized Area Formula Grants. Importantly, the bill also reformed federal Local Hire rules - permitting our agency to hire locally on projects funded in part or in whole by the Federal Government. Metro is deeply appreciative to the Biden-Harris Administration and the Los Angeles County Congressional Delegation for strongly backing the passage of the BIL.

Metro achieved several important successes in partnership with the Federal Government in calendar year 2024.

1. In March of 2024, the agency secured \$139 million through the U.S. Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Grant Program for our application entitled - Removing Barriers by Creating Legacy - A Multimodal Approach for LA County. These funds, in part, will support Metro's goal to provide world-class mobility for the upcoming 2028 Olympic and Paralympic Games.
2. On July 9, 2024, the agency secured a \$77.5 million Low or No Emissions grant from the Federal Transit Administration that will be used to purchase dozens of battery electric buses and install new chargers at Metro Bus Division 7 in West Hollywood. This grant also included a workforce development component and secured strong support from members of the Los Angeles County Congressional Delegation.
3. In July of 2024, because of the agency's direct advocacy, the U.S. Senate's Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development included \$200 million to enhance mobility plans for the upcoming 2028 Olympic and Paralympic Games in their Fiscal Year 2025 Transportation, Housing and Urban Development spending bill. Staff are working with stakeholders in the House and Senate to ensure these funds remain in the final transportation spending measure signed into law by the President.
4. On September 6, 2024, the agency concluded a Full Funding Grant Agreement in the amount of \$893 million for the East San Fernando Valley Light Rail Transit Project. Metro's Government Relations team had worked for years with key federal stakeholders, including U.S. Senator Alex Padilla and Congressman Tony Cardenas, to ensure this project could move forward with significant support from the U.S. Department of Transportation.
5. In July of 2024, Metro was pleased to coordinate a visit by Secretary of Transportation Pete Buttigieg, who held a series of highly successful events and site visits with our agency. At a major event at Exposition Park and later at Metro Bus Division 13, Secretary Buttigieg and our Chair Janice Hahn - along with other Board members - highlighted a series of federal investments provided to our agency in the last several months. The following day Secretary Buttigieg and Director Solis had the opportunity to visit the site of the Humphries Bridge Crossing Project (which received a \$9.7 million RCN Grant) - which Metro will be building in partnership with Caltrans and Los Angeles County Department of Public Works.
6. On September 17 and 18, 2024, Metro worked with Board Chair Hahn as she led a delegation of officials from the Gateway Council of Governments on an ambitious trip to Washington, DC to advocate for the Southeast Gateway Line. Specifically, Chair Hahn's trip focused on ensuring that the Southeast Gateway Line - Metro's top priority for the Federal Transit Administration's Capital Investment Grant Program - is included in the FTA's Fiscal Year 2026 New Starts Report. The delegation held high-level meetings with White House infrastructure officials, with senior aides for Secretary Pete Buttigieg at the U.S. Department of Transportation, and with federal elected officials including U.S. Senator Alex Padilla (D-CA), U.S. Senator Laphonza Butler (D-CA), U.S. Senator Brian Schatz (D-HI), and Congressmembers Adam Schiff (D-CA) and Robert Garcia (D-CA). Participants in the delegation also had an opportunity to discuss the status of the Southeast Gateway Line with senior professional aides for both the House Transportation and Infrastructure Committee and the Senate Banking, Housing and Urban Affairs Committee - both of which have jurisdiction

over transit related matters in Congress.

7. Throughout the year, the CEO also hosted visits by senior federal officials, including FTA Deputy Administrator Veronica Vanterpool, Federal Railroad Administrator Amit Bose, Build America Bureau Executive Director Dr. Morteza Farajian, among others, to learn more about the agency's responsible use of federal funds to enhance mobility across Los Angeles County.

On another important federal matter, Metro staff continued to be actively engaged in a dialogue with the U.S. Department of Transportation as they continue to embed the Justice40 Initiative in their many grant programs, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

Metro looks forward to working closely with the incoming 119th Congress and the next Administration to leverage our local funding to advance transit, highway, and other effective mobility projects across Los Angeles County - in addition to building support to secure major federal funding for mobility initiatives related to the upcoming 2028 Olympic and Paralympic Games. The complete 2025 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2024 State Legislative Session, the California Legislature and Governor Newsom were primarily focused on homelessness, education, housing, as well as climate and infrastructure issues. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery, and funding to support efforts to end homelessness. The Legislature also held its second Extraordinary Session of the two-year cycle, regarding oil and gas pricing. The following summarizes the 2024 legislative session and Metro's advocacy efforts surrounding the budget and legislation relevant to Metro's projects and programs.

State Budget

Metro staff continued to engage in the budget process through working with members of the LA County Delegation in order to ensure that LA County would receive its proportionate share of transportation resources.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year as the State faced a projected \$37.9 billion budget deficit. This deficit number differed from the recent LAO-projected \$68 billion deficit over three fiscal years. To close this projected deficit, the Governor proposed tapping \$13 billion from the State's reserve funds, reducing spending by \$8.5 billion, and implementing funding delays and shifts.

The Governor's initial proposal included maintaining \$13.6 billion of the \$13.8 billion in transportation spending from the 2022 Budget Act. The reduction was primarily the result of a proposed \$200 million cut to the Active Transportation Program. The Governor also proposed a delay of \$1 billion of formula TIRCP funds to fiscal year 2025-26 while keeping \$1 billion for this program in 2024-25. Additionally, the budget proposal included delays in funding for competitive TIRCP cycles to align with expenditure schedules and shifting certain transportation funds from the general fund to the Greenhouse Gas Reduction Fund. There were no programmatic impacts to either of these two proposals. There was also no proposed change to the \$1.1 billion for the Zero Emission Transit Capital Program.

In early April, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced a \$17 billion agreement on early actions to significantly reduce the existing budget shortfall, ahead of the May Revision and final budget deliberations in June.

On April 18, CEO Wiggins issued a letter to leadership in the Senate and Assembly, outlining Metro's budget priorities for the legislative session. The letter thanked the Governor and Legislature for their actions so far this year to preserve the critical transportation funding agreed to in the past two budget years and asks that the Legislature maintain that funding, which is so crucial to transit projects in Los Angeles County and around the state. In late April, the California Department of Finance directed agency secretaries and department heads to freeze spending as was authorized under the early action budget agreement between Gov. Gavin Newsom and legislative leaders. This action froze SB 125 TIRCP funding that was passed in last year's budget and was due to be sent to Metro by April 30th.

On May 10, Governor Newsom released the May Revision to his budget proposal for the upcoming fiscal year. The May Revision included budgetary impacts to many areas of State government. Overall, the Revision includes the following in budget solutions: \$4.2 billion in reserves, \$3 billion in efficiencies, \$15.2 billion in reductions, \$14.9 billion in pauses and shifts, and \$7.5 billion in revenues and borrowing. For transportation, the impacts primarily come from fund shifts for the Transit and Intercity Rail Capital Program, along with cuts to the Active Transportation Program. The May Revision maintains the formula TIRCP (\$4 billion) and the Zero Emission Transit Capital Program (\$1.1 billion) funding levels. The Revision shifts \$555.1 million from General Fund to the Greenhouse Gas Reduction Fund above what was proposed in the Governor's Budget, for a total of \$1.3 billion in proposed fund transit shifts. These fund shifts are not expected to have any programmatic impact.

Reductions to transportation were more limited. The May Revision reduced \$148 million not used for awarded projects from the competitive Transit and Intercity Rail Capital Program. The Revision also included an additional \$400 million in Active Transportation Program reductions, for a total of \$600 million over the next few fiscal years.

In mid-June, Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced a three-party agreement on the state budget for the 24-25 fiscal year. This agreement was contained in AB 108 and SB 108, with an additional series of trailer bills, including a transportation trailer bill, SB 173.

Crucially, the budget deal maintained \$5.1 billion for public transit capital projects and operations from last year's budget, while adopting the appropriation schedule from the two-party agreement between the Senate and Assembly earlier this year. The appropriation schedule for this transit funding is as follows:

\$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) funding appropriated as follows:

- \$2 billion is appropriated in Fiscal Year 2023-24
- \$1 billion is appropriated in Fiscal Year 2024-25
- \$1 billion is approved for appropriation in Fiscal Year 2025-26

\$1.1 billion for the formula-based Zero-Emission Transit Capital Program appropriated as follows:

- \$190 million is appropriated in Fiscal Year 2023-24
- \$220 million is appropriated in Fiscal Year 2024-25
- \$230 million is approved for appropriation in Fiscal Year 2026-27
- \$460 million is approved for appropriation in Fiscal Year 2027-28

Governor Newsom signed the final budget deal in late June. The budget deal also rejected cuts to the Active Transportation Program and provided \$260 million for the Regional Early Action Planning (REAP 2.0) program. Finally, while the Safety Grade Separations Program was originally proposed to be cut by \$350 million, the deal partially restored this funding, for a total allocation of \$150 million.

In July, the California State Transportation Agency (CalSTA) released the first allocation of SB 125 (2023) funding, totaling over \$1.9 billion to regional transportation planning agencies statewide. These funds were due to be disbursed in April, prior to the Department of Finance funding freeze. With the recent passage of the state budget, this freeze was lifted.

Metro's full SB 125 allocation package includes funding for the A Line (Gold) Foothill Extension Project, the Southeast Gateway Line Project, and zero emission bus and charging infrastructure. The authorization in July meant that Metro received a disbursement of \$498.65 million in Transit and Intercity Rail Capital Program funding for the Foothill Extension Project. Additionally, Metro received \$119.49 million in Zero Emission Transit Capital Program funding for buses and charging infrastructure. Additional funding from the allocation package will be dispersed according to the existing funding schedule, starting this fiscal year.

Metro's budget advocacy this year helped secure continued funding for the SB 125 program, and Government Relations plans to continue to advocate to protect the last allocations of this funding so that they are included in future budget deals.

Transit and Intercity Rail Capital Program Cycle 7

In October, the CalSTA announced the Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 grants for transit projects. Metro was named the recipient of \$231 million in TIRCP funds for the Southeast Gateway Line Project. This investment represents an important infusion of funds to the project that will allow us to leverage additional funding in order to bring a much-needed rail link to the Gateway Cities and was the single-largest TIRCP grant this cycle. This grant award would not have been possible without the strong advocacy of Metro's Board.

Legislative Update

In the 2024 legislative session, the advocacy efforts focused heavily on Board-directed State Legislative Program goals, as well as several proposals that would have impacted Metro programs. Metro's 2024 State Legislative priorities focused on sponsoring a bill to align Metro's ethics laws to those that govern other local officials around the state, as well as continuing to advocate for maintaining the increased funding levels for transportation for Los Angeles County.

The 2023-24 regular legislative session in Sacramento ended on August 31st. Governor Newsom had until September 30th to act on every bill that the legislature passed. Overall, this was a typical session year in terms of number of bills introduced, which was 2,159. Of those, 56% were sent to the Governor, and 84% of those bills sent to the Governor were signed.

Metro was successful in advocating for the passage and signing of our sponsored measure. Additionally, two formally supported bills were passed and signed by the Governor. The advocacy efforts for our sponsored bill included legislative support and collaboration that helped to advance each measure. Staff would like to acknowledge the Board for its forward thinking and support of the measures. Staff would also like to note that the diligent staff support from the agency was integral to the success of the measures and coalition building efforts. The bills, which will become law on January 1, 2025, are summarized below:

- AB 3123 by Assemblymember Jones-Sawyer, sponsored by Metro, will ensure that ethics laws that govern elected officials statewide apply equally to LA Metro's Board, by repealing a statute that currently only applies to those Board Members. AB 3123 also contains provisions that clarify Metro's definition of lobbying and strengthen the role of the Ethics Office.
- AB 761 by Assemblymember Friedman will extend the period of available EIFD tax increment from 45 years to 75 years for districts intended to fund zero-emission LA Metro transit projects with federal financing through TIFIA loans.
- SB 1297 by Senator Allen will authorize, until January 1, 2032, the City of Malibu to establish a speed safety pilot program for speed enforcement that utilizes up to 5 speed safety systems on Pacific Coast Highway. This bill was supported by Metro on the grounds of promoting policies that support Vision Zero.

LA County Delegation Engagement

Metro's State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation, in support of the Board-adopted Legislative program, Equity Platform, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, reimagined public safety system, and affordable housing.

This legislative engagement also includes quarterly legislative roundtables briefings with staff, subregional project briefings, and tours with individual legislators. The legislature will reconvene for the first year of the legislative session on December 2, 2024. Government Relations staff will continue to brief staff and elected officials on Metro priorities and projects during the legislative recess.

Following the November election, the LA County Legislative Delegation in the Senate and Assembly

will undergo a number of changes to its membership. Metro is pleased to welcome these new members to the Delegation and will be coordinating with the staff of these new members to meet with CEO Wiggins. At these meetings, members are introduced to key projects in their districts and the overall structure of the operations of transportation in the County, along with information about the funding and Board structure of the agency. These meetings ensure that we are establishing good working relationships with everyone who represents a portion of the County, along with any new members of legislative leadership.

In addition to the activities described in the updates above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2025 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Supporting the continued appropriation of transit funding through the SB 125 (2023) program.
- Supporting legislative efforts that improve Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults.
- Supporting legislation that would equitably extend the Cap & Trade program beyond its current 2030 expiration.
- Supporting legislation that would enable Metro and other transit agency joint development projects to qualify for streamlining provisions under the California Environmental Quality Act;
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;

EQUITY PLATFORM

Adopting the 2025 State and Federal Legislative Program goals helps Metro advocate for policy changes and investments that support Metro's core riders and Equity Focus Communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2025 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA County region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery throughout LA County.

Ensuring Metro's advocacy efforts are effective and equitable requires regular assessment of equity impacts for specific measures and proposals. Staff will continue to work with partners in the office of Civil Rights, Racial Equity and Inclusion regularly to assess equity impacts and strategically communicate Metro's commitment to equitable transportation in our advocacy efforts.

DETERMINATION OF SAFETY IMPACT

Approval of this item supports funding for safety initiatives and rules and regulations that improve safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The adoption of the 2025 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

NEXT STEPS

Staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the Presidential Administration. Staff has and will continue to emphasize briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills.

In Sacramento, staff will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Staff will initiate briefings for the new members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to several transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan, staff will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

ATTACHMENTS

Attachment A - 2025 Federal Legislative Program

Attachment B - 2025 State Legislative Program

Prepared by: Michael Turner, Executive Officer, Government Relations, (213) 922-2122

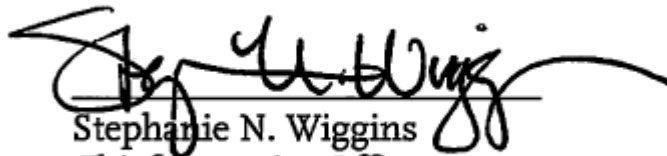
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Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

2025 FEDERAL LEGISLATIVE PROGRAM GOALS

GOAL #1: CONTINUE TO BUILD FEDERAL SUPPORT FOR METRO'S AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

In 2025, Metro will continue to strongly advocate for our agency's New Starts transit capital projects to receive funding through the Federal Transit Administration's (FTA) Capital Investment Program (CIG) – working in concert with all relevant stakeholders across Los Angeles County. This work, in part, will include working to ensure that the Southeast Gateway Line Project is included in the Federal Transit Administration's Fiscal Year 2026 New Starts Report and recommended for federal funding in this report – which will be released early next year in tandem with the President's Fiscal Year 2026 Budget.

GOAL #2: CONTINUE TO WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES – INCLUDING SUPPORT FOR OUR FISCAL YEAR 2026 BUDGET REQUEST

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility for the 2028 Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials at the White House, the U.S. Department of Transportation, and Congress to promote and advance the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency and our local, regional and state partners. Specifically, Metro is seeking to have funds for a range of mobility projects related to the Games included in the President's Fiscal Year 2026 Budget.

GOAL #3: PREPARE A POLICY DOCUMENT THAT WILL INCLUDE PROPOSED REFORMS AND NEW POLICY INITIATIVES FOR OUR NATION'S NEXT SURFACE TRANSPORTATION AUTHORIZATION BILL

Proposed Activities:

The historic Bipartisan Infrastructure Law (BIL) (P.L. 117-53) will expire on September 30, 2026. Given our agency's strong and successful track record in providing Congress with policy and funding recommendations related to surface transportation authorization bills, we will prepare a document that will serve to advance provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previously, Metro launched initiatives, like the America Fast Forward program, that demonstrably improved our ability to draw federal funds to our agency. This document will outline our agency's support for maintaining and

in some cases growing BIL funding levels, including advance appropriations. In addition, this document will include a set of reforms to the FTA's CIG Program – which has been essential in funding the expansion of Metro's transit network. We look forward to working with a broad range of stakeholders on this policy document, with the goal of presenting our document to members of Congress and their professional staff before the end of calendar year 2025.

GOAL 4#: CONTINUE TO ACTIVELY SUPPORT THE JUSTICE40 INITIATIVE – TO BRING FEDERAL RESOURCES TO PROJECTS SERVING DISADVANTAGED COMMUNITIES ACROSS LOS ANGELES COUNTY

Proposed Activity:

Continue our agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity for disadvantaged communities. We will continue to seek to encourage the broad application of Justice40 on federal transportation programs in order to directly benefit these communities across Los Angeles County.

GOAL #5: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown significantly under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the MEGA/INFRA Grant Program, RAISE Grant Program, Bus, and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund – among other federal grant opportunities.

GOAL #6: WORK CLOSELY WITH THE NEXT ADMINISTRATION AND USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Executive Branch continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented in the Federal rulemaking process. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our goals.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Executive Branch, Congress, and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program and on the communities Metro serves.

GOAL #8: CONTINUE TO ACTIVELY SUPPORT FEDERAL EFFORTS TO ENHANCE TRANSIT OPERATOR SAFETY

Proposed Activity:

Continue our agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to advance federal initiatives to enhance transit operator safety. The current surface transportation authorization measure – the Bipartisan Infrastructure Law - will be expiring in late 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. Our agency is currently working to respond to an FTA notice that was published in the Federal Register noting that they are "issuing a General Directive to address the significant and continuing national-level safety risk related to assaults on transit workers." According to the FTA, "the General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to conduct a safety risk assessment, identify safety risk mitigations or strategies, and provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers. Metro will be providing our feedback with respect to the FTA's General Directive, including information related to safety risk assessments, identifying safety risk mitigation and strategies, and detailed information on how the FTA should assess, mitigate, and monitor the safety risk associated with assaults on transit workers. In addition to responding to the FTA's General Directive on transit operator safety, our agency will continue to explore all avenues, with the U.S. Department of Transportation and the U.S. Congress, to enact rules and regulations that will serve to enhance transit operator safety.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Continue efforts to encourage federal support for Metro's Board-approved goal of creating a Center of Transportation Excellence within Los Angeles County – which would

result in having a rolling stock production facility in Los Angeles County. This facility may also include, but not be limited to, suppliers of rail and bus parts, a rail test track, and a climate-controlled facility for testing purposes. As part of this work, Metro will work with the appropriate federal agencies, including but not limited to the U.S. Department of Commerce, to secure support for our Center for Transportation Excellence from funding made available through either the Bipartisan Infrastructure Law and/or the CHIPS and Science Act of 2022.

GOAL #11: WORK TO ADVANCE FEDERAL POLICY AND FUNDING OPPORTUNITIES IN SUPPORT OF METRO'S FARELESS SYSTEM INITIATIVE

Proposed Activities:

Continue to be a national leader in advocating for pending legislation that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Staff will work with all relevant stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services across Los Angeles County in any appropriate legislative vehicles during the upcoming 119th Congress.

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPPRA in coordination with all relevant state and federal partners;
2. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
3. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
4. Work with the Executive Branch to avoid or mitigate negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;
5. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work with Congress to allow art and non-functional landscaping expenses related

- to transit projects to be eligible for federal funding;
8. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
 9. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
 10. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.

2025 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs;

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1; and

Support the continued appropriation of transit funding through the SB 125 (2023) program.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies, or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles; and

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD-ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS, SUPPORT METRO'S MULTILAYERED APPROACH TO PUBLIC SAFETY, AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system;

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Explore legislation that supports Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as improving the customer experience; and

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 Enroll members into LIFE upon qualification without undergoing an additional LIFE application and enable social benefit cards to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs

which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share;

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors;

Support Legislation that would equitably extend the Cap & Trade program beyond its current 2030 expiration; and

Consistent with Goal #12, ensure that any extension of Cap & Trade funds for the California High-Speed Rail Project continue to invest in essential high speed rail projects that provide connectivity and utility in Los Angeles County.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations; and

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Explore and pursue opportunities to accelerate and reduce costs on Metro projects.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to establish and enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes

revenues.

3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to:

1. Reduce the costs and time to deliver affordable housing;
2. Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
3. Reduce Surplus Land Act impacts to Metro's Joint Development Program;
4. Stabilize and enhance housing affordability in existing communities;
5. Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities.

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Support legislation that would enable Metro and other transit agency joint development project to qualify for streamlining provisions under the California Environmental Quality Act;

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses;

Seek to program modifications that recognize Metro's land discount as a significant

contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture, Enhanced Infrastructure Financing Districts, or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

Metro has identified a series of investments in Los Angeles County that would support future high-speed rail and would provide current benefits to commuters across the region. These investments are on shared corridors and create independent utility.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves "book-end" funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans' NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO FUND AND IMPLEMENT THE I-710/LONG BEACH-EAST LA CORRIDOR ZERO EMISSION TRUCK PROGRAM AND SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION AND OTHER STATE AGENCIES

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

Support funding for projects and programs designed to mitigate impacts (air quality, public health, noise, safety, etc.) on communities adjacent to goods movement infrastructure.

GOAL #14: CONTINUE TO WORK WITH THE GOVERNOR'S OFFICE AND STATE TRANSPORTATION AGENCY TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for funding, legislation, and regulation streamlining that helps support mobility projects associated with the Olympic and Paralympic Games in Los Angeles; and

Continue to work with Games Mobility Executives (GME) Partners, the County of Los Angeles, and venue cities to support Metro's Mobility Concept Plan.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.



Government Relations 2025 State and Federal Legislative Program Summary

**Board of Directors Meeting
December 5, 2024**



2025 Federal Legislative Program New and Updated Goals

Coordinate for the 2028 Olympics: Work with the federal government to secure funding for mobility projects associated with the 2028 Olympic and Paralympic Games.

Surface Transportation Authorization Policy Document: In advance of the expiration of the current surface transportation authorization bill in 2026, prepare a document outlining proposed reforms and funding initiatives that would directly benefit Metro.

Transit Operator Safety: Advocate for federal policies to improve safety for transit operators, including supporting new safety measures and responding to FTA safety directives.

2025 State Legislative Program New and Updated Goals

Added:

- Support for final SB 125 allocation
- Support for actions that may be needed for Metro's multilayered approach to public safety
- Coordination with relevant social service agencies to make necessary technical updates to TAP for LIFE enrollment upon qualification, and enable social benefit cards to be used in lieu of Metro Tap cards
- Support for CEQA streamlining for joint development projects
- Continue to work with the Governor's office and State Transportation Agency to successfully coordinate for the 2028 US Olympic and Paralympic Games

2025 State Legislative Program New and Updated Goals

Removed:

- Support for ethics legislation due to recent passage of bill



Board Report

File #: 2024-1070, File Type: Agreement

Agenda Number: 35.

REGULAR BOARD MEETING DECEMBER 5, 2024

SUBJECT: COLLECTIVE BARGAINING AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE successor collective bargaining agreement with the International Brotherhood of Teamsters Union Local 911(Teamsters), effective July 1, 2024; and
- B. AMEND the FY25 budget in the amount of \$3.7 million for the implementation of the wage and benefit changes for the approval of the final collective bargaining agreement.

ISSUE

The Teamsters collective bargaining agreement expired on June 30, 2024. Negotiations with union leadership began in February 2024. As a result of collaboration with union leadership and Metro management/negotiating teams, the Teamsters successor agreement was successfully negotiated within ten months.

BACKGROUND

Staff prepared for contract negotiations beginning over ten months ago. 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, joint interests.

The preparation for contract negotiations left all parties with a clear vision of the direction Metro is heading towards and a path to making meaningful contributions towards the future. Prior to beginning formal negotiations, the following principles were identified to guide work at the bargaining tables:

- The **users of Metro services and the taxpayers** within LA County are the key stakeholders. It is excellence in service and support that they have come to expect and that they deserve.
- We understand that Metro's **workforce is essential** to Metro'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**.
- It is Metro's intent to negotiate agreements in good faith, to build a **stronger organization and to be financially prudent and good stewards of taxpayer dollars**.
- We recognize that as we move into the future, we are evolving in the use of **technologically advanced equipment**, including electric buses for a cleaner Los Angeles.
- We commit to **honoring Metro's agreements** and to be transparent in all efforts to lead LA Metro into the future of the industry.

DISCUSSION

As of November 13, 2024, Metro reached a tentative agreement with Teamsters on the successor labor agreement for a term of five years, effective July 1, 2024, to June 30, 2029. This labor union represents Metro Transit Security Officer I (TSO I), Transit Security Officer II (TSO II), Sr. Transit Security Officer (STSO) and Security Control Specialist. Benefits of the agreement include:

- Stricter guidelines regarding work shifts to enhance safety across the transit system;
- Expanded training period and curriculum to ensure staff preparedness; and
- Streamlined qualifications to improve hiring and retention efforts.

Teamster members ratified their tentative agreement on November 21, 2024, with a 73% yes vote. This new labor agreement is now being presented to the Board for approval. The new successor agreement for Teamsters will commence July 1, 2024, through June 30, 2029.

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 ensure Metro's transportation system continues to be safeguarded through a comprehensive plan involving multiple security personnel. Specifically, Metro Teamsters staff will enforce the code of conduct and fare payment across the transit system, ensuring compliance and maintaining order for Metro's customers and employees., Metro Teamsters staff add value, ensure safety, and are essential to Metro's mission and goals.

FINANCIAL IMPACT

Staff recommends salary and wage increases that average 4.4% annually over 5 years along with a 0.25% quarterly wage adjustment each year. Health and welfare increases are included to follow the terms of the contracts.

Wages	Number of Employees	FY25	FY26	FY27	FY28	FY29	Average Annual Rate
TEAMSTERS	210	4%	4%	4%	5%	5%	4.40%

Impact to Budget

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 \$3.7 million is necessary to account for additional expenses specific to the Teamsters collective bargaining agreement.

The funding for this amendment will be Federal, State and Local sources which are eligible for Bus and Rail Operations.

EQUITY PLATFORM

The collective bargaining agreement with Teamsters effective July 1, 2024, has considered equity impacts such as the annual wage increases which will help with retention and recruitment issues and will ensure that Metro's transportation system is safe for customers, employees, and the communities Metro serves. Further, the agreement is anticipated to benefit the diverse composition of Metro's workforce represented by Teamsters (see tables below):

Demographics Summary

Ethnicity	TEAMSTERS	TEAMSTERS	Metro	Metro
African American	75	35.71%	3,207	26.37%
American Indian	0	0.00%	38	0.31%
Asian	13	6.19%	1,352	11.12%
Hispanic	102	48.57%	5,526	45.44%
Native Hawaiian	1	0.48%	71	0.58%
Two or More	7	3.33%	327	2.69%
White	4	1.90%	1,049	8.63%
N/A	8	3.81%	590	4.85%
Total	210	100.00%	12,160	100.00%

Demographics and Gender Information

Ethnicity/Gender	TEAMSTERS	TEAMSTERS	Metro	Metro
African American	75	35.71%	3,207	26.37%
F	26	12.38%	1,504	12.37%
M	49	23.33%	1,703	14.00%
American Indian	0	0.00%	38	0.31%
F	0	0.00%	10	0.08%
M	0	0.00%	28	0.23%
Asian	13	6.19%	1,352	11.12%
F	1	0.48%	278	2.29%
M	12	5.71%	1,074	8.83%
Hispanic	102	48.57%	5,526	45.44%
F	17	8.10%	1,139	9.37%
M	85	40.48%	4,387	36.08%
Native Hawaiian	1	0.48%	71	0.58%
F	0	0.00%	13	0.11%
M	1	0.48%	58	0.48%
Two or More	7	3.33%	327	2.69%
F	1	0.48%	111	0.91%
M	6	2.86%	216	1.78%
White	4	1.90%	1,049	8.63%
F	0	0.00%	234	1.92%
M	4	1.90%	815	6.70%
N/A	8	3.81%	590	4.85%
F	2	0.95%	168	1.38%
M	6	2.86%	422	3.47%
Grand Total	210	100.00%	12,160	100.00%

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendations support 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 train employees with the training necessary to effectively and compassionately ensure that Metro's transportation system is safe for customers and employees.

GOAL: Enhance communities and lives through mobility and access to opportunity: Provide opportunity for union members to support the delivery of transportation service by ensuring safety throughout the transit network and the communities Metro serves within Los Angeles County.

GOAL: Provide responsive, accountable, and trustworthy governance within the Metro organization: During negotiations, staff established a stronger relationship of trust by using the "interest based/collaborative" negotiation style. This creates a better working relationship with the unions and reduce tension and friction between labor and management.

ALTERNATIVES CONSIDERED

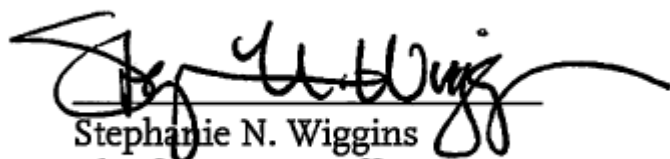
The Board may choose not to approve the new agreement. This option is not recommended as it would be contrary to the tentative agreement reached with Teamsters labor and management bargained in good faith. This agreement is the foundation of the commitment between labor and management for 210 represented employees.

NEXT STEPS


Staff will implement the successor collective bargaining agreement.

Prepared by: Cristian Leiva, Deputy Chief People Officer, Labor Negotiations (213) 922-3035

Reviewed by: Dawn Jackson-Perkins, Chief People Officer (Interim), (213) 418-3166



Stephanie N. Wiggins
Chief Executive Officer



Collective Bargaining Agreement with Teamsters July 2024 - June 2029

Metro/Teamsters Tentative Agreement

- On November 13, 2024, LACMTA reached a tentative agreement with the International Brotherhood of Teamsters Union Local 911 (Teamsters)
- On November 21, 2024, Teamsters members ratified their tentative agreement
- 73% of the Teamsters 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
 - 0.25% annual Quarterly Wage Adjustments
 - Health and welfare increases are included to follow the terms of the contracts
 - Streamlined qualifications to improve hiring and retention efforts

Staff Recommendation

- Staff recommends the LACMTA Board approve the 2024-29 CBA tentative agreement with Teamsters
- Upon Board approval, the terms of the tentative agreement will be implemented effective July 1, 2024



Metro

Board Report

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

File #: 2024-1080, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
December 5, 2024**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 31, 2024.



Public Comment for Item Not on the Agenda, 31 October 2024

STOP ENVIRONMENTAL RACISM

**THIS PHOTOGRAPH WAS TAKEN STANDING IN
THE EMPTY LOT WHERE METRO WANTS TO
BUILD 375 UNITS OF LOW INCOME HOUSING
AT 17TH AND COLORADO IN SANTA MONICA
THE PROJECT IS ADJACENT TO THIS CEMENT PLANT**

**THIS WILL BE THE VIEW FROM THE TENANTS
LIVING ROOM**

**BUILDING LOW INCOME HOUSING IN THE HISTORICALLY
SEGREGATED PICO NEIGHBORHOOD VIOLATES FAIR
HOUSING LAWS, & Gov.Code§8899.50 AFFH**



October 29, 2024

October 31st Board Meeting

PUBLIC COMMENTS FOR ITEM NOT ON THE AGENDA

Sent via email to: BoardClerk@Metro.net

SAY NO TO THE FOLLOWERS OF GEORGE WALLACE: REJECT THE STAFF PROPOSAL TO BUILD 375 UNITS OF LOW INCOME HOUSING AT 17TH AND COLORADO IN SANTA MONICA.

STOP ENVIRONMENTAL RACISM BUILDING HOUSING ADJACENT TO A CEMENT PLANT WILL BE UNSAFE FOR THE RESIDENTS

“We know that it’s not by coincidence that poor people are relegated to the Pico neighborhood” de laTorre said. “We know that it was by design”¹. *Segregation is a root cause of the dilemma we face today”* [FORMER]School Board Member Oscar De La Torre quoted in www.Surfsantamonica.com December 2004

DUMPING MORE LOW INCOME HOUSING IN PICO NEIGHBORHOOD VIOLATES FAIR HOUSING LAWS

THE CITY OF SANTA MONICA HAS BEEN ENGAGED IN A “GEORGE WALLACE” POLICY OF HOUSING SEGREGATION

¹ The “design” Mr. De La Torre is referring to is the saturation of the Pico Neighborhood with city developed low income housing projects after the restrictive covenants were declared unconstitutional by the US Sup. Court

THE CONTINUED DEVELOPMENT OF MORE LOW INCOME RENTAL HOUSING IN THE PICO NEIGHBORHOOD VIOLATES *BROWN* vs. *THE BOARD OF EDUCATION OF TOPEKA KANSAS* 347 U.S. 483 (1954)

Santa Monica's History of Segregation

During the 1920's to the late 1940's the house lots North of Santa Monica Blvd and South of Pico Blvd had "restrictive covenants" that prohibited Blacks, Latinos and Asians from living in those neighborhoods. The minorities were restricted to living in what is called The Pico Neighborhood.² The US Supreme Court declared the restrictive covenants unconstitutional.³ However, according to a 1988 SMMUSD study more than 30 years after *Brown v The Bd of Education of Topeka Kansas* the schools serving the Pico Neighborhood were segregated. The study noted "**Historic housing patterns**"⁴ probably preclude any immediate solutions for desegregating the District." Over 50 years after *Brown v. The Board of Education of Topeka Kansas* ruled segregated schools unconstitutional the children residing in the Pico Neighborhood still attend segregated elementary and middle schools due to City site selection of low income housing projects.

The City of Santa Monica intentionally segregates the minority residents primarily in the historically segregated neighborhood with segregated schools via their site selection of low income housing development concentrated in the historically segregated Pico Neighborhood (zip code 90404).

THE CITY OF SANTA MONICA ADOPTED A "GEORGE WALLACE" POLICY OF HOUSING SEGREGATION THROUGH THE SITE SELECTION PROCESS WHEN DEVELOPING LOW INCOME HOUSING PROJECTS

Specifically the City of SM has a history of restricting funding for low income housing projects in the minority Pico Neighborhood. This was accomplished through development agreements with commercial developers⁵ that

² East of Lincoln Blvd between Pico on the South and Santa Monica Blvd on the North.

³ *Shelley v. Kraemer*, 334 U.S. 1 (1948), is a landmark United States Supreme Court case that struck down racially restrictive housing covenants.

⁴ The "historic housing patterns" refers to the segregated housing as a consequence of the "restrictive covenants" South of Pico Blvd and North of Santa Monica Blvd. that limited residence in those neighborhoods to "whites only", the minorities were allowed to reside in the Pico Neighborhood.

⁵ The developers of Colorado Place were required to develop low income housing in the Pico Neighborhood.

required the development of low income housing in the minority Pico Neighborhood, rather than in the white areas of town.

The City also created the Pico Neighborhood Housing Trust Fund. [PNHTF] The terms of the fund limited the development of low income housing with money from the fund geographically to the Pico Neighborhood. The City Council members, none of whom lived in the Pico Neighborhood then through the budget process allocated money to the PNHTF. This of course prevented the development of low income housing in their white neighborhoods. Trust funds were not established to develop low income housing in the white neighborhoods.

The neighborhood with the greatest number of multifamily low income units is the historically segregated Pico Neighborhood.

In *Pico Neighborhood Assn. v City of LA*, Case no BC 616804 a civil rights voting lawsuit by Pico Neighborhood residents, the plaintiffs discovered a tape of [former] Councilmember Zane, at a **July 1992** City Council hearing where he stated that **“the Pico Neighborhood has a DISPROPORTIONATE share of affordable housing.”** The council voted against district elections. The City continued *dumping* [the “term” used by the Judge] low income housing in the historically segregated Pico Neighborhood to perpetuate the segregation of minorities, and deny them an opportunity to live in the North of Wilshire/San Vicente neighborhood with the now unenforceable restrictive covenants.

The report from the SMMUSD from July 1988 stated “Historic Housing Patterns probably preclude any immediate solutions for desegregating the District.” More than 36 years later due to SMRR council members dumping a disproportionate number of low income housing units in the Pico Neighborhood the schools are still segregated.⁶

The City and METRO must now comply with Supreme Court Cases

On June 25, 2015, in *Texas Dep't of Housing and Community Affairs v. Inclusive Communities Project*, the *U.S. Supreme Court* held that a plaintiff may establish a *prima facie* case for discrimination under the *Fair Housing Act* (FHA) on the basis of statistical evidence that a governmental policy causes a disparate impact, without proof that the discrimination was intentional. The case, involved the allocation of low-income housing tax credits. But Justice Kennedy's opinion for the 5-4 majority (Chief Justice Roberts and Justices

⁶ Over the past 18 months the City has funded the development of over 250 units of low income housing in the historically segregated Pico Neighborhood, in clear violation of State and Federal Fair Housing laws. See citations herein.

Scalia, Thomas and Alito dissented), made it clear that the Court's analysis extended to any claim under FHA, including claims based on local land use regulation. In fact, Justice Kennedy pointed directly at “zoning laws and other housing restrictions that function unfairly to exclude minorities from certain neighborhoods without any sufficient justification,” commenting that suits “targeting such practices reside at the heartland of disparate-impact liability.”

The Court's Analysis

The effect of this is that bringing an FHA claim reverses the usual burden of proof in challenging the substance of a land use regulation. The FHA makes it unlawful to “make unavailable or deny, a dwelling to any person because of race, color, religion, sex, familial status, or national origin.” 42 U.S.C. § 3604(a). Basically, applying the employment discrimination analogy, if the plaintiff adequately pleads statistical evidence that a local government policy has caused a disparity in housing patterns along lines protected by the statute, the burden shifts to the defendant to justify the regulation.

In the context of land use regulation, this analysis reverses the burden of proof in challenging the substance of a land use regulation. In a traditional substantive due process challenge, there is a heavy burden on the plaintiff to overcome the presumption of constitutionality and establish that the regulation is irrational. Now, in an FHA case, where the plaintiff can establish that there is disparate impact, the local government has to prove that the regulation is rational.

I HAVE DONE THE RESEARCH FOR METRO COUNSEL

Of course in Santa Monica limiting the funding for low income housing projects ONLY in the Pico Neighborhood establishes the action by the City was an intentional violation of Fair Housing laws. Based on *Gautreaux v. Chicago Housing Authority*, 304 F. Supp. 736 (N.D. Ill 1969) enforcing 296 F. Supp. 907 (N.D. Ill. 1969) and *Gautreaux v. Landrileu*, 523 F. Sup. 665, 674, (N.D.Ill. 1981); 425 U.S. 284; *Otero v. NY Housing Authority*, 484 F.2d. 1122 (2nd Cir. 1973), *United States v. Yonkers Board of Education*, 624 F.Supp. 1276 (S.D.N.Y.1985). *NAACP v. HUD*, 801 F.2d 593(1st Cir. 1986) , 817 F.2d 149 (1st Cir. 1987), *Thompson v. HUD* 348 F. Supp. 2d 398 (Md. 2005), *Texas Dept. of Housing and Community Affairs v. Inclusive Communities Project, Inc.*, 576 U.S. 519 (2015), 42 U.S.C. Section 3608(e)(5) and 24 C.F.R. 1.4(b)(1)(iii)(&iv) and of course *Brown v The Board of Education of Topeka Kansas*. The METRO proposal to build low income housing at 17th and Colorado in the historically segregated Pico Neighborhood violates Fair Housing laws. With over 1000 units of government deed restricted low income housing in the Pico Neighborhood this proposal also violates Government Code §8899.50 AFFH and must be rejected.

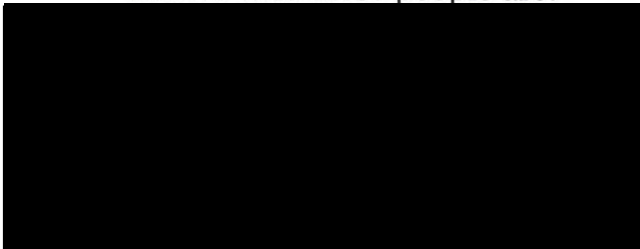
In the *Yonkers* court case the Court held, “While placing low cost housing in low income neighborhoods might have made perfect sense to an earlier generation of public housing officials, [Judge] Sand found it unjustifiable.”

The initial City of SM Housing Element was rejected because the State determined there was a “pattern of segregation” of the Pico Neighborhood and dumping more low income housing in the Pico Neighborhood “perpetuated segregation”.

The schools in the Pico Neighborhood are segregated due to the historic segregated housing patterns.

To quote Bob Dylan: “Liberty is Equality in School” There will be no equality in school if government keeps dumping low income housing in the historically segregated Pico Neighborhood

The staff comment that 45% of the residents within 1 mile of the project are “rent burdened” is false. No source of the information was provided. The methodology is flawed. There are over 1000 units of deed restricted low income housing in the Pico Neighborhood. By definition they only pay 1/3 of their income in rent. Assuming arguendo this is correct, will those rent burdened tenants be assigned a unit? We know the answer is NO, because no government agency knows who these people are.



THE PICO NEIGHBORHOOD HAS THE FOLLOWING REGIONAL SOCIAL SERVICE PROJECTS

1. Salvation Army Residential Rehab at 11th and Olympic
2. CLARE Fde. Residential Rehab on Pico at 9th St. and 11th St. and on 9th St.
3. Two Community Corp of SM 55 bed homeless shelters
4. 55 unit Permanent Supportive Housing built by Marin County Developers at 1413 Michigan Ave.
5. The Manor residential housing for the mentally ill at 19th and Pico
6. The Manor residential housing for the mentally ill at 21st and Pico
7. Proposed 7 story low income homeless housing at 1634 20th St.

Attachments included with this letter

As noted in Findings A5 and A6, the element requires a complete analysis of potential governmental and non-governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints. In addition:

- *Program 1B (Streamline the Architectural Review):* While the program commits to adopt new streamlining procedures, it should include specific commitments to address identified constraints such as approval findings as noted in Finding A5.
 - *Program 1D (Explore Reducing or Eliminating Parking Requirements):* In addition to exploring changes to parking requirements, the program should commit to actual modifications of parking requirements.
4. *Promote and affirmatively further fair housing opportunities and promote housing throughout the community or communities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law. (Gov. Code, § 65583, subd. (c)(5).)*

As noted in Finding A1, the element requires a complete analysis of AFFH. Depending upon the results of that analysis, the City may need to revise or add programs to affirmatively further fair housing. In addition, Program 4D (Rezoning Selected Portions of R1 Zone Neighborhoods) notes historical practices have perpetuated segregation and hinder fair access to housing. As a result, the program should go well beyond exploring options and must commit to meaningful and sufficient actions to overcome patterns of segregation and foster inclusive communities. These actions should not be limited by the regional housing needs allocation and must include metrics and milestones as noted under Finding A1.

5. *The housing program shall preserve for low-income household the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance. (Gov. Code, § 65583, subd. (c)(6).)*

Program 3C: Facilitate the Conservation of Restricted and Non-Restricted At-Risk Housing: This program commits the City to annual monitoring of its affordable housing stock at-risk of conversion to market rate. The program should be revised to commit the City to noticing residents and owners of potential conversion dates, coordinating with qualified entities for potential purchase, and to seek funding assistance specifically for these type projects.



**DESEGREGATION
&
INTEGRATION
STUDY COMMITTEE**

**REPORT
TO
BOARD OF EDUCATION**

JULY 1988

SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT
1651 Sixteenth Street
Santa Monica, California 90404

TO: Desegregation and Integration Study Committee

FROM: Jon G. Campbell
Supervisor
Instructional Support Staff

DATE: February 1988

Based on the Fall 1987 racial-ethnic survey, the following chart depicts the status of the district regarding segregated schools, "in danger" of becoming segregated schools, and racially isolated schools.

BASED UPON AN ELEMENTARY MINORITY ENROLLMENT OF 47.3%

School	Minority Percentage	Segregated (+20%)	In Danger (+15-20%)	Racially Isolated (-20%)
Webster	15.1			RI
Malibu Park	18.1			RI
Alternative	26.0			RI
Franklin	28.0			
Roosevelt	33.9			
Grant	47.1			
Muir	63.1		ID	
Rogers	69.3	Seg		
McKinley	70.3	Seg		
Edison	91.3	Seg		

Elementary

Segregated:	67.3% - 100% minority enrollment
In Danger:	62.3% - 67.3% minority enrollment
Racially Isolated:	0 - 27.3% minority enrollment

BASED UPON THE JUNIOR HIGH MINORITY ENROLLMENT OF 44.9%

Malibu Park	18.1	RI
Lincoln	42.6	
John Adams	58.8	

Junior High

Segregated:	64.9% - 100% minority enrollment
In Danger:	59.9% - 64.9% minority enrollment
Racially Isolated:	0 - 24.9% minority enrollment

Olympic	43.2
Samohl	36.3


TOTAL DISTRICT MINORITY PERCENTAGE 43.0

BOARD OF EDUCATION ACTION 6/23/84

ANY SCHOOL WHICH HAS A MINORITY STUDENT POPULATION OF 20 PERCENTAGE POINTS OR MORE ABOVE THE DISTRICT AVERAGE IN ITS RESPECTIVE CATEGORY (ELEMENTARY, JUNIOR HIGH SCHOOLS) MAY BE CONSIDERED SEGREGATED.

ANY ELEMENTARY OR SECONDARY SCHOOL THAT IS 15 - 20 PERCENTAGE POINTS ABOVE THE ELEMENTARY OR SECONDARY MINORITY ENROLLMENT AVERAGE MAY BE DEFINED AS "IN DANGER" OF BECOMING SEGREGATED.

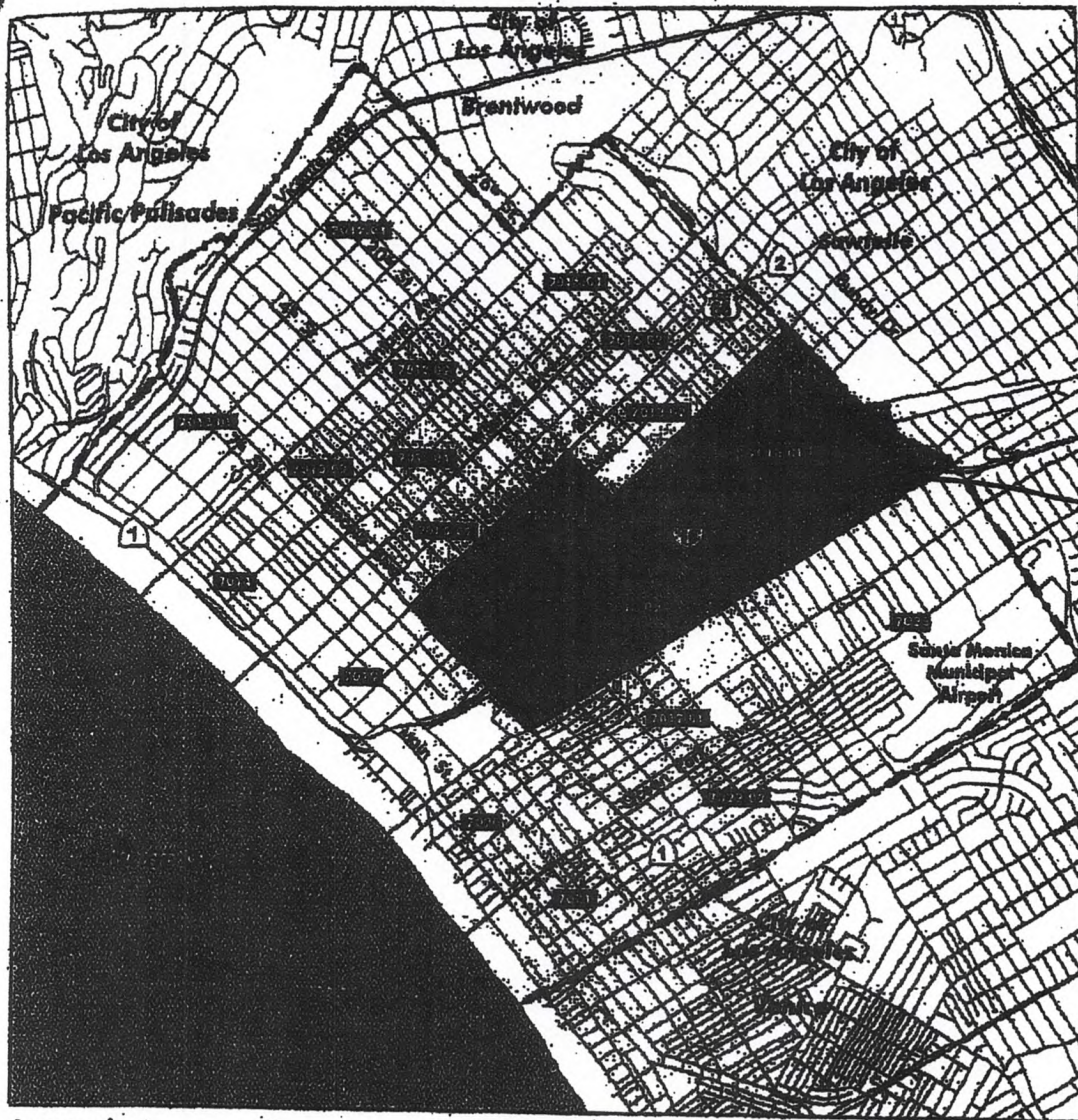
CONCLUSIONS AND RECOMMENDATIONS

1. According to the current definition of segregated schools, the District has some segregated schools despite its voluntary desegregation plan. Three elementary schools are segregated; one elementary school is in danger of being segregated; three schools elementary schools are racially isolated.
2. The District's performance on CAP is directly related to the Social Economic Status (SES) levels and ethnicity percentages. Both variables appear to affect achievement performance on the CAP tests.
3. Stricter enforcement of District guidelines on transfers and out-of-district enrollment offer the greatest opportunity for bringing the District into greater compliance. McKinley and Rogers could become desegregated schools if voluntary transfers are carefully monitored. Historic housing patterns probably preclude any immediate solutions, for desegregating the District. The Spanish Immersion Program is an attempt by the District, as is the lowering of class size, to rectify the segregated status of Edison. 
4. The desegregation plan should be implemented, understood and fully budgeted.
5. De-segregation issues and concerns should be given a high priority in all decisions relating to transfer of students, educational programs, staffing and budgets.
6. A major desegregation task force should be formed in order to study in depth the findings and recommendations this committee has reported. Subcommittee's should be formed to study the specific areas as mentioned in this report and seek solutions.

SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT
Human Resources Department

Racial & Ethnic Distribution
October, 2010

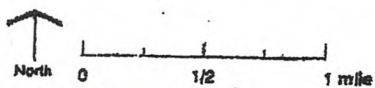
SCHOOL	MINORITY												WHITE		TOTAL	MINORITY		
	AMERICAN INDIAN ALASKAN NATIVE		ASIAN		PACIFIC ISLANDER		FILIPINO		HISPANIC		BLACK not of Hispanic Origin		Multiple or no Response			not of Hispanic Origin	Enrollment	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%				TOTAL
Cabrillo	0	0.00%	4	1.57%	0	0.00%	3	1.18%	47	18.50%	10	3.94%	1	0.39%	189	74.41%	254	25.200%
Edison	1	0.22%	13	2.90%	1	0.22%	0	0.00%	279	62.14%	20	4.45%	11	2.45%	124	27.62%	449	69.93%
Franklin	0	0.00%	77	9.97%	4	0.52%	2	0.26%	34	4.40%	11	1.42%	13	1.68%	631	81.74%	772	16.58%
Grant	4	0.63%	40	6.34%	2	0.32%	4	0.63%	172	27.26%	56	8.87%	7	1.11%	346	54.83%	631	44.06%
McKinley	4	0.91%	59	13.41%	1	0.23%	6	1.36%	151	34.32%	56	12.73%	7	1.59%	156	35.45%	440	62.95%
Muir	3	0.95%	19	6.01%	1	0.32%	3	0.95%	109	34.49%	47	14.87%	8	2.53%	126	39.87%	316	57.59%
Pt. Dume	3	1.10%	12	4.40%	2	0.73%	0	0.00%	14	5.13%	11	4.03%	1	0.37%	230	84.25%	273	15.38%
Rogers	1	0.20%	17	3.42%	1	0.20%	4	0.80%	245	49.30%	74	14.89%	35	7.04%	120	24.14%	497	68.81%
Roosevelt	5	0.64%	84	10.76%	5	0.64%	18	2.30%	94	12.04%	35	4.48%	34	4.35%	506	64.79%	781	30.86%
Webster	0	0.00%	21	5.57%	6	1.59%	1	0.27%	31	8.22%	8	2.12%	2	0.53%	308	81.70%	377	17.77%
SMASH K-5	1	0.67%	26	17.45%	0	0.00%	3	2.01%	2	1.34%	9	6.04%	0	0.00%	108	72.48%	149	27.52%
SMASH 6-8	0	0.00%	6	8.11%	0	0.00%	3	4.05%	6	8.11%	9	12.16%	0	0.00%	50	67.57%	74	32.43%
Adams	1	0.10%	39	3.74%	6	0.58%	9	0.86%	525	50.38%	121	11.61%	13	1.25%	328	31.48%	1,042	67.27%
Lincoln	9	0.80%	121	10.72%	10	0.89%	12	1.06%	191	16.92%	70	6.20%	7	0.62%	709	62.80%	1,129	36.58%
Malibu 6-8	1	0.22%	17	3.73%	3	0.66%	4	0.88%	47	10.31%	15	3.29%	0	0.00%	369	80.92%	456	19.08%
Malibu 9-12	1	0.14%	13	1.85%	5	0.71%	2	0.28%	63	8.95%	13	1.85%	0	0.00%	607	86.22%	704	13.78%
Olympic	0	0.00%	4	3.57%	1	0.89%	0	0.00%	58	51.79%	11	9.82%	0	0.00%	38	33.93%	112	66.07%
Santa Monica	9	0.29%	212	6.83%	25	0.81%	21	0.68%	1,067	34.39%	335	10.80%	19	0.61%	1,415	45.60%	3,103	53.79%
TOTALS:	43	0.37%	784	6.78%	73	0.63%	95	0.82%	3,135	27.12%	911	7.88%	158	1.37%	6,360	55.02%	11,559	43.61%
Elementary Schools	22	0.45%	372	7.53%	23	0.47%	44	0.89%	1,178	23.85%	337	6.82%	119	2.41%	2,844	57.58%	4,939	40.01%
Grades K-5																		
Middle Schools	11	0.41%	183	6.78%	19	0.70%	28	1.04%	769	28.47%	215	7.96%	20	0.74%	1,456	53.91%	2,701	45.35%
Grades 6-8																		
Secondary Schools	10	0.26%	229	5.84%	31	0.79%	23	0.59%	1,188	30.31%	359	9.16%	19	0.48%	2,060	52.56%	3,919	46.95%
Grades 9-12																		



9064
Pico
Neighborhood

Legend

- City Boundary
- Streets
- Census Tract Boundary
- 2012 03 Census Tract Number
- ◆ Census Tracts with more than 30% Minority Population



City of Santa Monica

Source: 2000 Census

Figure 1
Minority Population
by Census Tract

News

Metro shares vision for 17th/SMC affordable housing site



by Thomas Leffler

October 25, 2024



An affordable housing development could be constructed around the 17th St/Santa Monica College Expo Line station in 2027 Credit: Courtesy graphic

Metro Los Angeles laid out its preliminary plans for an income-restricted housing development adjacent to the 17th Street/Santa Monica College Expo Line station this week.

Wednesday evening, Metro officials shared its housing vision via a virtual community meeting, planning to take underutilized Metro-owned properties and through collaboration with communities and private developers, build “transit-oriented development” aimed at a range of income levels. A Request for Proposals (RFP) to developers will be released this coming Winter season, with negotiations between Metro and a selected developer set for early 2025.

Having worked through its Joint Development program to develop a bevy of sites already, the 17th/SMC project is part of Metro’s 10,000 Home Commitment, a plan to have 10,000 units (5,000 affordable) by 2031. So far, 2,362 units have been completed, 930 of those affordable.

“As part of our effort to bring more complete, equitable, transit-oriented communities to Los Angeles, we also build housing on our vacant and underutilized Metro property, and we’ve been doing it for some time, but in the last several years, we really have honed our focus on housing, and we’ve adopted our informal tagline and mission to build as much housing as possible, as quickly as possible, for those who need it most,” Metro Joint Development Deputy Executive Officer Wells Lawson said.

The development, which according to the Metro website is slated for a unit range of 275-380, is planned to be built over four parcels of land just south of Colorado Ave. between 16th and 18th Street Metro Joint Development Principal Transportation Planner Mica O’Brien presented the outline for development space, with no building details to be shared until a developer is chosen.

O’Brien stated that the easternmost parcel on the corner of Colorado and 18th is an underutilized Metro Park and Ride lot with 65 parking stalls, which she added was underutilized due to roughly 90% of transit riders arriving at the station by means other than a car.

The largest parcel is currently leased to Crossroads Elementary School for bus and car parking, as well as carpool pickup and drop-off. The remaining parcels between 16th and 17th Street, O’Brien noted, were “vacant in terms of transit.”

Out of the over 400 responses received by Metro thus far, the potential need to keep parking available for local destinations like Crossroads and SMC was one of the top concerns. Wells stated that there is consideration to include that any RFP should include “at least 100” of “community spaces” that can supplement any parking space loss from development.

He added that the plan is to require RFPs to “prepare a plan” that would continue to provide for safe access to the schools and other local spots.

“We’re going to make sure that the developers come forward with a plan that includes those pickup and drop-off facilities for the cars and buses, and the walk, bike and roll kind of means to getting to areas ... we will be selecting a developer that has the chops to manage that,” Wells said.

For questions related to the would-be residents of such a development, Wells said he is not sure about the percentage of affordable units yet or the background of any future unit occupiers, but that Metro policy prioritizes income-restricted housing. Demographic data taken by the organization found that within a mile of the 17th/SMC station, 45% of the population is rent-burdened, meaning spending more than 30% of monthly income on rent.

The data also showed that 95% of housing in the area is occupied, with O’Brien adding that they know “low residential vacancy drives up rent,” adding to the goal of creating housing “for those who need it most.”

“Given the incomes and housing cost burdens in the area, we see this site as having the potential to address some of the challenges that area residents are facing,” O’Brien said.

After a developer is chosen for the site, the developer-led public engagement period will begin in Spring 2025, followed by Metro Board considering a recommendation of the project in early 2026. If all financing for the project is secured, construction would be slated to begin in early 2027.

For those that missed the community meeting, a community input survey is currently available [here](#).

thomas@smdp.com

Expert Blog

Cut Carbon and Toxic Pollution, Make Cement Clean and Green

If the cement industry were a country it would rank as the world's fourth largest GHG emitter.

January 18, 2022

Dr. Veena Singla (Alum)

Sasha Stashwick (Alum)

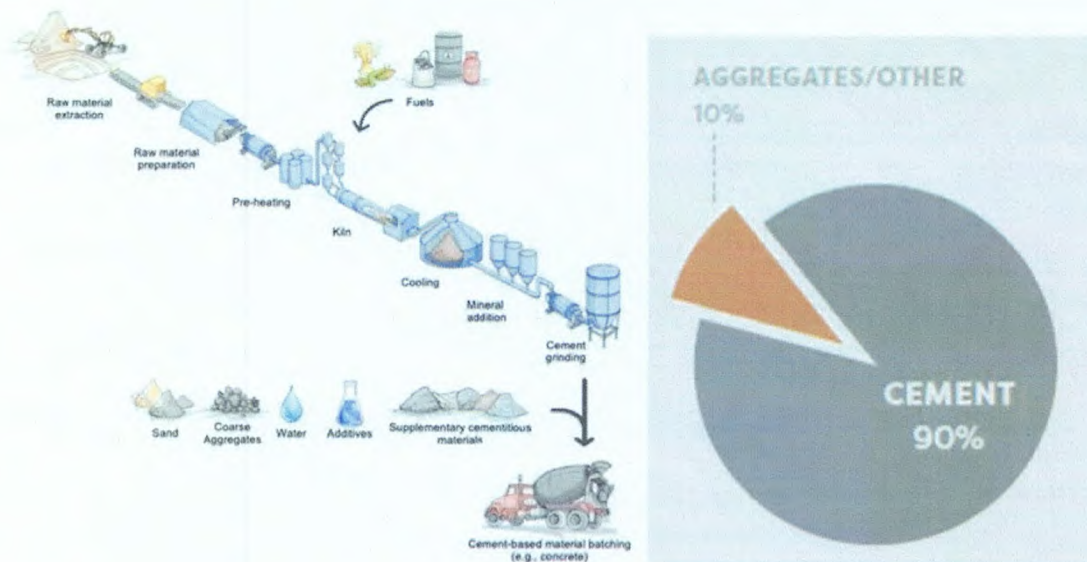


Figure 1. Left side shows process of concrete making and right side shows GHG emissions from concrete, of which 90% are from cement and 10% from aggregates and other inputs as well as quarrying, transport, and preparation of raw materials. | Source: *Carbon 180*

Decarbonizing cement plants is a critical part of reaching our climate goals. Cement is a key ingredient in concrete, which is the most widely used manmade material on the planet, and has few, if any, viable alternatives. Cement is incredibly dirty to produce: while it only constitutes 10-15% of concrete's mass in a typical mix, it accounts for up to 90% of its greenhouse gas (GHG) emissions (Figure 1).

If the cement industry were a country it would rank as the world's fourth largest GHG emitter, just behind China, the U.S., and India, responsible for roughly 7-8% of global CO₂ pollution (Figure 2). Unless we take steps to decarbonize cement, this number is likely to increase as demand for concrete continues to grow.

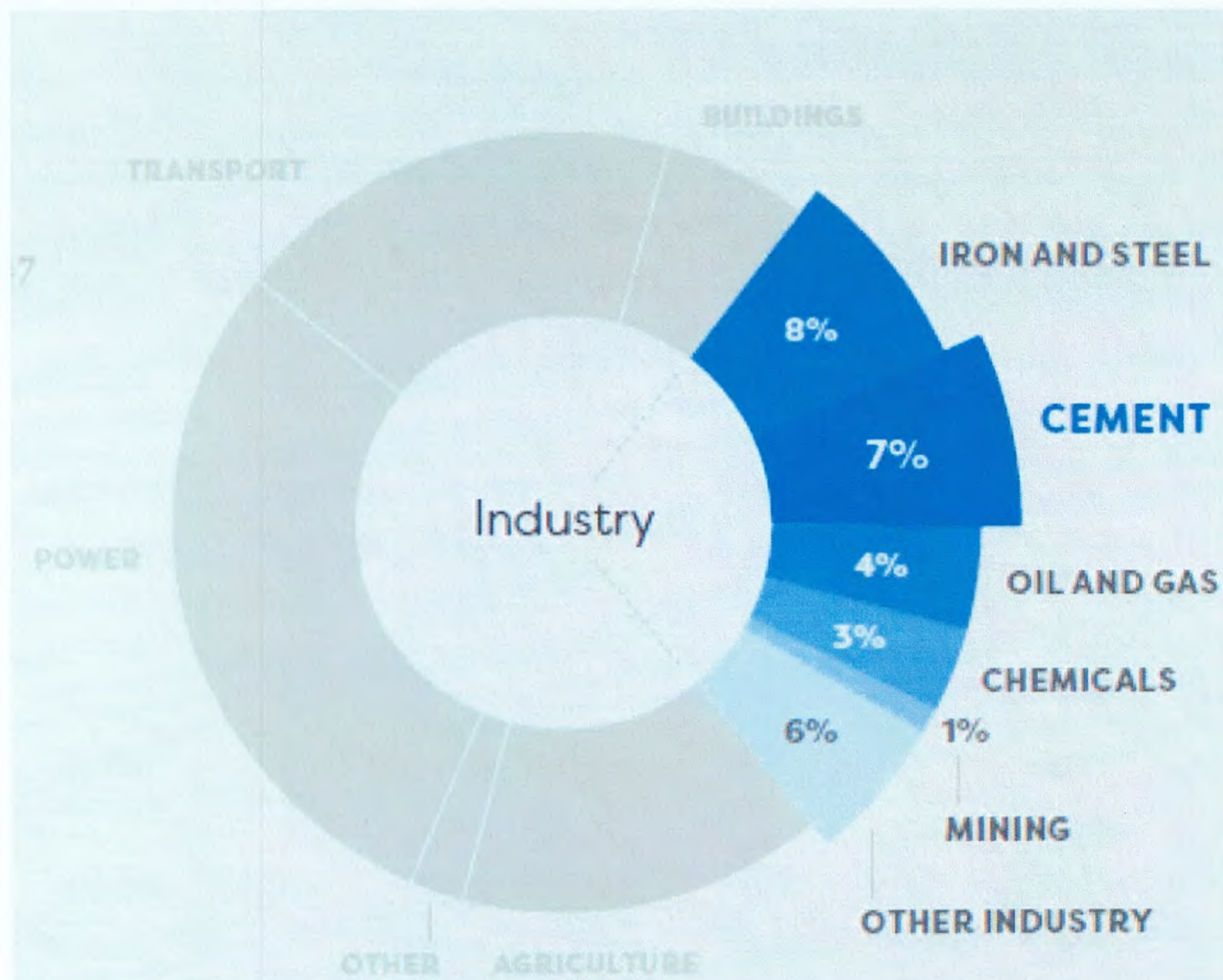


Figure 2: Share of global CO₂ emissions that come from cement production (2017 data). | Source: McKinsey

Making cement also emits a lot of dangerous air pollution

<<https://pubmed.ncbi.nlm.nih.gov/30471502/>> that's linked to an array of health harms

<<https://www.nrdc.org/experts/avinash-kar/big-step-toward-cleaner-cement>>; the cement industry is the third largest source <<https://www.epa.gov/enforcement/cement-manufacturing-enforcement-initiative>> of industrial air pollution such as sulfur dioxide, nitrogen oxides (NO_x) and carbon monoxide.

Put simply, cleaning up the cement industry is critical to achieving our climate and health goals. But unlike the internal combustion engine, cement has no readily available replacement that can scale quickly enough to meet the imperatives of the climate

emergency. Therefore, while reducing and substituting Portland cement using existing and emerging alternatives can and must be a priority, our dependence on the material will not only continue but likely grow in the coming decades—the timeframe most critical to climate action—as urbanization and infrastructure renewal ramp up. This makes it essential that we support innovation that ensures cement makers adapt to a clean future.

The good news is that momentum is growing in states and federally

<https://www.nrdc.org/experts/sasha-stashwick/2021-saw-real-momentum-clean-materials-procurement>, as lawmakers seek smart approaches to curb emissions from cement production and leverage the government's purchasing power to grow markets for cleaner alternatives. Industry carbon neutrality commitments and roadmaps <https://www.cement.org/sustainability/roadmap-to-carbon-neutrality> are also proliferating. While some of the decarbonization strategies some cement manufacturers embrace are highly problematic from an environmental and/or health perspective, it suggests the industry knows it must articulate a plan to tackle emissions.

As these efforts move forward, a critical principle NRDC is advocating for is that **reducing carbon pollution from cement must not come at the expense of local pollution.**

Why making cement is so carbon intensive: combustion and process emissions.

Two aspects of the Portland cement manufacturing process account for the vast share of its carbon footprint. Cement is overwhelmingly made by burning fossil fuels like coal and petcoke in cement kilns—akin to large furnaces—to heat limestone (raw material) to very high temperatures (~2,640°F/1,500°C). The heat induces a chemical reaction that transforms the limestone into clinker, which is then ground together with gypsum to form cement. Emissions from fuel burning are responsible for ~40% of the lifecycle CO₂ emissions in cement (often referred to as the embodied emissions) (Figure 3). The other ~60% are the result of an unavoidable chemical reaction (calcination) that occurs when the limestone is heated, which releases CO₂ from calcium carbonate in the limestone.

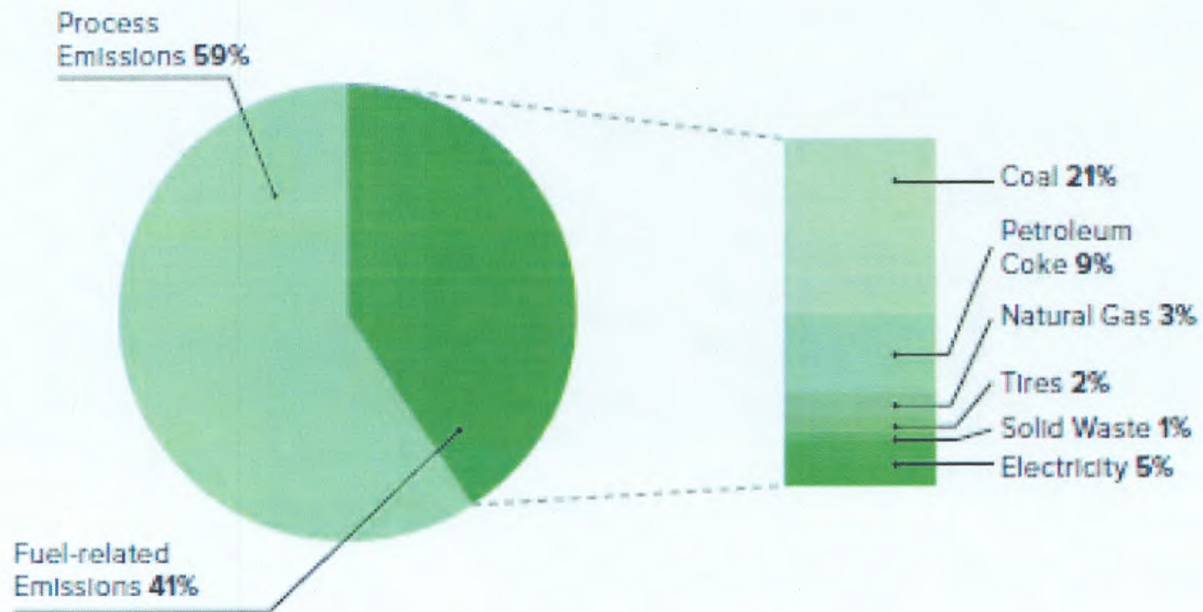


Figure 3. Sources of CO₂ emissions in California's cement industry in 2015. | Source: Global Efficiency Intelligence

Hazardous pollutants including criteria air pollutants <https://www.epa.gov/criteria-air-pollutants> and mercury are also released in both fuel-related and process-related emissions. These pollutants are linked to premature death, neurological problems, asthma, and other respiratory diseases.

Some alternative fuels promoted by industry come at an unacceptably high cost to communities.

Among the levers frequently cited for decarbonizing the cement industry is switching to solid waste fuels to displace fossil fuels in cement kilns. Unfortunately, these alternatives—often designated 'low carbon,' by the cement industry—include plastic <https://www.reuters.com/investigates/special-report/environment-plastic-cement/> and solid waste, such as tires (sometimes referred to as "tire derived fuel"), which emit highly dangerous, toxic pollution.

Regardless of what is being burned, waste incineration creates and/or releases harmful chemicals and pollutants https://www.no-burn.org/wp-content/uploads/pollution-health_final-nov-14-2019.pdf, including air pollutants, such as cancer-causing benzene, PFAs, dioxins, and particulate matter <https://www.nrdc.org/onearth/particulate-matters>, and heavy metals, such as lead <https://www.nrdc.org/stories/everything-you-need-know-about-lead> and mercury <https://www.nrdc.org/resources/minamata-convention-mercury-contents-guidance-and-resources>, which cause neurological diseases, as our colleagues discuss here <https://www.nrdc.org/experts/daniel>

rosenberg/burned-why-waste-incineration-harmful>. These chemicals and pollutants enter the air, water and food supply near incinerators and get into people's bodies when they breathe, drink, and eat contaminants.

Communities have fought toxic pollution <<https://earthjustice.org/news/press/2013/communities-ask-court-for-protection-from-toxic-air-pollution>> from cement plants for decades, and NRDC has maintained <https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/comments/6_23_08_nrdcetc.pdf> that lowering carbon emissions can and must be accomplished without increases in toxic pollution. For these reasons, NRDC is opposed to powering cement kilns with fuels that release toxic pollution, including plastics and other wastes, as a decarbonization solution.

A key solution for decarbonizing cement is burning less of *anything*.

In addition to rejecting a shift to other toxic fuels, the status quo of burning gas and coal is also toxic. That's why NRDC is advocating to:

1. Use less cement—for example, by reducing the overspecification of cement in concrete mixes and encouraging the use of supplementary cementitious materials like ground glass pozzolans to partially replace cement in concrete mixes;
2. Make cement kilns more efficient so they require less fuel; and
3. Ultimately transition to truly cleaner fuels—for example, electrification from renewable sources <<https://grist.org/article/this-company-wants-to-make-steel-and-cement-with-solar-power-heres-how/>> if and where possible, as well as green hydrogen <<https://www.nrdc.org/experts/rachel-fakhry/green-hydrogen-lets-get-it-right-start>>.

In addition, NRDC supports policies to ensure cement plants can access a suite of advanced technologies to zero out their emissions, including carbon capture, utilization, and storage options, as we discuss here <<https://www.nrdc.org/experts/sasha-stashwick/carbon-capture-concrete-could-one-day-be-carbon-sink>>. Carbon capture in cement is not a way to prolong combustion of dirty fossil fuels that can be replaced, but a way of addressing the largest share of process emissions that cannot otherwise be abated for a material we rely on.

Waste incineration is neither a good way to reduce climate pollution from cement, nor to deal with plastic waste streams.

Real solutions to managing plastic waste must focus on reducing waste at the source, manufacturing less plastic, and using effective and proven methods of mechanical and organics recycling—not incentivizing incineration of these materials.

NRDC advocates four areas of focus to reduce plastics pollution:

1. Eliminate problematic and unnecessary plastics, such as single-use plastics;
2. Innovate and scale up reuse and refill models;
3. Create non-toxic materials to replace fossil-fuel derived plastics; and
4. Scale up proven mechanical recycling or composting solutions.

Model cement and concrete decarbonization policies should reduce GHGs *and* toxic pollution.

Because state and federal governments are such large purchasers of concrete, public procurement policies are a powerful way to build demand for low carbon concrete—and, by extension, to incentivize using less and less carbon-intensive cement. Multiple state legislatures have passed or are actively debating low carbon concrete procurement laws for state-funded construction projects, including California, New York, New Jersey, Colorado, and Virginia. A key principle in this work should be to prohibit cement produced with dirty fuels from being included in state low carbon concrete specifications—in other words, from receiving ‘green’ credit for changes that may reduce GHG emissions but increase local air pollution.

But demand-side procurement policies are not the only lever available to policymakers committed to tackling the climate and public health impacts of the cement industry. NRDC will continue to advocate for a package of policies that includes incentives to reduce embodied carbon emissions in final concrete mixes; standards to directly decarbonize the cement industry on a trajectory consistent with state and national climate targets; and mandates to prevent increases in harmful pollution.

For example, in 2021, California enacted a new law <<https://www.nrdc.org/experts/alex-jackson/california-enacts-legislation-slash-cement-emissions>> that not only focuses on achieving net-zero GHG emissions associated with cement used within California no later than 2045, but also requires improvement in air quality and support for economic and workforce development for communities near cement plants. Other climate leadership states like New York should follow suit this year—demonstrating the win-win of climate and public health benefits.

RELATED ISSUES:

- [Industrial Production](http://nrdc.org/issues/industrial-production) <<http://nrdc.org/issues/industrial-production>>
- [Toxics](http://nrdc.org/issues/toxics) <<http://nrdc.org/issues/toxics>>
- [Equity & Justice](http://nrdc.org/issues/equity-justice) <<http://nrdc.org/issues/equity-justice>>

RELATED BLOGS

Heavy Industry at Critical Juncture for Community Engagement

<<http://nrdc.org/bio/dharma-santos-santiago/heavy-industry-critical-juncture-community-engagement>>
June 21, 2024 • Expert Blog • United States • Dharma Santos-Santiago, Batoul Al-Sadi

An influx of federal funding makes industrial decarbonization ripe for effective community engagement.

Support Our Work

\$35

\$50

\$75

\$100

\$200

Other

Donate

Join Us

When you sign up, you'll become a member of NRDC's Activist Network. We will keep you informed with the latest alerts and progress reports.

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Supervisor Hilda Solis
500 W. Temple Street
Room 856
Los Angeles, CA 90012

Via email: FirstDistrict@bos.lacounty.gov

Re: Ensure student safety at Dahlia Heights Elementary (NoHo-Pasadena BRT project)

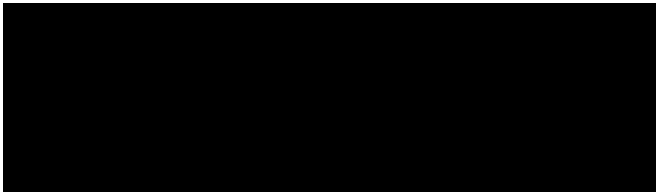
Dear Supervisor Solis:

As both our Supervisor and Metro Board representative, the Dahlia PTA requests you and the Board to instruct Metro's own staff as well as its engineering contractors to commit to meetings with Dahlia Heights Elementary (an LAUSD school) and our PTA to ensure that the safety of students and families is prioritized as part of the NoHo-Pasadena BRT project. Since the Metro Board's adoption of this project, there has been no formal communication from Metro to our school community about how the construction-related and permanent changes to Colorado Boulevard will be mitigated to ensure safe access to and from school for our students and families.

Dahlia Heights Elementary is located directly on Colorado Boulevard and as such, our school community will be heavily impacted by both the project's construction and on-going operation. Virtually all of our students and parents will be affected by modifications to the current pedestrian and vehicular routes and routines our families take to and from Dahlia on a daily basis. That is why it is imperative that this location and series of intersections be prioritize by staff and Metro's engineering consultants as part of their design-process prior to construction commencing; specific examples of project changes that will definitively alter (positively and negatively) our current routes and routines are:

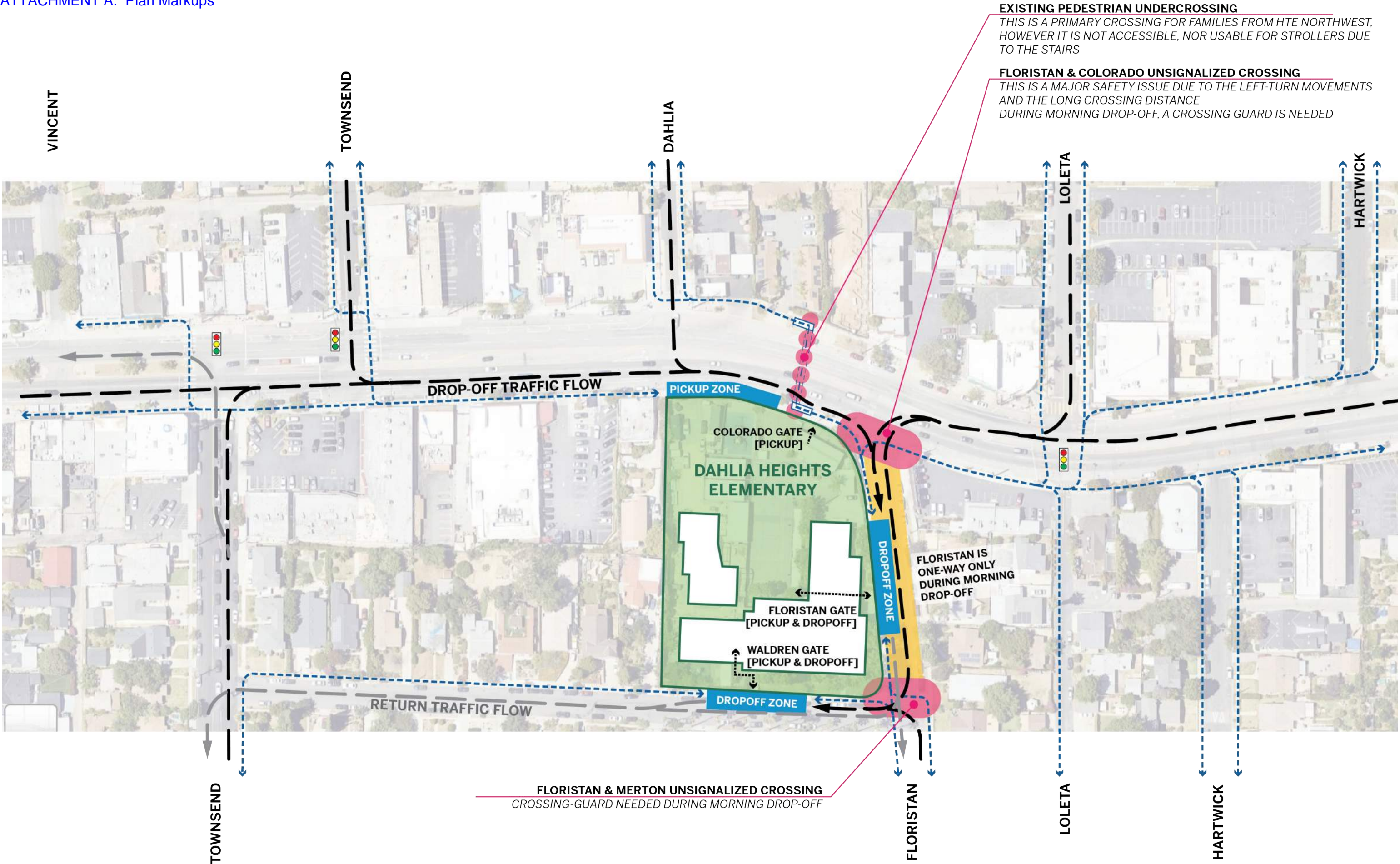
1. *New traffic signal at Dahlia Drive & Colorado*—this will greatly improve safety for families crossing from the Northwest and will create a safe, accessible route for families with strollers or those who do not feel able or comfortable using the existing undercrossing.
2. *Crosswalk upgrades at Loleta & Colorado*—these will improve safety for families crossing from the Northeast.
3. *New medians on Colorado Boulevard at Floristan*—this will impact our pickup and drop-off most significantly:
 - a. For the vehicular pick-up and drop-off, eliminating left-turns will change parents' traffic patterns and routes to school
 - b. For pedestrians, the elimination of left-hand turns will make the crosswalk safer.
4. *Protected bike lanes on Colorado*—These will be a huge benefit for our families that bicycle to and from school, however the revised striping on Colorado will reduce (or eliminate) the ability for the Colorado Boulevard gate to be used for after-school pickup. This means that Metro and its engineers need to pay special attention to ensuring that the Floristan and Waldren gates have increased capacity for afternoon pickup.
5. *Other side-street impacts*—Metro's 12/29/23 Preliminary Engineering Report references options for locating project elements on side streets like ADA parking (p. 35); due to the ongoing, long-term needs for safe pickup and drop-off at Dahlia Heights, any use of the surrounding streets on Dahlia, Floristan, Loleta, and Waldren needs to be carefully coordinated with school operations.

The Dahlia PTA has supported this project for years (see our attached letter) in large part because it will change the current traffic patterns and will both make significant pedestrian upgrades to the Dahlia, Floristan, and Loleta intersections while also reducing the speed of traffic on Colorado. We want this project to be a success for everyone and in order to do that, we need Metro and its engineers to partner with us to ensure that the safety of our students and families is prioritized during and after construction.



cc: Metro Board boardclerk@metro.net
Jamie Cabrera (1st District Field Deputy) JCabrera@bos.lacounty.gov
Nate Hayward (Council District 14) nate.hayward@lacity.org
Boardmember Jackie Goldberg (LAUSD District 5 /Sharon Delugash, Chief of Staff)
sharon.delugach@lausd.net
Principal Kristin Shaw (Dahlia Heights Elementary) kmp6283@lausd.net
Stephen Corona (Metro) CoronaS@metro.net
Michael MacDonald (TERA) treasurer1@tera90041.org

Attachment: Plan markups – existing circulation and 12/19/23 PE Report plan
Dahlia PTA NoHoPas BRT support letter dated 12/1/2020



Dahlia Heights Elementary: Existing Drop-Off & Pick-up Circulation Patterns (Pedestrian & Vehicular)

VINCENT

TOWNSEND/COLORADO & DAHLIA/COLORADO SIGNALS
INTERSECTIONS NEED TO ALLOW U-TURNS FOR VEHICULAR
DROP-OFF FROM THE EAST

FLORISTAN & COLORADO UNSIGNALIZED CROSSING
WITH THE ELIMINATION OF LEFT-TURNS, THE INTERSECTION GEOMETRY SHOULD BE MODIFIED FOR SHORTER, SAFER PEDESTRIAN CROSSINGS (GOAL SHOULD BE TO REMOVE THE NEED FOR A CROSSING GUARD)

COLORADO GATE CLOSURE
THE ELIMINATION OF PARKING TO THE WEST
WILL MAKE THIS GATE MORE CHALLENGING
FOR PARENT PICKUP. ADDITIONAL CAPACITY
WILL BE NEEDED ON FLORISTAN TO MITIGATE
OR REPLACE THIS DISCHARGE LOCATION

DAHLIA HEIGHTS ELEMENTARY

**FLORISTAN GATE
[PICKUP & DROPOFF]**

 WALDREN GATE
[PICKUP & DROPOFF]

FLORISTAN & MERTON UNSIGNALIZED CROSSING
SAFETY UPGRADES NEEDED (GOAL SHOULD BE TO MAKE THIS
SAFE ENOUGH TO ELIMINATE THE NEED FOR A CROSS-GUARD)

Dahlia Heights Elementary: Changes to Current Drop-Off & Pick-up & Issues per 12/20/23 Preliminary Engineering Report

Request for Metro Engineering Coordination | NoHoPas BRT Project | September 30, 2024

Dahlia Heights PTA **2**



Councilmember Kevin De Leon
Council District 14
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

RE: Colorado Boulevard Safety & Metro's BRT improvements

Dear Councilmember De Leon,

On behalf of all of the students at Dahlia Heights Elementary, the PTA requests that you, your staff, and the rest of the City Departments require Metro to restudy and revise their current engineering plans for the NoHo-Pasadena Bus Rapid Transit (BRT) project options. With your leadership, we believe that the following three key issues can all be resolved and the project made better for all of the Dahlia community, the Eagle Rock neighborhood, and all Angelenos:

1. Safety must be a priority and any project must demonstrate that it makes Colorado safer for all users. That includes pedestrians, cyclists, vehicular passengers, and transit riders; our students and parents all use Colorado and they do so using all of those modes of transportation.
2. 35mph must remain the speed-limit. Colorado has a longstanding problem with speeding and any project must ensure that the actual, verifiable, and enforceable speed-limit permanently remains at 35 mph and does not continually creep up due to state law.
3. The City of LA and its departments must require Metro to fully implement the Mobility 2035 plan which was intended to make our streets safer, greener, and more hospitable to all residents. It is the scant minimum for the City to expect that all agencies work towards our common municipal goals and plans for projects of this scale and significance.

We are concerned that the current options proposed (and in particular the current side-running option) will actively make the Boulevard more-dangerous because of the following project elements and omissions shown in their design-drawings:

- The elimination of the existing, buffered bike-lanes
- The reintroduction of a 3rd vehicular lane in each directions which will make drivers perceive the street as a wider, high-speed thoroughfare and thus drive up traffic speed.

- A “traffic-first” approach for their preferred Side-Running options which makes no effort to modify or eliminate existing unsafe conditions (such as un-controlled left-turns) even in those stretches of the Boulevard that do not have raised medians.
- No additional or extended dividing medians or protected crossing pockets for crosswalks. This will make just crossing the Boulevard even more treacherous than it already is for neighbors of all ages.
- No evidence of crosswalk enhancements or comprehensive traffic calming measures.

The PTA has reviewed the Community-Based Compromise Concept for the Boulevard and we believe that it is an excellent launch-point for the City council and LADOT to take the technical lead in responding to Metro’s unacceptably sparse options. We believe that this is not only a starting point for enhancing safety, but also to make the project work better for transit users and the entire Angeleno populace. By providing additional medians and locating the bus-lanes adjacent to them, we have the opportunity to not only make the street safer for users, but also to remove the types of obvious conflicts such as parallel parking cars which will adversely affect both the travel time and the graciousness of the riders’ experience.

In closing, the BRT project will be the largest and most-visible public-investment in Eagle Rock since the construction of the 2 and 134 freeways. The Dahlia community and the larger neighborhood understandably expect that at its completion, not only will the project fulfil its functional specification but that it will also enhance our neighborhood’s livability. Most of our families and children are residents of CD14, so as your constituents we thank you for your time and attention to this issue.

[REDACTED]

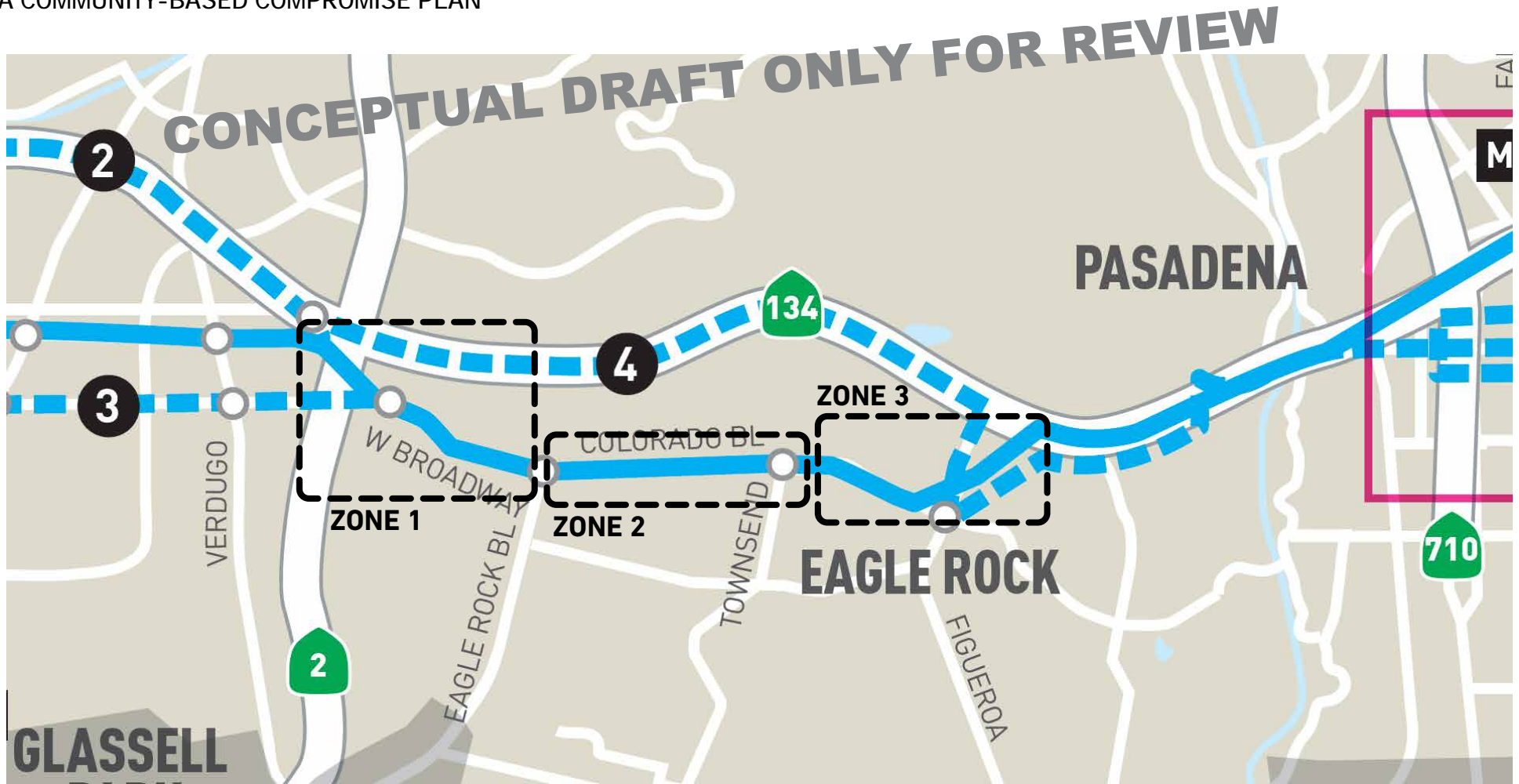
[REDACTED]

[REDACTED]

[REDACTED]

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN



ZONE 1: Community Connector
Glendale Border to Eagle Rock Blvd.

2 dedicated bus lanes
4 vehicle lanes (East of Broadway)
2 dedicated bike lanes
planted medians
street parking/curb extensions

ZONE 2: Downtown Eagle Rock
Eagle Rock Blvd. to Dahlia

2 dedicated bus lanes
2 vehicle lanes
2 elevated protected bike lanes
existing 16' planted medians
street parking/curb extensions

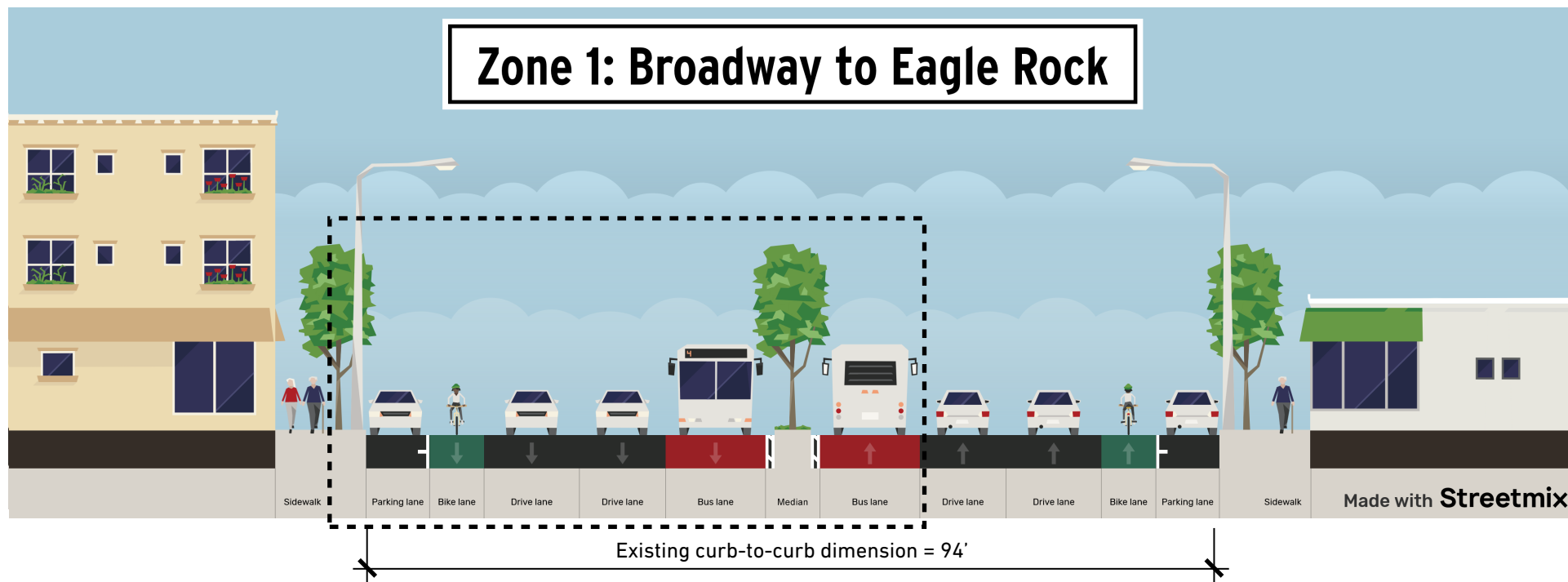
ZONE 3: Business & Community Access
Dahlia to Linda Rosa/134 Fwy

2 dedicated bus lanes
4 vehicle lanes (approaching 134 Fwy)
2 protected bike lanes
planted medians
street parking/curb extensions

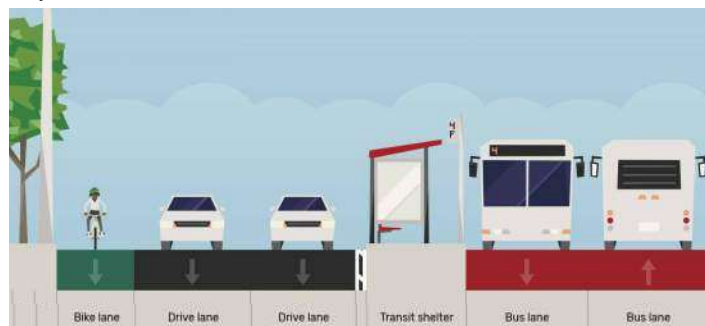
THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Layout at BRT station

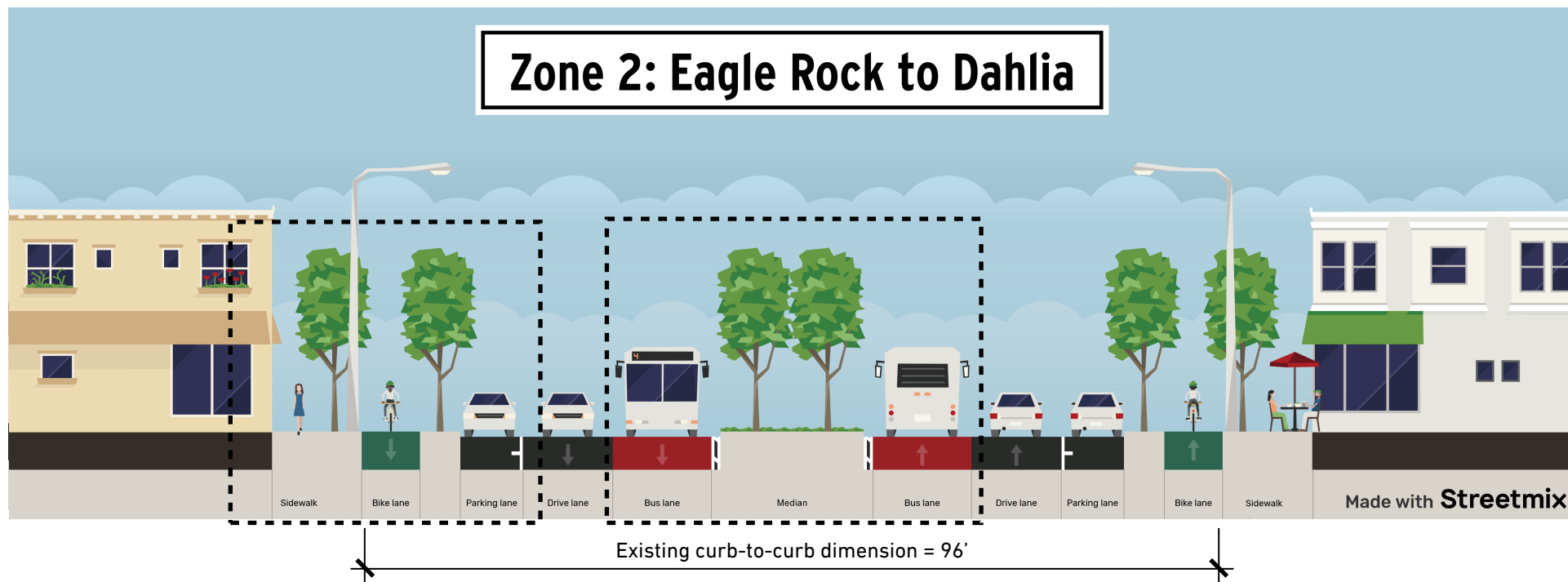


- Maintains car lanes
- Unprotected bike lanes that could be upgraded where street parking is not needed
- New planted median

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Outdoor dining option (either side)



Median layout at staggered BRT station



- Improved safety at central business district
- Maintains/upgrades existing planted medians
- Upgrades bike lanes to protected
- Provides additional locations for trees/shade
- Options to use curbside parking for outdoor dining/retail areas

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



Outdoor dining example

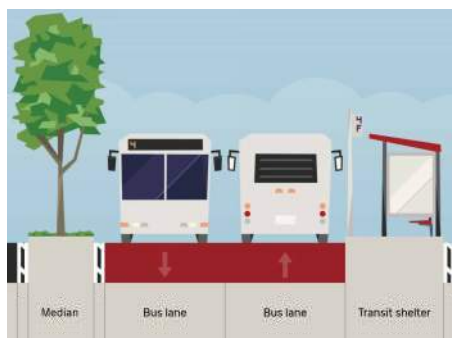


Raised bike lane example

Outdoor dining - North side



Median layout at BRT station



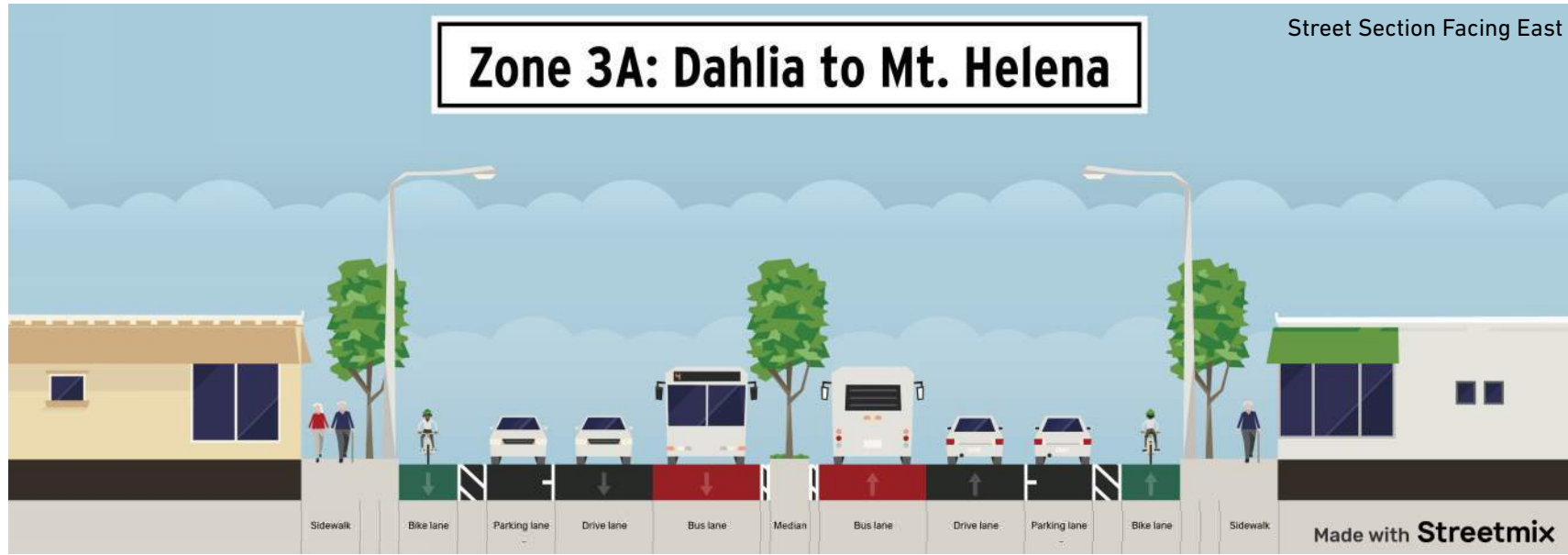
Outdoor dining - South side



THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



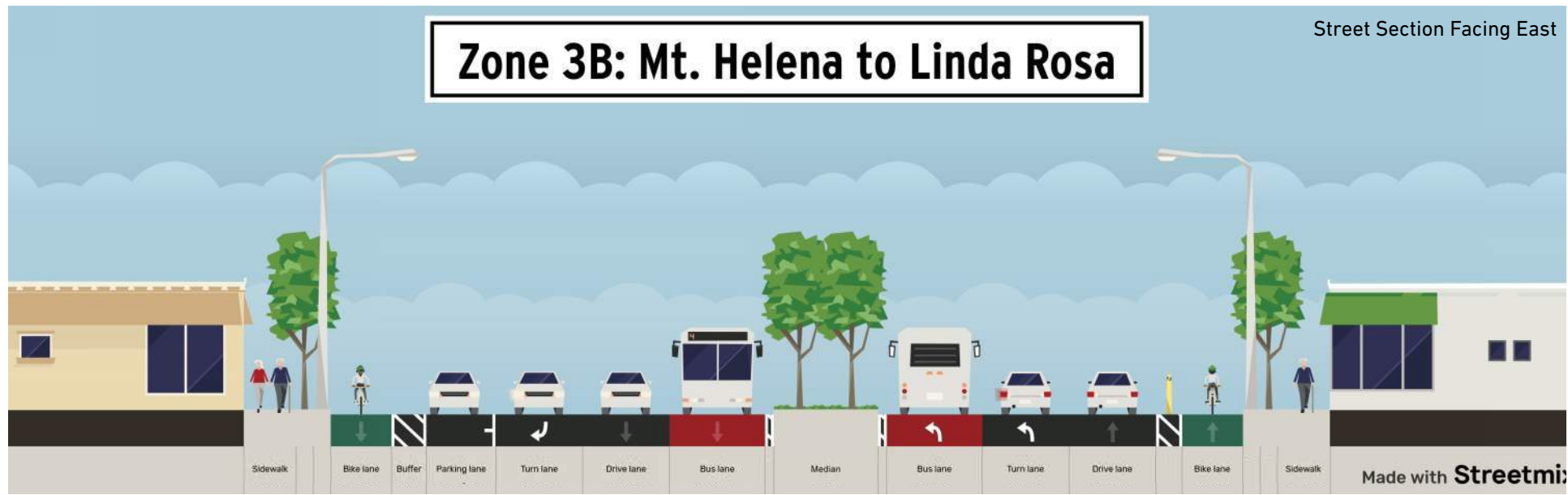
Existing curb-to-curb dimension = 80'

- Upgrades bike lanes to parking protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



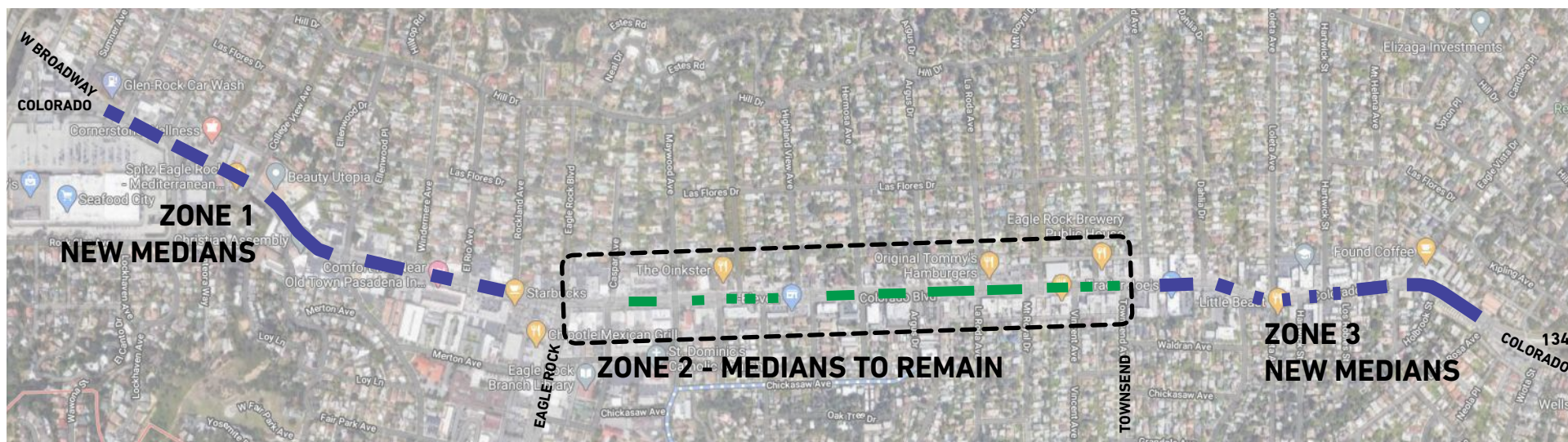
Existing curb-to-curb dimension = 100'

- Maintains car lanes at 134 Fwy onramp/ offramp
- Upgrades bike lanes to protected
- New planted medians

THE "BEAUTIFUL BOULEVARD" CONCEPT

A COMMUNITY-BASED COMPROMISE PLAN

CONCEPTUAL DRAFT ONLY FOR REVIEW



ZONE 1: New Medians

Glendale Border to Eagle Rock Blvd.

Approx. 8 new medians added

ZONE 2: Existing Medians


Eagle Rock Blvd. to Dahlia

Medians to be maintained/upgraded

ZONE 3: New Medians

Dahlia to Linda Rosa/134 Fwy

Approx. 8 new medians added



October 25, 2024

Metro Board Member Karen Bass
Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Southeast Gateway Line Phase 2

Dear Mayor Bass and the Metro Board of Directors,

My name is Dr. Drew Furedi, and I am the President and CEO of Para Los Niños (PLN). At PLN, we are proud to serve, uplift, and empower Los Angeles marginalized children and families through our holistic approach. We currently have 16 sites across the city that provide opportunities ranging from early education centers to two schools, an elementary and a middle school, as well as two youth workforce centers. At each site, we strive to support every student and family with comprehensive supports—knowing that the community around them plays a critical role in helping them reach their full potential.

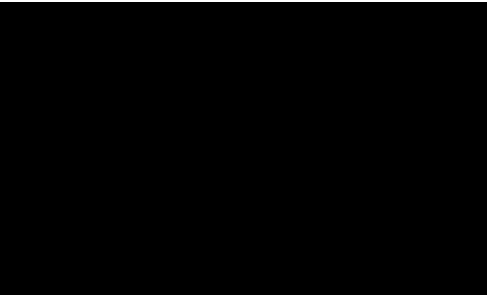
Through this work, we serve the Downtown Los Angeles communities, and we know that policy decisions have a direct impact on PLN students and their education. Our Charter Elementary School is located at 1617 E. 7th St. Within walking distance of this site is Alameda Street—the main thoroughfare in which the proposed Southeast Gateway Line will travel. The proximity to our school means that this line must be built with our students and their family's best interests in mind.

From a school safety and community building perspective, this line must be built underground. Our students cross Alameda Street every day and we want to make sure that they can arrive safely. An above-grade line threatens this safety while also increasing traffic and noise, and physically dividing Downtown's neighborhoods.

Proper transit planning connects communities, rather than dividing them. Anything above-grade would reinforce historical redlining practices that are responsible for many of the inequities we see through the lived experiences of our students today.

Fortunately, since the Southeast Gateway Line's inception, it was always planned to be built underground through Downtown Los Angeles – and we strongly support keeping it that way.

We also commend Metro's efforts in finding creative ways, such as through value capture, to fund this line. Cost should never be a reason to sacrifice the safety of our communities, especially of our students.



October 2024 RBM General Public Comment

[REDACTED]
Date: On Tuesday, October 22nd, 2024 at 3:55 PM
Subject: Public Comment for 10/23 Special Board Meeting
To: boardclerk@metro.net <boardclerk@metro.net>

Meeting Name: Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee
Meeting Date: 10/23/24 Agenda Number: 5. SUBJECT: PARIS 2024 LESSONS LEARNED REPORT

On September 20, 2024, I submitted a public records request seeking basic financial information regarding Metro's delegation to the 2024 Paris Olympic and Paralympic Games. Specifically, I requested details on how many employees Metro sent, the total expenses incurred, the number of hotel nights covered, and a log of any gifts received by employees. As it stands, Metro has failed to comply with its legal obligations under the California Public Records Act (CPRA).

Under California Government Code section 7922.535, public agencies are required to respond to public records requests within 10 days, with an extension of up to 14 additional days permitted only under "unusual circumstances." However, on October 14—24 days after my initial request— Metro indicated it requires yet another three weeks to continue searching for what should be straightforward records detailing employee travel expenses and head-counts.

The timing of this delay is particularly interesting. Conveniently, the documents I requested won't be made available until after this meeting discussing the very trip I am seeking information about. Metro has managed to compile detailed reports for the Board about the Paris trip, down to the number of meetings attended. How is it possible that Metro can produce these detailed reports, but after 24 days, still can't figure out how many people Metro paid to send to Paris?

Metro's apparent inability—or unwillingness—to provide even the most basic information on public expenditures raises serious concerns about transparency. These are standard records that should already be centrally managed within its financial and HR systems. The suggestion that it takes 45 days to determine how many employees traveled, how much was spent, or whether gifts were received is simply not credible.

In the Ad Hoc Meeting in June 2023, Metro estimated the cost of a temporary bus operation only for the LA 2028 Games at \$500 million. Now, that figure has mysteriously ballooned to \$2.042 billion. The over 300% increase is not explained. This raises a much larger question: If Metro cannot competently manage its own travel records and account for the costs of a single business trip to Paris, how can taxpayers believe there will be accountability with the billions in public funds Metro is seeking for the Olympics? Metro's inability to manage the details of a trip attended by its CEO and Board members does little to inspire confidence.

-Concerned Angeleno

Sent: Friday, October 25, 2024 7:37 PM

To: Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Communications <communications@bchd.org>; info <info@lalafco.org>; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mayor@lacity.gov; Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - BCHD's \$6.3M allcove Building Grant Causes a \$172M Off-balance-sheet liability

IF No new allcove building & no \$6.3M allcove building grant -

THEN No \$172M, 30-year obligation for required allcove service to ALL of SPA8 without Long-Term Funding

HOW BCHD'S ALLCOVE BUILDING WILL COST DISTRICT TAXPAYERS \$172M IN OFF BALANCE SHEET DEBT

BCHD wanted a shiny new allcove building, instead of using the hospital building or renting

BCHD applied for a State-sponsored \$6.3M allcove building construction grant

In order to GET THE \$6.3M GRANT, BCHD was forced into providing allcove for 30-YEARS MINIMUM to ALL 12-25 year-olds in LA COUNTY SPA8 (1.4M total population) WITHOUT ANY LONG TERM FUNDING

BCHD never even estimated the 30-YEAR cost of its \$6.3M construction grant before inking the agreement

Estimates using BCHD and public data show the cost to be \$172M ACROSS 30-YEARS

The cost is a liability of ONLY District Taxpayers

If you want to **STOP the \$172M LIABILITY – VOTE NO ON MEASURE BC** - that **STOPS the allcove building and the agreement is automatically TERMINATED** after 2 years.

allcove then continues for District youth without the 30 year obligation of SPA8 requirement

HOW BCHD'S ALLCOVE BUILDING WILL COST DISTRICT TAXPAYERS \$172M IN OFF BALANCE SHEET DEBT

BCHD wanted a shiny new allcove building, instead of using the hospital building or renting

BCHD applied for a State-sponsored \$6.3M allcove building construction grant

In order to GET THE \$6.3M GRANT, BCHD was forced into providing allcove for 30-YEARS MINIMUM to ALL 12-25 year-olds in LA COUNTY SPA8 (1.4M total population) WITHOUT ANY LONG TERM FUNDING

BCHD never even estimated the 30-YEAR cost of its \$6.3M construction grant before inking the agreement

Estimates using BCHD and public data show the cost to be \$172M ACROSS 30-YEARS

The cost is a liability of ONLY District Taxpayers

If you want to STOP the \$172M LIABILITY –
VOTE NO ON MEASURE BC - that STOPS the allcove building and the agreement is automatically TERMINATED after 2 years.

allcove then continues for District youth without the 30 year obligation of SPA8 requirement

--

StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

[REDACTED]
Sent: Friday, October 25, 2024 7:40 PM

To: PRR <PRR@bchd.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafco.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov

Cc: Communications <communications@bchd.org>; rmiller@health-law.com; rlundy@health-law.com; Kevin Cody <kevin@easyreadernews.com>

Subject: Public Comment all Agencies - BCHD Communications with the RB City Council Members

BCHD is willfully delaying to bypass the City Council meeting and the \$400K Measure BC election. There are ONLY 6 Persons email to search. **WHAT IS BCHD AFRAID OF? WHAT IS BCHD HIDING?**

On Fri, Oct 25, 2024 at 1:58 PM PRR <PRR@bchd.org> wrote:

Dear Resident,

Please see below (in red) for the District's response to your public records request received 10/1/24 and extended to 10/25/24 that reads:

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

The District has identified possible responsive documents but requires additional time to gather, review and respond to the request. The District has determined that the 14-day time limit to determine whether your request seeks disclosable public records in the possession of the District is hereby extended to 11/22/2024 for the following reason:

1. The need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records.

If you believe we have not correctly interpreted your request, please resubmit your request with a description of the identifiable record or records that you are seeking.

Please note that the District may not respond to questions or comments included with your request that are not themselves requests for identifiable public records under the California Public Records Act. The lack of response by the District to any such questions or comments, including follow-up questions and comments, is not an indication of the District's position on any topic or item, and should not be presented as such to any person.

Thank you.

[REDACTED]
Sent: Friday, October 11, 2024 11:19 AM

To: Stop BCHD <stop.bchd@gmail.com>

Cc: PRR <PRR@bchd.org>

Subject: RE: CPRA - Communications with the RB City Council Members

Dear Resident,

Please see below (in red) for the District's response to your public records request received 10/1/24 that reads:

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

The District is doing an e-discovery and has determined that the 10-day time limit to determine whether your request seeks disclosable public records in the possession of the District is hereby extended by 14 days to (10/25/2024) for the following reason:


1. The need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records

Please note that if records you are seeking do not exist, BCHD has no obligation to create new records, or to obtain records from other sources, unless those sources are considered "prepared, owned, used by, or retained by" by the District.

If you believe we have not correctly interpreted your request, please resubmit your request with a description of the identifiable record or records that you are seeking.

Please note that the District may not respond to questions or comments included with your request that are not themselves requests for identifiable public records under the California Public Records Act. The lack of response by the District to any such questions or comments, including follow-up questions and comments, is not an indication of the District's position on any topic or item, and should not be presented as such to any person.

Thank you.


Sent: Tuesday, October 1, 2024 4:23 PM

To: PRR <PRR@bchd.org>

Subject: CPRA - Communications with the RB City Council Members

EXTERNAL EMAIL - CAUTION

For Sept 1 2024 thru Oct 1 2024, provide all communications between BCHD Board Members and/or CEO and City of Redondo Beach City Council Members, including but not limited to, calendar entries, emails, phone logs, etc.

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benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

THE PRECEDING E-MAIL, INCLUDING ANY ATTACHMENTS, CONTAINS INFORMATION THAT MAY BE CONFIDENTIAL, BE PROTECTED BY ATTORNEY CLIENT OR OTHER APPLICABLE PRIVILEGES, OR CONSTITUTE NON-PUBLIC INFORMATION. IT IS INTENDED TO BE CONVEYED ONLY TO THE DESIGNATED RECIPIENT. IF YOU ARE NOT THE INTENDED RECIPIENT OF THIS MESSAGE, PLEASE NOTIFY THE SENDER BY REPLYING TO THIS MESSAGE AND THEN DELETE IT FROM YOUR SYSTEM. USE, DISSEMINATION, DISTRIBUTION, OR REPRODUCTION OF THIS MESSAGE BY UNINTENDED RECIPIENTS IS NOT AUTHORIZED AND MAY BE UNLAWFUL. PLEASE NOTE THAT CORRESPONDENCE WITH THE BEACH CITIES HEALTH DISTRICT, ALONG WITH ALL ATTACHMENTS OR OTHER ITEMS, MAY BE SUBJECT TO DISCLOSURE IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RECORDS ACT. THE BEACH CITIES HEALTH DISTRICT SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS, LOSSES OR DAMAGES RESULTING FROM THE DISCLOSURE OR USE OF ANY INFORMATION, DATA OR OTHER ITEMS THAT MAY BE CONTAINED IN ANY CORRESPONDENCE.

[REDACTED]
Sent: Sunday, October 27, 2024 2:06 PM

To: Gummer, Robert <GummerR@metro.net>

Cc: David White <david.white@santamonica.gov>; Phil Brock <phil.brock@santamonica.gov>; Andrew Thomas <andrew@downtownsm.com>; David Martin <david.martin@santamonica.gov>; Ramon Batista <ramon.batista@santamonica.gov>; anajarian@glendaleca.gov; jdupontw@aol.com; fourthdistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; Fernando Dutra <fdutra@cityofwhittier.org>; hollyjmittchell@bos.lacounty.gov; jbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Third District <thirddistrict@bos.lacounty.gov>; Timsandoval Info <info@timsandoval.com>; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; Anuj Gupta <anuj.gupta@santamonica.gov>; dakotasmith@latimes.com

Subject: Fw: Entering and Exiting Santa Monica

Mr Gummer I am re-sending this email as I have not received a response to any of the emails I have sent. In case the one video I sent was not enough to show how inefficient the gate systems/design at the metro stations are, I am enclosing more to show they are not a one off. Surely you know the system, as it is, does not work. Anyone can ignore and do ignore the pass system and just walk through, which helps explain why the Metro is still the single biggest provider of transients to downtown Santa Monica. Telling the public the pass system works and riding the MTA is safer is both a disservice and a lie to the people in Los Angeles County. I am copying your MTA Board members. Hopefully one of them can get you to respond on how the MTA plans to fix the problem.

Regards,

Robert Colman

----- Forwarded Message -----

[REDACTED]
To: gummerr@metro.net <gummerr@metro.net>

Cc: David White <david.white@santamonica.gov>; Phil Brock <phil.brock@santamonica.gov>; Ramon Batista <ramon.batista@santamonica.gov>; David Martin <david.martin@santamonica.gov>; Andrew Thomas <andrew@downtownsm.com>

Sent: Tuesday, October 15, 2024 at 03:20:15 PM PDT

Subject: Fw: Entering and Exiting Santa Monica

----- Forwarded Message -----

[REDACTED]
To: Colman Robert <arcolman@aol.com>

Sent: Tuesday, October 15, 2024 at 02:44:27 PM PDT

Subject: Entering and Exiting Santa Monica

Attachment available until Nov 14, 2024

[Click to Download](#)

IMG_3159.mov
130.3 MB

Mr Gummerr, attached please see a video of one of the exit areas at the end of the Metro line in Santa Monica, where I took this video. I was at the same place a week earlier, when there were many more people entering and exiting the Metro station and it was the same. The honest people use their cards and exit properly. The majority did not. If you would like more videos please let me know? Although the City of Santa Monica is trying, the sheer #'s of transients Metro is dropping here, daily, is overwhelming. I, like many others, do not see it getting better. In fact it will probably get significantly worse as other Cities start to more effectively deal with their transient issues and then those transients, unfortunately, will see Santa Monica as a safe haven with free transport via the Metro line and or it's buses. Surely you must be aware of the problem with the gate system. It does not work. I would point out, the three times I was there, there were no monitors, neither metro police, the sheriffs department or otherwise present. Clearly oversight, with someone, in uniform, standing there, would make a significant difference, but they need to be there from opening to closing. I would appreciate your response to this email so I and the above cc'd individuals can understand what is going to be done and when.

Regards,

Robert Colman

A very concerned citizen and property owner.

Sent: Tuesday, October 29, 2024 11:43 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov; Kevin Cody <kevin@easyreadernews.com>

Subject: Public Comment - Only 8% of BCHD Spending has a RESIDENCY REQUIREMENT - Non Agenda Items All Agencies

Why does BCHD only restrict 8% of spending to a DISTRICT RESIDENCY TEST? BCHD should be 100% RESIDENT-TAXPAYER SPENDING!

BCHD Only Requires RESIDENT STATUS for TWO PROGRAMS:

Care Management and Blue Zones Restaurants

ALL THE REST OF YOUR TAXPAYER MONEY AND ASSETS ARE UP FOR NON-RESIDENT USE

CARE MANAGEMENT - \$1.2M Per Year

Community Services	Care Management (CS-1)	\$1,211,173
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BLUE ZONES RESTAURANTS - \$106K

Well Being Services	Restaurants/Grocery Stores (WBS-1)	\$105,759
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TOTAL EXPENDITURES 15,628,000

**ONLY 8% OF BCHD BUDGET IS RESERVED FOR RESIDENT OWNERS
WE DESERVE 100%!**

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

Sent: Tuesday, October 29, 2024 12:11 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; mayor@lacity.gov; Kevin Cody <kevin@easyreadernews.com>; martha.koo@bchd.org; Noel Chun <noel.chun@bchd.org>; Michelle Bholat <michelle.bholat@bchd.org>; Nils Nehrenheim <nils.nehrenheim@redondo.org>; paige.kaluderovic@redondo.org; Zein Obagi <zein.obagi@redondo.org>; Jane Diehl <jane.diehl@bchd.org>; scott.berhendt@redondo.org; todd.loewenstein@redondo.org; james.clark3@verizon.net

Subject: PUBLIC COMMENT: BCHD TREATS NEIGHBORS UNFAIRLY - Non-Agenda Item ALL AGENCIES

BCHD PROPOSED A FLOOR AREA RATIO (FAR) 1.95 PROJECT IN A RESIDENTIAL NEIGHBORHOOD

The floor area ratio of the Commercial and Residential is approximately 0.5, or lower. BCHD demanded 4X that density. Literally, DAMN THE NEIGHBORS!

From BCHD FAQs -

"The Healthy Living Campus – including the proposed parking structure – is estimated to be **792,520** square feet, according to PaulMurdoch Architects,"

From RB Planning Department -

Lot Size of BCHD is 406,626

514 N Prospect	PI-BCHD	0.75	406,626.00
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BCHD's 80% to 95% NON-DISTRICT RESIDENT (91% to 97% NON-REDONDO BEACH RESIDENT) Commercially owned Healthy Living Campus proposed an FAR of $792,520/406,626 = 1.95$

Surrounding land is C-2 (0.5 FAR) or residential with FARs that are generally well below 0.5. BCHD's PROPOSED 400% DENSITY LEVEL OF THE NEIGHBORHOOD IGNORED NEIGHBORHOOD INPUT.

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[REDACTED]
Sent: Tuesday, October 29, 2024 8:01 PM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; citycouncil@hermosabeach.gov; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafo.org>

Cc: Kevin Cody <kevin@easyreadernews.com>; Michelle Bholat <michelle.bholat@bchd.org>; Noel Chun <noel.chun@bchd.org>; Jane Diehl <jane.diehl@bchd.org>; martha.koo@bchd.org

Subject: Public Comment - Non Agenda Items - All Agencies

It's good to see that BCHD has not been able to pull the wool over the eyes of the SCNG and its Daily Breeze.

Thank you to all those who have worked hard to get BCHD back to servicing RESIDENTS OF THE DISTRICT in a FISCALLY RESPONSIBLE WAY. BCHD's move to 80% to 95% non-resident services is UNACCEPTABLE.

Endorsement: No on Measure BC in the Beach Cities Health District

By The Editorial Board | opinion@scng.com

PUBLISHED: October 28, 2024 at 3:38 PM PDT

There are lots of reasons for a citizen to vote for or against a given bond measure on a ballot. Sometimes we see that taxing ourselves for a public project will result in tangible benefits to ourselves or our families — schools in need of upgrades when our children attend them, for instance. But yes votes for sound economic reasons can certainly be made for the same measures by seniors, say — they may not have kids in the schools, but having excellent school campuses may increase the value of their property and create community goodwill.

And then there are times when a local bond measure comes from a bit out of nowhere, fronted by an entity that isn't a City Hall or a school district.

Such is the case voters in the Beach Cities — Hermosa Beach, Manhattan Beach and Redondo Beach — face with Measure BC on the Nov. 5 ballot.

It reads: "Beach Cities Health District Community Health and Wellness Measure: To complete construction of the allcove youth mental health center; install water/energy conservation systems; and remove outdated facilities to create approximately 2 acres of public outdoor space for youth/older adult community wellness programs, shall Beach Cities Health District's measure authorizing \$30,000,000 in bonds, at legal rates, levying approximately \$3.00 per \$100,000 of assessed property valuation, generating approximately \$1,700,000 annually while bonds are outstanding, with financial accountability requirements, be adopted?"

The allcove (lower-case is its preferred style) Beach Cities organization promoting young people's — aged 12 to 25 — mental health currently operates on the fourth floor of BCHD's main campus, 514 Prospect Ave., in Redondo Beach. According to reporting by our Tyler Shaun Evains, officials at the

physical and mental health agency want the youth gathering space to have its own standalone, 9,000 square-foot, two-story center, which the bond would pay for.

She adds: “The current BCHD building, which is more than 60 years old and was originally the South Bay Hospital, needs seismic and safety upgrades, BCHD CEO Tom Bakaly has said. But it would ultimately be demolished to create two acres of open green space for youth, older adult and community wellness programs as well as public leisure.”

That’s fine. But, to be clear, the bond would not pay for any new hospital serving Beach Cities residents. It’s a niche project for an already funded program operating elsewhere. This measure also seeks to deal with the fallout from a contingent land lease agreement with the property that officials say is no longer viable as originally contemplated. The demolition of the hospital and development of open space was not supposed to fall on taxpayers under that plan.

It’s true that the BCHD has not come to voters for a bond measure since 1956. But that successful bond actually built the hospital. This new ask for new money would not bring the hospital back.

We think that there would be dubious benefits for the citizens who proponents are proposing to tax, and we recommend that they vote no on BC. The BCHD should go back to the drawing board, develop a broadly-supported plan for the property and do what they can with the funds they have in the meantime.

Local bond critics note that BC would increase the tax levy on residents of the three beach cities for up to 40 years. For a super-worthwhile project serving the health needs of the Beach Cities, maybe. But BC is not that, and deserves a no vote.

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[REDACTED]
Sent: Wednesday, October 30, 2024 12:59 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Kevin Cody <kevin@easyreadernews.com>; citycouncil@hermosabeach.gov; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov; info <info@lalafo.org>; mayor@lacity.gov

Subject: Public Comment: Vote No on Measure BC - BCHD made a BAD DEAL

<https://easyreadernews.com/letters-to-the-editor-10-31-24/>

Off balance act

Dear ER:

The Beach Cities Health District indebted district taxpayers to a \$172 million in off-balance-sheet debt when it wanted to get \$6.3 million from the State to build a shiny new allcove building. How did BCHD do that? BCHD agreed to provide allcove for a minimum of 30 years to all 12 to 25 year-olds in the LA County SPA8, a 1.4 millionM population area. The 30-year cost is estimated at \$172 million and only 9% of the service area is District taxpayers.

Vote No on Measure BC to stop the \$172M District taxpayer debt. BCHD underestimated the allcove building cost by \$9M. If BCHD is denied the Measure BC funding, then BCHD can't build the allcove building and the 30-year obligation to service all of LA County SPA8 ends. The allcove program for District residents can continue as needed for a small fraction of the \$172 million cost. Off balance sheet debt is how Enron built its house of cards. Stop Measure BC and stop BCHD from being required to provide allcove for 30 years to LA County on the backs of District taxpayers.

Mark Nelson

Redondo Beach

[REDACTED]
Sent: Wednesday, October 30, 2024 10:18 AM

To: Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Kevin Cody <kevin@easyreadernews.com>; citycouncil@hermosabeach.gov; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov; info <info@lalafo.org>; mayor@lacity.gov

Subject: Public Comment: Vote No on BCHD Measure BC - Daily Breeze Got it Right!

Endorsement: No on Measure BC in the Beach Cities Health District

By The Editorial Board | opinion@scng.com

PUBLISHED: October 28, 2024 at 3:38 PM PDT

There are lots of reasons for a citizen to vote for or against a given bond measure on a ballot. Sometimes we see that taxing ourselves for a public project will result in tangible benefits to ourselves or our families — schools in need of upgrades when our children attend them, for instance. But yes votes for sound economic reasons can certainly be made for the same measures by seniors, say — they may not have kids in the schools, but having excellent school campuses may increase the value of their property and create community goodwill.

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She adds: “The current BCHD building, which is more than 60 years old and was originally the South Bay Hospital, needs seismic and safety upgrades, BCHD CEO Tom Bakaly has said. But it would ultimately be demolished to create two acres of open green space for youth, older adult and community wellness programs as well as public leisure.”

That's fine. But, to be clear, the bond would not pay for any new hospital serving Beach Cities residents. It's a niche project for an already funded program operating elsewhere. This measure also seeks to deal with the fallout from a contingent land lease agreement with the property that officials say is no longer viable as originally contemplated. The demolition of the hospital and development of open space was not supposed to fall on taxpayers under that plan.

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Local bond critics note that BC would increase the tax levy on residents of the three beach cities for up to 40 years. **For a super-worthwhile project serving the health needs of the Beach Cities, maybe. But BC is not that, and deserves a no vote.**

October 2024 RBM Public Comments – Item 11

Sent: Wednesday, October 30, 2024 8:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Skei Saulnier <skeisaulnier@gmail.com>; Jean Cade <jcade@linearindustries.com>; Donna Robertson <donna.robertson1744@gmail.com>; anna_lane@me.com; jill_kovach@hotmail.com; makd@makdlaw.com; dayna1608@gmail.com; db7mullins@yahoo.com; idream2iam@gmail.com; Hannah Cannom Moore <hcannom@gmail.com>; Kirsten Albrecht <kirstenwonderalbrecht@gmail.com>; carldumont89@gmail.com

Subject: Public Comment - Metro Board Meeting 10/31/24

Metro Board of Directors,

Lafayette Square, a Historic Overlay Preservation Zone community, respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under our homes as well as those in Wellington Square. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

We are united in our request to Metro to identify routes that will not run under our neighborhood. We are united in our request for community engagement with Metro in future discussions regarding alternative routes under consideration. We are united in our request to review substantive data showing successful tunneling results noted during Metro presentations under other Historic neighborhoods, detailing property impacts. We are united in our resolve to oppose any route that will run directly under our homes. We are committed to using the resources available to us to fight any degradation that this will cause to our community.

As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

Thank you for your consideration,

Lafayette Square Neighborhood Association Board

[REDACTED]
Sent: Wednesday, October 30, 2024 2:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro Board Mtg, Oct. 31, 10:00 AM

Re: Consent Calendar #11, K Line Northern Extension, file #2024-0537

While I remain opposed to the findings of the DEIR, I support Metro's request for a contract modification for further analysis and community engagement.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

October 2024 RBM Public Comments – Item 13

[REDACTED]

Sent: Wednesday, October 30, 2024 2:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Question/Comments Regular Board Meeting - 10/31/24. AGENDA item # 13

Question/Comments Regular Board Meeting - 10/31/24. AGENDA item # 13

As a resident, taxpayer and voter ... I am 100% opposed to the LA Metro tunnel traveling under Wellington Square and Lafayette Square. A more reasonable proposal would be to have the tunnel relocated to travel under the 10 Freeway and through the La Brea Business district where it will not impact home values and quality of life. The Metro and City's efforts to impact these multicultural, historic neighborhood's is Sugar Hill all over again.

[REDACTED]

October 2024 RBM Public Comments – Item 19

(Received after 5:00 p.m.)

Sent: 10/30/2024, 7:10 PM

To: thirddistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov;
105expresslanes@metro.net

Subject: PLEASE DO NOT Widen the 105 & Nearby Streets

Dear LA Metro Board,

I am writing to urge you NOT to approve funds for the 105 freeway widening (deemed “ExpressLanes project”). Recently, under the direction of Supervisor Janice Hahn, Metro squashed the planned 91 freeway widening. Metro should end the 105 proposed widening with the same urgency and efficiency, and instead apply the funds to meaningful transit improvements which will actually improve traffic, congestion, air quality, and equity in South LA.

This proposal is not only regressive in itself — countless traffic studies which Metro and Caltrans staff should be familiar with show that adding lanes to freeways creates induced demand, ultimately making traffic worse, commutes longer, and increasing pollution and associated negative health outcomes for surrounding communities. (Including 100% preventable traffic and road violence.) Additionally, spending tax dollars on freeway widening — particularly millions from the Measure M sales tax — diverts funds from other Metro projects which could actually IMPROVE traffic, climate, and health outcomes. (Such as the inexcusably delayed Vermont BRT line, the K line Northern extension to Vermont, or Vision Zero street safety projects and traffic calming on the high injury network roads surrounding the 105.)

Meaningful bus, train, and pedestrian projects are not only necessary for everyday Angelenos, but acutely urgent given the (funding) shortcomings for the promised “transit first”/“car free” 2028 Olympics. While Supervisor Hahn and other City leaders have touted the guidance they received from Parisian Olympics officials, this project spits in the face of those lessons. In the decade leading up to the Olympics, Paris spent its tax dollars building bike lanes and implementing road diets, expanding their already robust (sub)urban train network, LOWERING freeway speeds, and REMOVING / REPURPOSING urban highways for modes other than cars. We should be EMBARRASSED that at the same time we are calling for transit first Olympics, our county is also planning to expand deadly, polluting urban freeways (SEE ALSO: the 710). A freeway which, within my lifetime, destroyed 8K+ homes and displaced tens of thousands more, in a city now blighted by a housing crisis. We should be trying to UNDO this damage, not entrenching it.

Please, stop the 105 (& 710) freeway widening and instead spend the funds on meaningful traffic and safety improvements for LA.

Thank you,



October 2024 RBM Public Comments – Item 11

(Received after 5:00 p.m.)

Sent: Wednesday, October 30, 2024 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: K line northern extension

Metro Board of Directors,

On behalf of the entire community, the Wellington Square Improvement Association (founded in 1927), would like to express our strong opposition to and condemnation of the Metro's current K Line Northern Extension route and plans to bore underneath a historic Black neighborhood. The WSIA respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under Wellington Square and our neighbors to the north, Lafayette Square, an HPOZ. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

We are united in our request to Metro to identify routes that will not run under our neighborhood. We are united in our request for community engagement with Metro in future discussions regarding alternative routes under consideration. We are united in our request to review substantive data showing successful tunneling results noted during Metro presentations under other Historic neighborhoods, detailing property impacts. We are united in our resolve to oppose any route that will run directly under our homes. We are committed to using the resources available to us to fight any degradation that this will cause to our community.

As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

[REDACTED]
Sent: Wednesday, October 30, 2024 7:09 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro K line northern extension

Metro Board of Directors,

On behalf of the entire community, the Wellington Square Improvement Association (founded in 1927), would like to express our strong opposition to and condemnation of the Metro's current K Line Northern Extension route and plans to bore underneath a historic Black neighborhood. The WSIA respectfully requests a full study for alternate routes for the Metro K Line Extension North. Residents from our diverse neighborhood provided comments during the meetings at Dorsey High School, Pan Pacific Park, via Zoom, and finally at the Nate Holden Performing Arts Center where we voiced our concerns regarding the proposed extension of the K Line which would involve tunneling under Wellington Square and our neighbors to the north, Lafayette Square, an HPOZ. Those concerns remain. Although the Metro Board has assured us that there will be no impacts to our homes, the Draft Environmental Impact Report and community presentations were insufficient in allaying our fears of the potential impacts to our neighborhood. No one can offer us a guarantee that our homes won't be harmed during or after the tunnels are constructed.

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As stated during our neighborhood meeting, we are not opposed to extending the K Line North project. We want all Angelenos to have the ability to traverse our city efficiently, lessening traffic congestion and associated pollution. We, however, believe that the extension can be achieved without directly impacting our community.

Sent from my iPhone

[REDACTED]
Sent: Wednesday, October 30, 2024 8:37 PM

To: Board Clerk <BoardClerk@metro.net>; Steve Davis <sd@summit-pm.com>

Subject: Subway below wellington square

Dear MTABoard members

As a 25 year resident of Wellington Square I would like to request that you please relocate the proposed route for the k line extension to the crenshaw commercial corridor . Similar to the initial k line route which is within the Crenshaw right of way it seems like common sense to follow suit for this extension .

Respectfully,

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 9:23 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro line extension

Dear metro,

I am a proponent of public transport and having it widely available in LA.

I urge you to not tunnel under Lafayette and wellington squares. Please go through the major thoroughfares and not under 200 homes. Our area has historically had to bear the brunt for the public good and continues to wait to be as well resourced as other communities who have not had to bear the burdens this one already has for public transport. ie the 10 freeway.

Please do not continue this unjust distribution of public responsibility to those who are historically made to bear the brunt of the burden while reaping the least rewards.

Thank you

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Wellington Square metro proposal

Hi, my name is Jeff O'Keefe and I'm a proud resident of Wellington Square for more than a decade. Please find another route for the Metro line that does not tunnel under this historic, beloved neighborhood. For all the obvious reasons: noise, unforeseen health and safety consequences, serious reductions in property values, etc. And also because this neighborhood has a sad history of having been compromised and taken advantage of during the construction of the 10 freeway.

Thank you.

[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:18 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: No tunneling under historic neighborhoods

Hello! I'm writing to add my voice to the many residents of Wellington and Lafayette Square.

I strongly oppose tunneling under these historic neighborhoods. Regardless of the environmental impact, the home values will plummet (in many cases this has already occurred simply due to the letter that was delivered to residents alerting them to the tunneling), destroying generational wealth that this community has struggled to achieve due to historic racist real estate practices in LA.

In addition, the environmental impact will be detrimental, despite what the Draft EIR states. There is no precedent for tunneling under entire neighborhoods that are 100 years old in this city.

It is unconscionable that Metro is experimenting with a historic black neighborhood in order to save some money. Go around. There are other routes that follow major thoroughfares and do not decimate historic neighborhoods of color.

The city of LA has not earned the trust of this community - that trust was destroyed when the 10 freeway demolished a thriving community. You can reclaim that trust by finding another route for the K line.

Thank you,
[REDACTED]

[REDACTED]
Sent: Wednesday, October 30, 2024 10:24 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro plans to tunnel under Wellington Square.

Thank you for taking the time to understand and address community concerns. We look forward to the metro extension, but PLEASE do not tunnel under the historic homes in Wellington Square.

Sincerely,

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 12:52 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro K Line Tunneling under Wellington Square and Lafayette Square

The current route of the tunneling goes directly under our home at [REDACTED] We are vehemently opposed to this taking place when there are obvious alternate routes that do not require tunneling under either neighborhood. If the goal is to intersect with the as yet to be built transit center / subway station at Pico and San Vicente, it seems to all of us in the two neighborhoods see continuing down Crenshaw to Pico would make the most sense. That turn would only affect commercial properties, not homes.

Please enter this comment into the hearing record.

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 9:01 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: For today's board meeting

My neighbors and I have concerns about the northern K-line expansion going directly under our historical homes in Wellington Square and Lafayette Square.

IF the route is indeed going under these historic neighborhoods and can't be changed

PLEASE just have some homeowners from other neighborhoods who had this happen to them comment/report/etc to us about the processes of both digging/tunneling and the subway running.

My neighbors do not trust Metro or authority after what happened when the 10 was built through our block... but we WOULD listen to people who went through this before. Metro claims that there will be no effect to us or our homes but then gives no source for that claim other than "trust us."

Give us a source that isn't Metro itself or a city authority and everyone will be much much happier.

Thank you,

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 9:37 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: K line extension

To whom it may concern:

I'm writing this on behalf of my community, friends, family and neighbors. I wish you would reconsider tunneling under this community as it would be better served going a different route. Not only is it damaging to historic homes in this area but to have put imminent domain on a property where a family is living and have just welcomed a new child is unfathomable. I couldn't be more devastated for my dear friend David and his family. Our kids go to the same school, we hang out very often because we lead such busy lives and family is not so close. We have built relationships in this community and for it to be taken away when it doesn't have to seems shameful. I pray you all make the right choice in changing the direction of this K line to not cut through these historic black neighborhoods as it has been done in the past. PLEASE, PLEASE, PLEASE reconsider this K line to go a different route. Thank you for your time and professionalism in this matter.

We leave this in your hands now. Happy Holidays.

[REDACTED]

[REDACTED]
Sent: Thursday, October 31, 2024 10:22 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: K1 line - Lafayette Square. Re; CONSENT CALENDAR #11, K Line Extension, file #2024-0537

Dear Metro Board;

My wife, Francoise, and I reside at [REDACTED].

We are taxpayers, voters, and believe in community.

We believe rapid transit is something to be fostered but disagree with any proposal to tunnel or run a line through/under Lafayette Square.

We remain OPPOSED to the findings of the DEIR; we do support Metro's request for a contract modification for further analysis and community engagement.

Thank you for your consideration, Michael ak DAN



Vision is the art of seeing what is invisible to others



MINUTES

Thursday, October 31, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Janice Hahn, Chair

Fernando Dutra, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

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

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 10, 44, 12, 13, 14, 17, 18, 19, 20, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, and 38.

Consent Calendar items were approved by one motion except items 11 and 20, which were held by a Director for discussion and/or separate action.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	A	Y

*Voting Deviations:

Item 14 – the following Director was conflicted: KRB

Item 17 – the following Director was conflicted: KRB

Item 19 – the following Director was conflicted: KRB

Item 19 – the following Director voted no: LH

2. SUBJECT: MINUTES

2024-1026

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 26, 2024 and the Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee held October 23, 2024.

3. SUBJECT: REMARKS BY THE CHAIR

2024-1024

RECEIVED remarks by the Chair.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	A	P	P	P	P	P	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2024-1025

RECEIVED report by the Chief Executive Officer.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	A	P	P	P	P	P	P	P	P	P

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, P = PRESENT

10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION **2024-0818**

APPROVED ON CONSENT CALENDAR:

- A. programming an additional \$17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

11. SUBJECT: K LINE NORTHERN EXTENSION PROJECT **2024-0537**

AUTHORIZED the Chief Executive Officer (CEO) to negotiate and execute:

- A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of \$2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from \$50,367,851 to a NTE \$52,667,851; and
- B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of \$550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from \$903,223 to NTE \$1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A/C	Y	C	Y	Y	A/C	Y	A	A/C	C

12. SUBJECT: STREET SAFETY, DATA SHARING AND COLLABORATION PROGRAM **2024-0508**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Action Plan in the amount of \$1,108,043, subject to resolution of properly submitted protest(s), if any.

13. SUBJECT: FIRST/LAST MILE PLAN FOR THE EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT **2024-0156**

ADOPTED ON CONSENT CALENDAR the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project.

14. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT **2024-0377**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA);
- B. AUTHORIZING a 65%, or \$2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease;
- C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and
- D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 et seq, based on the qualifying factors and criteria described herein.

17. SUBJECT: REGIONAL CONNECTOR PROJECT CLOSE-OUT **2024-0926**

APPROVED ON CONSENT CALENDAR increasing the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by \$39,000,000 from \$1,755,840,570 to \$1,794,840,570 to fully resolve claims and complete the close out the Project.

18. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE **2024-0527**

APPROVED ON CONSENT CALENDAR increasing the Life-of-Project (LOP) budget by \$99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$956,749,577 to \$1,056,479,577 using the fund sources, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

19. SUBJECT: I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 1 (IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT BUDGET AND ROADSIDE TOLL COLLECTION SYSTEM LIFE-OF-PROJECT BUDGET **2024-0857**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216;
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;
- C. ESTABLISH an LOP budget of \$44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and
- D. AMEND FY25 budget for Project 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183.

20. SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B2 **2024-0993**

AUTHORIZED execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect the allocation of \$798,000,000 of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125 ("SB125 Funds").

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

24. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2024-0903

APPROVED ON CONSENT CALENDAR the Resolution to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$40,211,229 in fiscal year (FY) 2024-25 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and
- B. APPROVE the regional SGR Project List for FY24-25; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

25. SUBJECT: METRO BRANDED AND SPECIALTY MERCHANDISE 2024-0518

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm-fixed unit rate Contract No. PS120351000 to Cétera Marketing, LLC to provide Metro-branded merchandise, in the Not-to-Exceed (NTE) contract amount of \$3,500,000, inclusive of item cost, set-up fee, sales tax and shipping, effective November 12, 2024, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES 2024-0442

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 5 to Contract No. OP754160008370 with Steelman Build & Construction Inc., to provide commercial and industrial door repair and preventive maintenance services to exercise option year one in the Not-to-Exceed (NTE) amount of \$560,912, increasing the Total Contract Value from \$1,732,736 to \$2,293,648, and extending the period of performance from January 3, 2025, to January 2, 2026.

31. SUBJECT: BUS BATTERIES 2024-0549

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. MA90333-2000 with Battery Power, Inc., for Bus Batteries 12V, Group 31. This modification will exercise the one-year option in the not-to-exceed amount of \$1,474,110.90, increasing the total contract value from \$1,474,110.90 to \$2,948,221.80 and extending the contract term from November 9, 2024 to November 8, 2025.

32. SUBJECT: ENGINE ELECTRICAL WIRING HARNESS KITS

2024-0556

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. SD105427000 with DSM&T Company, Inc., the responsive and responsible bidder for Electrical Wiring Harness Kits. This modification will exercise the one-year option in the Not-to-Exceed (NTE) amount of \$543,207.60, increasing the total contract value from \$543,207.60 to \$1,086,415.20 and extending the contract term from November 9, 2024 to November 8, 2025.

33. SUBJECT: CALIPER ASSEMBLIES FRONT & REAR

2024-0557

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA121741000 to American Moving Parts, the lowest responsive and responsible bidder to supply Caliper Assemblies Front & Rear in the Not-to-Exceed (NTE) amount of \$1,827,743.78, inclusive of sales tax, subject to the resolution of all properly submitted protest(s), if any.

**34. SUBJECT: METRO B AND D LINES AUDIO FREQUENCY TRACK
CIRCUIT AND INTERLOCKING RELAY LOGIC
REPLACEMENT**

2024-0642

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. AE117449000 to B & C Transit, Inc. for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project in the amount of \$59,858,500, effective November 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- B. INCREASE the Life of Project (LOP) Budget for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project by \$20,000,000 from \$50,100,000 to \$70,100,000.

35. SUBJECT: RAIL CROSSING GATE OPTIMIZATION DEMONSTRATION PROJECT

2024-0799

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AMEND the Fiscal Year (FY) 2025 budget to add \$2,000,000 for the Rail Crossing Gate Optimization Demonstration Project, federally funded by the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Award; and
- B. EXECUTE agreements and any contracts within the grant amount for the Rail Crossing Gate Optimization Demonstration Project.

36. SUBJECT: MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES COMMUNITY COLLEGE DISTRICT (LACCD) ON BEHALF OF LOS ANGELES TRADE TECHNICAL COLLEGE (LATTC) TO PROVIDE TRAINING SERVICES **2024-0520**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the Los Angeles Community College District (LACCD) on behalf of the Los Angeles Trade Technical College (LATTC) to provide training services in support of the Rail Technical Training and Rail Apprentice Programs for up to \$300,000 each year for a total five years and a value of \$1,500,000, effective January 1, 2025, through December 31, 2029.

37. SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS **2024-0175**

ADOPTED ON CONSENT CALENDAR the revised Service Council Bylaws.

38. SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS **2024-0789**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Westside Central Service Council.

42. SUBJECT: COLLECTIVE BARGAINING AGREEMENTS **2024-0548**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE successor collective bargaining agreements with the American Federation of State, County and Municipal Employees Local 3634 (AFSCME) and the Transportation Communications Union/IAM Lodge 1315 (TCU), effective July 1, 2024; and
- B. AMEND the FY25 budget in the amount of \$15.2 million for the implementation of the wage and benefit changes for the approval of the final collective bargaining agreements.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	A	Y	Y	Y	Y	Y	Y	Y	Y

ADJOURNED AT 12:26 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2024-0966, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 20, 2024

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of \$2,049,073 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. Deobligating \$1,960,567 in Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of \$17,752,182 from Measure M MSP - Transit Program to Measure M MSP - Highway Efficiency Program, as shown in Attachment C; and

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

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, attached to the Measure M Ordinance. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the North County subregion and implementing agencies to revise the project scope of work, project budgets, and schedule for previously funded projects.

This update includes changes to projects that have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project lists (Attachments A, B, and C), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

At its February 2019 meeting, the Board approved North County subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81). At its May 2023 meeting, the Board approved programmed funds in the Measure M MSP - Subregional Equity Program (expenditure line 68). Since the first Plan, staff updated the Metro Board in April 2020, April 2021, and May 2022 and 2023.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$132.37 million was forecasted for programming from FY 2017-18 to FY 2027-28. In prior actions, the Metro Board approved programming of \$90.71 million. Therefore, \$41.66 million is available to the Subregion for programming as part of this annual update.

DISCUSSION

Staff worked closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. To date, \$90.71 million has been programmed, of which \$32.03 million has been expended.

During staff review, Metro required a detailed project scope of work to confirm project eligibility, reconfirm funding eligibility for those that request changes in the project scope of work, and establish the program nexus during project reviews, i.e. project location information and limits, length, elements, phases, total estimated expenses and funding request, schedules, etc. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, per the Guidelines.

This recommendation also includes an inter-program borrowing of funds. This type of inter-program borrowing was approved in 2019, 2020, and 2022 for the North County Subregion and other Subregions in LA County. This is acceptable under the Metro Board-adopted Measure M Master Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In October 2024, the NCTC JPA Board approved the inter-program borrowing from the Measure M MSP Transit Program to the Highway Efficiency Program.

The updates in this annual update include funding adjustments for 12 previously approved projects and four new projects. Attachments A, B, and C indicate the changes in project funding allocations since the last update to the Board. Two projects have been completed and closed, and one other completed project is currently pending a project close-out audit process.

Active Transportation Program (expenditure line 52)

This update includes funding adjustments to eight existing projects and two new projects as follows:

Palmdale

- Deobligate \$550,000 and cancel MM4501.20 - SR-138 (Palmdale Blvd.) Sidewalk Gap Closure Phase II Project. The City requested the deobligated funds to be reallocated to other priority MSP projects.
- Program \$10,613,804 as follows: \$1,843,800 in FY 26, \$2,312,500 in FY 27, and \$6,457,504 in FY 28 for MM4501.21 - Avenue Q Corridor Improvements (Sierra Hwy. to 35th St. East) project. This is a 1.4-mile segment of Avenue Q between Sierra Highway and 20th Street East, installing a Class I Bike Path, continuous sidewalk improvements, center landscaped median, and street furniture. The funds will be used to complete the Project's Plans Specification and Estimates (PS&E), right-of-way (ROW), and construction phases.

Santa Clarita

- Deobligate \$738,000 and cancel MM4501.09 - Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park. The City requested the deobligation of funds as the project is no longer the City's priority for the next five years.
- Deobligate \$332,057 and cancel MM4501.11/MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvements. The City requested the deobligation of funds as the project is no longer the City's priority for the next five years.
- Deobligate \$1,030,707 and cancel MM4501.17 - Newhall Area Bicycle Facility. The City requested the deobligation of funds as the project is no longer feasible due to numerous utility conflicts.
- Reprogram previously approved \$1,129,130 as follows: \$141,418 in FY 22, \$500,000 in FY 24, and \$487,712 in FY 25 for MM4501.18 - Saugus Phase I: Bouquet Canyon Trail to Central Park. This project is a 0.8-mile Class I Bike facility improvement including pavement rehabilitation and barrier fencing along the top of the channel wall adjacent to the flood control facility and minor grading and trail construction. The funds will be used to complete the Project's PS&E, ROW, and construction phases.
- Deobligate \$683,600 and cancel MM4501.19 - Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Canyon Project. The City requested the deobligation of funds as the project is

no longer the City's priority for the next five years.

Los Angeles County

- Deobligate \$4,000,000 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 Project. The County requested the deobligated funds to be reallocated to other priority MSP projects. The remaining \$1,000,000 project funds are reprogrammed as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$300,000 in FY 22, \$100,000 in FY 23, \$100,000 in FY 25, and \$150,000 in FY 26. The project installs a Class I bike path on 17th Street East and a new parking lane, curb, gutter, and sidewalk on Avenue Q. Additionally, it includes street crossing improvements such as ADA-compliant curb ramps, pedestrian-activated warning systems, etc. The funds will be used to complete the Project's PS&E phase.
- Program \$8,700,000 as follows: \$6,000,000 in FY 27 and \$2,700,000 in FY 28 for MM4501.22 - The Old Road over Santa Clara River Phase II - ATP project. The project will include installing Class IV bikeways and the addition of new sidewalks on the Old Road. The project will also include the extension of a Class I multipurpose trail that connects to the Santa Clara River Trail. The funds will be used to complete the Project's construction phase.

Los Angeles County/Lancaster

- Deobligate \$9,930,367 for MM4501.16 - 30th Street West Active Transportation Improvements Project. The agencies requested the deobligated funds to be reallocated to other priority MSP projects. The project includes the installation of Class IV buffered bikeways and sidewalks along 30th Street West between Avenue H and Avenue N-8. The remaining \$600,000 project funds are programmed in FY 24 and will be used to complete the Project's PS&E phase.

Transit Program (expenditure line 64)

This update includes funding adjustments to two existing projects as follows:

Santa Clarita

- Deobligate \$870,567 and cancel MM4502.02 - Valencia Industrial Center Bus Stop Improvement. The City requested the deobligation of funds as the project is no longer the City's priority for the next five years.
- Deobligate \$1,090,000 for MM4502.03 - Vista Canyon Bus Service Expansion. The City requested the deobligated funds to be reallocated to other priority MSP projects. The remaining \$1,090,000 is reprogrammed to FY 26. This project would help the city update its fleet of micro vehicles. The funds will be used to purchase vehicles and charging infrastructure.

Highway Efficiency Program (expenditure line 81)

This update includes funding adjustments to two existing projects and two new projects:

Palmdale

- Deobligate \$2,400,000 and cancel MM5504.04 - SR-14/Avenue S Interchange Improvement. The City requested the deobligated funds to be reallocated to other priority MSP projects.

Santa Clarita

- Program \$7,182,000 as follows: \$3,500,000 in FY 25, and \$3,682,000 in FY 26 for MM5504.05 - Vista Canyon Road Bridge, an existing Measure R (MR501.03) funded project. This project will construct a new two-lane bridge, bike lane, and bike trail to provide connectivity to the Vista Canyon Metrolink and Bus Transfer Station. The funds will be used to complete the Project's PS&E and construction phases.

Lancaster

- Program an additional \$970,182 and reprogram all funds to FY 28 for MM5504.03 - SR-138 Avenue G Interchange Project, an existing Measure R (MR330.03) funded project. This project will improve the intersection by adding center turn lanes, bike lanes, and sidewalks to address multimodal elements. The funds will be used to complete the Project's ROW and construction phases.
- Program \$12,000,000 as follows: \$10,280,790 in FY 26, \$651,420 in FY 27 and \$1,067,790 in FY 28 for MM5504.06 - Avenue K and SR-14 Interchange, an existing Measure R (MR330.02) funded project. This project is improving the geometrics by removing high-speed ramp connections and squaring up ramp connections to improve bike and pedestrian safety. The funds will be used to complete the Project's construction phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the North County subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2024-25, \$15.3 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), \$5.02 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and \$500,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The North County subregion comprises three cities and the adjacent unincorporated area of Los Angeles County. Four percent of census tracts are defined as Equity Focus Communities (EFCs) in the Subregion, and these are located in Lancaster, Santa Clarita, and Palmdale.

The North County Subregion proposed active transportation projects have a range of potential equity benefits for non-drivers. For example, the County of LA's Old Road over Santa Clara River Phase II - ATP project will implement new Class IV bikeways, new sidewalks, an extension of a Class I multipurpose trail that connects to the Santa Clara River Trail, an existing regional river trail connecting to a larger network of trails within the City of Santa Clarita.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the North County subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2024-25. Program/Project updates will be provided to the Board annually.

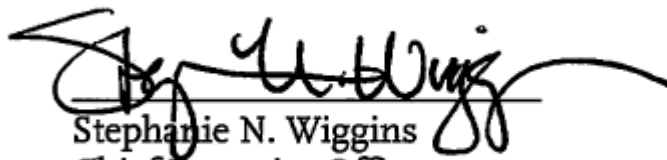
ATTACHMENTS

Attachment A - Active Transportation Program Project List
Attachment B - Transit Program Project List
Attachment C - Highway Efficiency Program Project List

Attachment D - Subregional Equity Program Project List

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Stephanie N. Wiggins
Chief Executive Officer

North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction		\$ 1,240,486		\$ 1,240,486	\$ 1,240,486					
2	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	2,695,140					
3	Palmdale	MM4501.20	SR-138 (Palmdale Blvd) Sidewalk Gap Closure Phase II	PID, PAED PS&E	Deob	550,000	(550,000)	-	-					
4	Palmdale	MM4501.21	Avenue Q Corridor Improvements (Sierra Hwy. to 35th St. East)	PS&E, ROW Construction	New	-	10,613,804	10,613,804				1,843,800	2,312,500	6,457,504
5	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park	PS&E ROW	Deob	738,000	(738,000)	-	-					
6	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction	COMPL	624,000		624,000	624,000					
7	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E	Deob	450,000	(332,057.36)	117,942.64	117,942.64					
8	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction	Deob	1,157,470	(1,030,707.11)	126,762.89	126,762.89					
9	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction	Chg	1,129,130		1,129,130	141,418	500,000	487,712			
10	Santa Clarita	MM4501.19	Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Cyn	PS&E	Deob	683,600	(683,600)	-	-					
11	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	COMPL	20,741		20,741	20,741					
12	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E	Chg	5,000,000	(4,000,000)	1,000,000	750,000		100,000	150,000		
13	LA County/ Lancaster	MM4501.16	30th Street West Active Transportation Improvements	PS&E	Chg	10,530,367	(9,930,367)	600,000		600,000				
14	LA County	MM4501.22	The Old Rd over Santa Clara River Phase II - ATP Project *	Construction	New	-	8,700,000	8,700,000					6,000,000	2,700,000
Total Programming Amount						\$ 24,818,934	\$ 2,049,073	\$ 26,868,006	\$ 5,716,490	\$ 1,100,000	\$ 587,712	\$ 1,993,800	\$ 8,312,500	\$ 9,157,504

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

North County Subregion
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E		\$ 2,000,000		\$ 2,000,000	\$ 2,000,000					
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E, ROW Construction	Deob	892,000	(870,567.49)	21,432.51	21,432.51					
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment	Chg	2,180,000	(1,090,000.00)	1,090,000				1,090,000		
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	3,216,000					
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000	2,000,000					
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	2,855,260					
7	LACMTA (NCTC)	MM4502.06A	Metrolink Antelope Valley Line	Environmental	COMPL	3,060,419		3,060,419	3,060,419					
8	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E		31,037,581		31,037,581	9,689,581	3,425,000	3,449,000	7,074,000	7,400,000	
Total Programming Amount						\$ 47,241,260	\$ (1,960,567)	\$ 45,280,693	\$22,842,693	\$3,425,000	\$3,449,000	\$8,164,000	\$7,400,000	\$ -

North County Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction		\$ 3,351,220		\$ 3,351,220	\$ -	\$3,351,220				
2	Palmdale	MM5504.04	SR-14/Avenue S Interchange Improvements	PID PA/ED	Deob	2,400,000	(2,400,000)	-	-					
3	Santa Clarita	MM5504.05	Vista Canyon Road Bridge (Supplement #MR501.03)	PS&E Construction	New		7,182,000	7,182,000			3,500,000	3,682,000		
4	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED		4,700,000		4,700,000	3,350,000	1,350,000				
5	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction	Chg	4,350,143	970,182	5,320,325						5,320,325
6	Lancaster	MM5504.06	Avenue K and SR-14 Interchange (Supplement MR330.02)	Construction	New	-	12,000,000	12,000,000				10,280,790	651,420	1,067,790
Total Programming Amount						\$14,801,363	\$ 17,752,182	\$32,553,545	\$3,350,000	\$4,701,220	\$3,500,000	\$13,962,790	\$ 651,420	\$6,388,115

North County Subregion
Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E		\$ 2,884,614		\$ 2,884,614		\$961,538	\$961,538	\$961,538	
2	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED		961,538		961,538	961,538				
Total Programming Amount						\$ 3,846,152	\$ -	\$ 3,846,152	\$ 961,538	\$ 961,538	\$ 961,538	\$ 961,538	\$ -



Measure M Multi-year Subregional Program North County Subregion

Planning and Programming Committee
November 20, 2024



Metro

File# 2024-0966

North County Subregion

- Four Multi-Year Subregional Program (MSP)
 - Active Transportation Program (expenditure line 52)
 - Transit Program (expenditure line 64)
 - Highway Efficiency Program (expenditure line 81)
 - Subregion Equity Program (expenditure line 68)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2027 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date	Expected Opening Date (3 year range)					
			1 st yr of Range						
47	Multi-Year Subregional Programs								
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
48	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

November 2024 Recommendation

CONSIDER:

A. APPROVING:

1. programming of \$2,049,073 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. deobligating \$1,960,567 in Measure M MSP - Transit Program, as shown in Attachment B;
3. inter-program borrowing and programming of \$17,752,182 from Measure M MSP - Transit Program to Measure M MSP - Highway Efficiency Program, as shown in Attachment C; and

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

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

File #: 2024-1030, File Type: Program

Agenda Number: 6.

**PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 20, 2024****SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE
(MAT) PROGRAM UPDATE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

DEOBLIGATE \$434,969.47 of previously approved MAT funding and returning those funds to the MAT Program.

ISSUE

Staff recommends the deobligation of \$434,969.47 in funding from the MAT Funding Agreement Project #C1201 "Culver City Project" due to the removal of project elements previously installed and funded through the MAT grant. These project elements have not reached the end of their useful life, and their removal will impact the level of protection and prioritization of non-motorized road users.

BACKGROUND

On January 28, 2021, the Metro Board approved project selection and programming for Cycle 1 of the MAT Program . Through this action, the City of Culver City and the Los Angeles Department of Transportation (LADOT) were awarded \$2,281,529 for two related projects that improve bicycle and pedestrian safety and access to the Culver City E Line station. The City of Culver City was awarded \$1,956,529 for its portion, which funded portions of the MOVE Culver City project. Metro entered into a Funding Agreement (FA) with the City of Culver City on December 31, 2021. The agreement Scope of Work describes several project elements, including:

- *A Class IV separated bikeway along Washington Boulevard between Landmark Avenue and Helms Avenue (0.3 miles)*
- *Bus-only lanes along Robertson Boulevard and Washington Boulevard*
- *Establishment of bus boarding islands*

On April 24, 2023, the City of Culver City voted to modify the project (Attachment A) including removal of the protected Class IV bikeway and bus-only lanes to create one shared bus/bike lane in both directions. The action also directed the removal of bus boarding islands. Construction to make these modifications began on September 16, 2024. This action deviates from the project elements specified in the executed FA and original Letter of Intent (grant application). Following the City's

approval to modify the project, Metro staff communicated with City staff to indicate that the MAT funding for these elements may be subject to deobligation.

DISCUSSION

MAT funds in the amount of \$434,969.47 were used in the installation of the MOVE Culver City Class IV bikeway, bus-only lanes, and bus boarding islands that were described in both the Letter of Intent and the project Scope of Work. The executed FA between Metro and the City of Culver City contains the following provision regarding grant-funded improvements removed from use:

“If a facility, equipment (such as computer hardware or software), vehicle or property, purchased or leased using the Funds, ceases to be used for the proper use as originally stated in the Scope of Work, or the Project is discontinued, any funds expended for that purpose must be returned to LACMTA as follows: GRANTEE shall be required to repay the Funds in proportion to the useful life remaining and in an equal proportion of the grant to GRANTEE Funding Commitment ratio”.

Therefore, staff is recommending to deobligate \$434,969.47 in MAT funds, which were specifically used for the purchase and installation of the Class IV bikeway, bus-only lanes, and bus boarding islands along Washington Blvd between Landmark Ave and Helms Ave. The remainder of the total MAT funds for this project will remain intact.

DETERMINATION OF SAFETY IMPACT

The removal of the Class IV bikeway, bus-only lanes, and bus boarding islands along Washington Blvd between Landmark and Helms Avenues will decrease the level of protection and space prioritization for active transportation users. The Class IV bikeway provided a fully separated route for bicyclists away from vehicle traffic. The shared bus/bike lane will place bicyclists and buses in the same lane, decreasing the safety of the bicyclists. The removal of the bus boarding islands negatively impacts the level of protection and access provided to transit users and active transportation users.

FINANCIAL IMPACT

Deobligating the \$434,969.47 in project funds will have no impact on the Metro budget. Culver City will return the deobligated funds to Metro. Once received, these funds will be made available to supplement previously awarded MAT projects or for a future MAT funding cycle.

EQUITY PLATFORM

MAT Cycle 1 projects were evaluated using a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage, including equity, safety, and connectivity/mobility indicators. Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process. There are no designated EFCs within the boundaries of Culver City, and therefore the project did not receive EFC points during the evaluation process.

The project as referenced in the Letter of Intent is to create infrastructure to increase safety for vulnerable road users, pedestrians, and bicyclists. The removal of MOVE Culver City project elements impacts the safety of these vulnerable road users.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the following Strategic Plan Goals:

- *Deliver outstanding trip experiences for all users of the transportation system (Goal 2)* by improving the safety, accessibility, and comfort for Metro users getting to and from the transit station
- *Provide responsive, accountable, and trustworthy governance within the Metro organization (Goal 5)* by providing fiscal stewardship for Measure M funds.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the deobligation of funds. This is not recommended because the removal of these project elements is inconsistent with the grant letter of intent, scope of work, and Funding Agreement terms.

NEXT STEPS

Upon Board approval, the City of Culver City will be formally notified of the action. Staff will revise the existing Funding Agreement with an amendment to indicate the revised funding amount.

ATTACHMENTS

Attachment A - Culver City Council Regular Meeting Official Minutes April 24, 2023

Prepared by: Mariko Toy, Senior Transportation Planner, First/Last Mile Planning, (213) 547-4330
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Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

OFFICIAL MINUTES

REGULAR MEETING OF THE
CITY COUNCIL, CULVER CITY
HOUSING AUTHORITY BOARD,
REDEVELOPMENT FINANCING AUTHORITY, AND
SUCCESSOR AGENCY TO THE CULVER CITY
REDEVELOPMENT AGENCY BOARD
CULVER CITY, CALIFORNIA

April 24, 2023
7:00 p.m.

Call to Order & Roll Call

Mayor Vera called the regular meeting of the City Council, Culver City Housing Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board to order at 5:31 p.m. in the Mike Balkman Chambers at City Hall.

Present: Albert Vera, Mayor
Yasmine-Imani McMorris, Vice Mayor
Göran Eriksson, Council Member
Freddy Puza, Council Member
Dan O'Brien, Council Member

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Closed Session

Jeremy Bocchino, City Clerk, reported no requests to speak on Closed Session items.

MOVED BY COUNCIL MEMBER O'BRIEN, SECONDED BY MAYOR VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL, CULVER CITY HOUSING AUTHORITY BOARD, REDEVELOPMENT FINANCING AUTHORITY, AND SUCCESSOR AGENCY TO THE CULVER CITY REDEVELOPMENT AGENCY BOARD ADJOURN TO CLOSED SESSION.

At 5:32 p.m. the City Council, Culver City Housing Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to Closed Session to consider the following Closed Session Items:

CS-1 CC - Conference with Legal Counsel - Anticipated Litigation
Re: Significant Exposure to Litigation (1 Item)
Pursuant to Government Code Section 54956.9(d)(2)

CS-2 CC - Conference with Real Property Negotiators
Re: 9415-9425 Venice Boulevard, Los Angeles
City Negotiators: John M. Nachbar, City Manager; Jesse Mays, Assistant City Manager; Tevis Barnes, Housing and Human Services Director; Arames White-Shearin, Assistant to the City Manager on Homelessness
Other Parties Negotiators: City of Los Angeles
Under Negotiation: Both Price and Terms of Payment
Pursuant to Government Code Section 54956.8

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Reconvene

Mayor Vera reconvened the meeting of the City Council at 6:51 p.m. with all Council Members present.

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Recognition Presentations

Item R-5
(Out of Sequence)

Presentation of a Commendation to James Smith for his Dedication to Culver City Youth as the Lead Advisor and Co-Program Director for the Culver Palms Family YMCA Youth and Governor Program

Dr. Janet Hoult discussed the scholarship in honor of Louise Coffey Webb by the Culver Arts Foundation; MOVE Culver City; Earth Day; support for Autism Awareness; Municipal Clerks' Week; the dedication of her grandson James Smith at the Culver Palms YMCA; and she shared a poem.

Council Member O'Brien presented the Commendation noting that James Smith had mentored his daughter.

James Smith expressed appreciation for the honor and for his family, the delegates, the City, and everyone who showed up to support him.

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Item R-1

Presentation of Proclamation Declaring the Month of April as Autism Awareness Month in Culver City

Vice Mayor McMorris presented the proclamation declaring the month of April as Autism Awareness Month in Culver City.

Pamela Wiley, Los Angeles Speech and Language and Therapy Center, expressed appreciation for the proclamation; provided background on the organization; discussed their work with the City; the intent to continue to be a vital part of the community; and she acknowledged the work of her daughter.

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Item R-2

Presentation of a Proclamation Designating April 30 - May 6, 2023 as Municipal Clerk's Week

Council Member Puza presented a proclamation designating April 30 - May 6 as Municipal Clerk's Week.

Jeremy Bocchino, City Clerk, noted that the proclamation was more of a Public Service Announcement to highlight the work done to keep accurate records for the City, and she thanked staff for their efforts to make the City as good as it can be.

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Item R-3

Presentation of a Certificate of Appreciation to Public Works Staff Member Zach Grant for Exceptional Service to the Leake Family

Mr. Leake reported that his son was a huge trash truck fan; discussed cheering on the trash truck during the pandemic; the gift from truck driver, Zach Grant to the family; the friendship that grew between the family and Mr. Grant; the chalk mural he dedicated to Zach and Culver City Sanitation; and he proposed that workers be celebrated all the time, not just during a pandemic.

Mayor Vera presented a Certificate of Appreciation to Public Works staff member Zach Grant for his exceptional service to the Leake family.

Zach Grant thanked the Leake family; noted that he looked forward to seeing the Leake family every week; and he thanked Culver City for the recognition.

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Item R-4

Presentation of Certificates of Appreciation to Public Works Staff Members Mauricio Alvarenga, Raul Ceron, and Wagner Blanco for Extraordinary Assistance to the Baughan Family

Mr. Baughan discussed their positive experience with Culver City Sanitation retrieving rings that were accidentally thrown away in their trash.

Mauricio Alvarenga indicated that credit should go to Raul Ceron and Wagner Blanco who worked to find the rings.

Mayor Vera presented Certificates of Appreciation to Public Works staff members Mauricio Alvarenga, Raul Ceron, and Wagner Blanco for Extraordinary Assistance to the Baughan Family.

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Regular Session

Mayor Vera reconvened the regular meeting of the City Council, Successor Agency to the Culver City Redevelopment Agency Board, Redevelopment Financing Authority, and Culver City Housing Authority Board at 7:19 p.m. with all Council Members present.

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Pledge of Allegiance

Mayor Vera led the Pledge of Allegiance.

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Report on Action Taken in Closed Session

Heather Baker, City Attorney, reported that the City and Sentinel Peak Resources (SPR) had made significant progress toward a final settlement agreement in response to the City's Oil Termination Ordinance calling for the phase out of oil operations in the Culver City portion of the Inglewood Oil Field (IOF); she provided a brief history of the process; discussed the extension of the existing Tolling Agreement to allow additional time for the parties to complete documentation of the settlement; provisions included in the settlement; performance schedule dates; termination; and she indicated that the statement would be distributed via the City email notification system and posted on the City website.

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Community Announcements by Members/Information Items from Staff

Council Member Puza discussed attending the opening of the California Center for Climate Change; Earthfest at El Rincon; the Tri-City SELPA (Special Education Local Plan Area) event hosting the resource fair for students with disabilities; and Denim Day on April 27.

Council Member Eriksson reported attending the event at West Los Angeles College; discussed becoming a member of the Community Emergency Response Team (CERT); and the Annual Culver City Car Show at West Los Angeles College on May 13.

Council Member O'Brien reported attending the event at West Los Angeles College and Earth Fest at El Rincon; expressed disappointment at missing the Ballona Creek Clean Up; and he received clarification that work on a Juneteenth celebration is in progress.

Vice Mayor McMorris discussed recent Earth Day events; the Tri-City SELPA event; the theme for Sexual Assault Awareness Month;

Armenian Genocide Day; Independent Bookstore Day; and the theme for Earth Day.

Mayor Vera expressed appreciation for being able to donate food to several recent events that he was unable to attend.

T'Ana Allen, Deputy City Clerk, discussed the annual recruitment to fill vacancies on Committees, Boards, and Commissions (CBCs) acceptance of applications online at www.culvercity.org/serve up until May 15; youth outreach; available positions; opportunities to serve; and she indicated that information was available on the website or by calling (310) 253-5851.

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Information Items

Item I-1

CC - Update on Homelessness Emergency (Including Project Homekey, Safe Camping, and Other Housing Programs)

Tevis Barnes, Housing and Human Services Director, discussed the Emergency Declaration on Homelessness; progress on the Safe Sleep program; recruitment efforts for the Mobile Crisis Intervention Team; Project Homekey; the Motel Master Leasing program; the By-Name list; long-term leasing agreements; and the nutrition program.

Discussion ensued between staff and Council Members regarding collaboration with Southern California Hospital; Exodus Recovery; and accountability metrics.

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Joint Public Comment - Items NOT on the Agenda

Mayor Vera indicated that public comment would be taken for 20 minutes with anyone who was not able to be heard during that time called to speak at the conclusion of the meeting agenda.

The following members of the public addressed the City Council:

Michael Monagan expressed appreciation for the dedication of Council Members; spoke in support of MOVE Culver City Option 1; discussed frustration with delays to getting approval for their plans for an ADU (Accessory Dwelling Unit); others having a

similar experience; he asked for help in addressing the situation; and he agreed to email the Mayor regarding the matter.

Jeannine Wisnosky Stehlin indicated being a Cultural Affairs Commissioner but speaking on behalf of herself; asked about the status of a request she previously made about lobbyist registration in the municipal code; discussed other cities with lobbyist registration; lobbyists speaking at meetings and creating policy; the definition of lobbyist; and she hoped that the City Council would address the issue soon.

Discussion ensued between staff and Council Members regarding previous agreement to discuss the issue and staff efforts to bring the item forward.

Stephen Jones discussed disturbing racist patterns identified in the RIPA (Racial and Identity Profiling Act) Report; use of force by the Culver City Police Department (CCPD) during traffic stops for Black individuals vs. for white individuals; statewide rates vs. City-wide rates; less evidence of contraband found for Black individuals searched vs. white individuals searched; the CCPD Community meeting on April 27; the CCPD report vs. the state report; clear recommendations from the state to undo racist practices; and he asked the City Council to take the state recommendations and findings seriously noting that CCPD wants to pretend they do not exist.

Bryan Sanders discussed the statement regarding antisemitic events adopted by the Equity and Human Relations Advisory Committee (EHRAC) in December; requests that the Committee adopt a definition of antisemitism; and he asked that an update be provided.

Marci Baun discussed a sexual assault on the Culver City High School (CCHS) campus; the portrayal of the victim as a liar by a teacher; bullying; excuses being made about the pool; Arbor Day; and she stated that there had to be a better way to create a bike path than the removal of trees along Elenda being proposed by the Bicycle and Pedestrian Advisory Committee (BPAC).

Mary Daval discussed National Bike month in May and events planned by Bike Culver City and Women on Bikes.

Janeé Lennox discussed protests to mandate that police are held accountable and ensure that there is not another George Floyd in the community; the lack of accountability for the shooting

of Guillermo Medina by CCPD in December 2022; she asserted that police should not handle mental health calls; discussed the family who lost a loved one; calls to defund the police; and providing care for the community rather than having them fear for their lives.

Mayor Vera reported multiple independent investigations in process.

Jeff Schwartz echoed comments made by Stephen Jones objecting to the CCPD report on RIPA data scheduled for April 27; discussed a letter he sent to the City Council regarding RIPA data documenting severe and pervasive racism in CCPD; large disparities between who is pulled over, searched, and who is subject to police violence; similar findings in the 2020 Million Dollar Hoods Study analyzing CCPD data from 2016-2018; failure of reforms; the indictment of the status quo all throughout the system; systemic racism; concern with putting those most responsible for racism in charge of the discussion; he asked that the Thursday meeting be cancelled and instead that recommendations from the Million Dollar Hoods Study, the Solidarity Consultants Report, and the RIPA Board be implemented immediately; discussed accountability; removing police from as many situations as possible; and he noted that a few bad apples do not result in a 10 to 1 imbalance.

Aidan Nascimento expressed support for incremental infill; discussed opposition from Council Member Eriksson; SB 9; state housing law; issues with the three-year ownership requirement; discouraging developers; the original design of the City by developers; and he asserted that state law would not help the City, but incremental infill would.

Melissa Sanders commended the City on the presentation recognizing the friendship between the sanitation worker and the child; discussed large amounts of available commercial space in the City; the need to provide housing in large quantities; rezoning and repurposing to allow for development of below-market rate housing; and she noted the large amount of luxury housing in the City.

Ron Ostrin with one minute ceded by Leslie Ostrin, discussed preservation of a lifestyle that includes lower density; the request for infill and higher density; concern with an environmental disaster; creation of heat islands; strident environmentalists; ideas vs. real world consequences; the importance of dealing with reality rather than ideology; absurd

results; blaming CCPD for mental health crises; the call from the wife of the person who was killed by CCPD; the inability to find simple answers; and he felt the answer was to get mental health services for those who need it.

Steve Siegel was called to speak but did not respond.

Michelle Weiner questioned when the cell tower adjacent to the Safe Sleep area was installed; whether there was danger to people or pets sleeping in the area; and the amount of annual revenue received by the City from the cell tower.

Till Stegers expressed support for those who highlighted racial disparity and transgressions by CCPD and he expressed severe disappointment with comments from the speaker who blamed the family member of the person killed by CCPD.

The time limit for public speaking was reached and the Mayor indicated that the remaining speakers would be heard at the conclusion of the agenda.

Discussion ensued between staff and Council Members regarding postponing the CCPD meeting scheduled for Thursday in order to allow for additional perspectives to be heard; the purpose of the meeting to hear different perspectives on the RIPA Report; community feedback; willingness to discuss the state report and any other topics the community would like to discuss; the UCLA Million Dollar Hoods Project, and the Solidarity Consulting Report; and outreach and engagement.

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Order of the Agenda

Item R-5 as considered before Item R-1; Receipt and Filing of Correspondence was done after the Consent Calendar; and Items C-3, C-12 and C-13 were considered separately at the beginning of the Consent Calendar.

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Consent Calendar

Item C-3
(Out of Sequence)

CC - Adoption of a Resolution (1) Approving the Engineer's Report for Higuera Street Landscaping and Lighting Maintenance District; (2) Declaring the Intention to Order the Levy of Annual Assessments for Fiscal Year 2023/2024; and (3) Setting the Date, Time, and Place of the Public Hearing

Discussion ensued between staff and Council Members regarding the scope of the landscaping; the roundabouts; the routine nature of the item to maintain the landscaping and streetlights within the assessment district; ADA (Americans with Disabilities Act) curb ramps and walkways; and repairs.

THAT THE CITY COUNCIL:

ADOPT A RESOLUTION (1) APPROVING THE ENGINEER'S REPORT FOR THE HIGUERA STREET LANDSCAPING AND LIGHTING MAINTENANCE DISTRICT, (2) DECLARING THE CITY COUNCIL'S INTENTION TO ORDER THE LEVY OF ANNUAL ASSESSMENTS FOR FISCAL YEAR 2023/2024, AND (3) SETTING THE PUBLIC HEARING FOR MAY 22, 2023.

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Item C-12
(Out of Sequence)

CC - Adoption of a Resolution Determining the Main Street Weekend Reopening Project (Reopening of Main Street between Culver Boulevard and the City Limit Every Weekend) is Categorically Exempt from the California Environmental Quality Act (CEQA)

Vice Mayor McMorris asked that the Item be considered separately as she did not support the reopening of Main Street and she requested clarification on the title of the Item.

Discussion ensued between staff and Council Members regarding the weekly weekend closure; the CEQA (California Environmental Quality Act) Notice of Exemption; and reopening the street fully except for Tuesday closures for the Farmers Market.

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Stephen Jones discussed the CEQA exemption; efforts by the City to incrementally reintroduce automobile capacity on Main Street without engaging in a CEQA analysis of the effects of creating

additional automobile lanes; plans for City mitigation of the impact of increased CO2 emissions; and he asked that Council Members vote no on the Item until questions could be answered.

Jeff Schwartz asked that the City Council vote against the Item on material and legal grounds; discussed the premise of the exemption; feeding traffic onto Culver; bus and bike lanes; the driveway into the underground garage for Culver Steps; money spent by Hackman to elect Council Member O'Brien; bollards; the difficulty of undoing harm caused by cars; pedestrians struck by cars; dangers posed by the use of fossil fuels; the inability of a city to exempt itself from the state; preemption; and he asked that the City Council reject the Consent Item.

Alex Fisch discussed the definition of CEQA projects; concern with the piecemeal consideration of MOVE Culver City; lack of analysis of the impacts of road widening; and concern with increased greenhouse gases, particulate matter, and severe injuries and death for pedestrians and cyclists.

Karim Sahli discussed the classification of the project as a minor alteration; lack of analysis of the environmental impact; inability to meet the categorical exemption under CEQA guidelines; he asserted that a full environmental review was necessary; and he asked the City Council to vote against the project noting that no cars should be allowed on Main Street anymore.

Heather Baker, City Attorney, indicated that the memo from the consultant attached to the resolution laid out the findings for the exemption and she felt that it was not appropriate to debate the legal issues in the venue.

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION DETERMINING THE MAIN STREET WEEKEND REOPENING PROJECT (REOPENING OF MAIN STREET BETWEEN CULVER BOULEVARD AND THE CITY LIMIT EVERY WEEKEND) ("PROJECT") IS CATEGORICALLY EXEMPT UNDER CEQA; AND,

2. AUTHORIZE THE PUBLIC WORKS DIRECTOR/CITY ENGINEER TO FILE A NOTICE OF EXEMPTION WITH THE LOS ANGELES COUNTY CLERK'S OFFICE.

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Item C-13
(Out of Sequence)

CC - Receipt and Filing of (1) the Fiscal Year 2021-2022 Year-End Report and Audit Summary; (2) the Fiscal Year 2021-2022 Annual Comprehensive Financial Report (ACFR); and (3) the Fiscal Year 2021-2022 Popular Annual Financial Report (PAFR)

Mayor Vera invited public comment.

The following individuals addressed the City Council:

Margaret Peters pointed out how much of the budget goes to CCPD vs. the amount that goes to the parks; discussed insufficient camp space; and the need for more support for children in Culver City.

Janeé Lennox noted that a large amount of the budget was allocated to CCPD who were not going to be able to fix the houseless crisis, the mental health crisis, or the homeless emergency, and she felt that the budget needed to be reimaged and the police defunded.

THAT THE CITY COUNCIL: RECEIVE AND FILE THE ATTACHED (1) FISCAL YEAR 2021-2022 YEAR-END REPORT AND AUDIT SUMMARY; (2) THE FISCAL YEAR 2021-2022 ACFR; AND (3) THE FISCAL YEAR 2021-2022 PAFR.

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Item C-1

CC:HA:SA - Approval of Cash Disbursements for April 1, 2023 to April 14, 2023

THAT THE CITY COUNCIL, HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY BOARD: APPROVE CASH DISBURSEMENTS FOR APRIL 1, 2023 TO APRIL 14, 2023.

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Item C-2

CC:HA:SA - Approval of Minutes of the Regular City Council Meeting on April 10, 2023

THAT THE CITY COUNCIL, HOUSING AUTHORITY BOARD, AND SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY BOARD: APPROVE MINUTES FOR THE REGULAR CITY COUNCIL MEETING ON APRIL 10, 2023.

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Item C-4

CC - Adoption of a Resolution (1) Approving the Engineer's Report for Landscape Maintenance District Number 1; (2) Declaring the Intention to Order the Levy of Annual Assessments for Fiscal Year 2023/2024; and (3) Setting the Date, Time, and Place for the Public Hearing

THAT THE CITY COUNCIL: ADOPT A RESOLUTION (1) APPROVING THE ENGINEER'S REPORT FOR LMD #1; (2) DECLARING THE CITY COUNCIL'S INTENTION TO ORDER THE LEVY OF ASSESSMENTS FOR FISCAL YEAR 2023/2024; AND (3) SETTING THE PUBLIC HEARING FOR MAY 22, 2023.

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Item C-5

CC - (1) Award of Construction Contract in the Amount of \$323,165 to Concept Consultant, Inc., as the Lowest Responsive and Responsible Bidder, for the Construction of Community Development Block Grant (CDBG) Sidewalk Uplift Replacement and Curb Ramps Project (CDBG Project Nos. 602297-21 and 602467-22), PS011 and PZ428; and (2) Authorization to the Public Works Director/City Engineer to Approve Change Orders in an Amount Not-to-Exceed \$80,791

THAT THE CITY COUNCIL:

1. AWARD A CONTRACT TO CONCEPT CONSULTANT, INC. RESPONSIBLE BIDDER, FOR THE CDBG SIDEWALK UPLIFT REPLACEMENT AND CURB RAMPS PROJECT (CDBG PROJECT NO. 602297-21 & 602467-22), PS011 AND PZ428 IN THE AMOUNT OF \$323,165; AND,

2. AUTHORIZE THE PUBLIC WORKS DIRECTOR/CITY ENGINEER TO APPROVE CHANGE ORDERS AMOUNT NOT-TO-EXCEED \$80,791; AND,

3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-6

CC - Adoption of a Resolution Accepting \$3,000 in Homeland Security Grant Program Urban Area Security Initiative Funds Awarded to the City of Culver City for Fire Ground Survival Training and Providing Proof of Authority of the Governing Body as Required by the California Office of Emergency Services; and 2) FOUR-FIFTHS VOTE REQUIREMENT: Approval of a Budget Amendment to Record the Revenue of \$3,000 and Appropriation of \$3,000 in Fiscal Year 2022/2023 for the UASI Grant Program

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION ACCEPTING \$3,000 IN 2022 HOMELAND SECURITY GRANT PROGRAM URBAN AREA SECURITY INITIATIVE FUNDS AWARDED TO THE CITY OF CULVER CITY FOR FIRE GROUND SURVIVAL TRAINING, AND PROVIDING PROOF OF AUTHORITY OF THE GOVERNING BODY AS REQUIRED BY THE CALIFORNIA OFFICE OF EMERGENCY SERVICES; AND,

2. APPROVE A BUDGET AMENDMENT TO RECORD THE REVENUE OF \$3,000 AND APPROPRIATE \$3,000 IN FISCAL YEAR 2022/2023 FOR THE UASI GRANT PROGRAM (REQUIRES A FOUR-FIFTHS VOTE); AND,

3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-7

CC - Approval of a Memorandum of Agreement (MOA) between the City of Los Angeles and the County of Los Angeles, the Los

Angeles County Flood Control District, and the Cities of Beverly Hills, Culver City, Inglewood and West Hollywood Regarding the Cost Sharing and Implementation of the Ballona Creek Bacteria TMDL Project

THAT THE CITY COUNCIL:

1. APPROVE A MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF LOS ANGELES AND THE COUNTY OF LOS ANGELES, THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AND THE CITIES OF BEVERLY HILLS, CULVER CITY, INGLEWOOD AND WEST HOLLYWOOD REGARDING THE COST SHARING AND IMPLEMENTATION OF THE BALLONA CREEK BACTERIA TMDL PROJECT; AND,
2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,
3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-8

CC - Approval of the Citywide Recruitment and Referral Incentive Program to Miscellaneous Labor Groups to Advance the Recruitment and Retention Efforts of the City

THAT THE CITY COUNCIL:

1. APPROVE THE RECRUITMENT AND REFERRAL INCENTIVE PROGRAM; AND,
2. DIRECT THE CITY MANAGER TO EXECUTE A SIDE LETTER AGREEMENT BETWEEN THE CITY OF CULVER CITY AND THE CULVER CITY MANAGEMENT GROUP (CCMG) AND BETWEEN THE CITY OF CULVER CITY AND THE CULVER CITY EMPLOYEE'S ASSOCIATION (CCEA).

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Item C-9

CC - (1) Adoption of a Resolution Approving Salary Schedules for Fire Safety Employees Effective July 1, 2022; (2) Adoption

of a Resolution Approving Revised Salary Schedules for Fire Safety Employees Effective January 1, 2023

THAT THE CITY COUNCIL:

1. ADOPT A RESOLUTION APPROVING SALARY SCHEDULES FOR FIRE SAFETY EMPLOYEES RETROACTIVELY EFFECTIVE JULY 1, 2022, IN ACCORDANCE WITH THE SALARY INITIATIVE ORDINANCE; AND,

2. ADOPT A RESOLUTION APPROVING REVISED SALARY SCHEDULES FOR FIRE SAFETY EMPLOYEES RETROACTIVELY EFFECTIVE JANUARY 1, 2023, IN ACCORDANCE WITH THE SALARY INITIATIVE ORDINANCE.

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Item C-10

CC - Approval of Proposed Mid-Year Budget Amendments for Cultural Affairs (Fund 413)

THAT THE CITY COUNCIL: APPROVE THE BUDGET AMENDMENTS AS PROPOSED IN ATTACHMENT 1 (REQUIRES A FOUR-FIFTHS VOTE).

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Item C-11

CC - Approval of a Lease Agreement between the Culver City Transportation Department and the City of Culver City for a Portion of 4343 Duquesne Avenue, California 90232

THAT THE CITY COUNCIL:

1. APPROVE A LEASE BETWEEN THE CULVER CITY TRANSPORTATION DEPARTMENT AND THE CITY OF CULVER CITY FOR A PORTION OF 4343 DUQUESNE AVENUE, CALIFORNIA 90232 FOR A PERIOD OF FIVE YEARS BEGINNING JULY 1, 2023 THROUGH JUNE 30, 2028 WITH A BASE AMOUNT OF \$141,600 PER YEAR THAT SHALL BE INCREASED BY 3% ANNUALLY STARTING JULY 1, 2024; AND,

2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

MOVED BY MAYOR VERA, SECONDED BY COUNCIL MEMBER ERIKSSON AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEMS C-1 THROUGH C-11 AND C-13.

MOVED BY COUNCIL MEMBER O'BRIEN AND SECONDED BY COUNCIL MEMBER ERIKSSON, THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEM C-12.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

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This Item was considered out of Sequence.

Receipt and Filing of Correspondence

MOVED BY MAYOR VERA, SECONDED BY COUNCIL MEMBER O'BRIEN AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL RECEIVE AND FILE CORRESPONDENCE.

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Action Items

Item A-1

CC - (1) Presentation by Staff on the MOVE Culver City Downtown Corridor (Downtown Corridor) Post-Pilot Evaluation Report; (2) Discussion of the Approaches and Design Adjustment Options for the Next Phase of the Downtown Corridor and Direction to Staff; (3) Authorization to Proceed with the Design and Implementation of the Next Phase of the Downtown Corridor; (4) Approval of the Update to the Design Guidelines, as Appropriate; (5) Authorization to the City Manager to Negotiate and Approve Amendment(s) to the Professional Services Agreement with Sam Schwartz Engineering for the MOVE Culver City Project in an Amount Not-to-Exceed \$275,000 for the Additional Scope of Service; (6) Authorization to the Chief Transportation Officer to Approve Amendment(s) to the Sam Schwartz Engineering Agreement in an Amount Not-to-Exceed \$125,000 to Cover Contingency Costs; and (7) Direction to the City Manager as Deemed Appropriate

Diana Chang, Chief Transportation Officer, provided a summary of the material of record.

Joe Iacobucci, Sam Schwartz Consulting, discussed key findings from the post-pilot evaluation report; sustainable mobility; CityBus; pedestrian activity; cycling and micro-mobility; bicycle and pedestrian crash data; vehicle impact analyses; travel time; pass-through trips; on-street parking; off-street parking; the business evaluation; and sales tax receipts.

Tony Garcia discussed public engagement; quality of feedback; timing; and the survey.

Diana Chang, Chief Transportation Officer, discussed next steps; ongoing efforts; decision points; award of a competitive grant for the capital costs of micro-transit and another circulator service on Jefferson Boulevard; the comprehensive service analysis; expansion of bike connectivity; creation of a pedestrian scramble intersection; the need for direction from the City Council with regard to proceeding with the Downtown mobility lanes beyond the pilot; and potential options.

Discussion ensued between staff and Council Members regarding the Venice infrastructure; research that removing car lanes helps congestion; lack of research indicating that adding travel lanes increases roadway capacity; the ability to process more cars; studies on cities with dedicated bus lanes and bike lanes; whether there is a correlation that increased traffic increases business; resident feedback indicating not wanting to come to the City due to being unable to find parking; attitudes and perceptions; traffic volume from 2019 to now; impacts of additional employees in the City to traffic volumes and current design; the dynamic nature of traffic patterns; levelling off of traffic; identification of additional capacity; staggered commuting; neighborhood incursion; data measuring the volume on Lucerne; information about Higuera; anecdotal evidence; sales tax data; increased storefront capacity; feedback from Downtown business owners; impacts of the pandemic; continued growth of businesses; metrics used for analysis; adjustments made for inflation; businesses who are suffering; outreach to businesses in the City; and thoughtful commentary received.

Jeremy Bocchino and T'Ana Allen from the City Clerk's office discussed procedures for public speaking.

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Aidan Nascimento noted that the many reasons for supporting MOVE Culver City depended on what people cared about; discussed positive affects to Downtown businesses, safety, sustainability, children, and pollution; and he asserted that if they cared about Culver City, they should keep MOVE Culver City.

Mille Reed expressed support for Option 1 of MOVE Culver City due to the positive effects on her life; discussed her usage of the lanes; usage by her friends; and she asked that the City not take a step backwards, away from a greener and less car-centric community.

Wilder Hansen, second grade, discussed riding in the bike lanes with family; feeling safer in bike lanes; and requested that MOVE Culver City be saved.

Ben Heverly spoke along with 32 organizations in support of Option 1; he felt that MOVE Culver City was a model for making healthy, more sustainable, and livelier communities across Los Angeles; discussed data shared; benefits to homeowners; Zillow ads; investment in the City; and he indicated that he and his wife hoped to own a home in the City one day.

Mari Harwood-Jones indicated that she loved riding her bike and did not want the lanes taken away.

Christian Israelian was called to speak but did not respond.

Robert Boerner was called to speak but did not respond.

Pictures from five year old Benjamin Goodwin were shared with the City Council.

Jack Moreland, Culver Palms, YMCA Youth in Government Delegation, indicated that Charlie Sisk, who would be called to speak next, was not present at the meeting; expressed full support for MOVE Culver City; felt that increased sales tax figures were the largest indicator of success; discussed traffic congestion; lack of signal synchronization; and he expressed support for the removal of pedestrian recall.

Dionysious Kalofonos, Culver City Middle School (CCMS), expressed support for MOVE Culver City to ensure safety;

indicated riding a bicycle to school; and presented a banner signed by students in favor of MOVE Culver City.

Ava Frans, Culver City High School (CCHS), advocated for the adoption of Option 1 on behalf of CCHS students; discussed creating a sustainable future for Culver City; climate anxiety; creation of actionable change; CCHS organizations in support of expanding MOVE Culver City; reliance of students on MOVE Culver City to get to school; felt that watering down MOVE Culver City would be in direct opposition to the wishes of CCHS students and a regression into an unsustainable past; and asserted that the expansion of MOVE Culver City was imperative to ensure Safe Routes to School and a healthy future for students.

Max Weiner urged the City Council to adopt Option 1 to keep Downtown Culver City a place people want to be in rather than a place people want to drive through; discussed the bike and bus infrastructure that help those who cannot afford cars and reduce pedestrian fatalities; fostering healthy lifestyles; supporting local businesses; appreciation for being able to walk around without being hit by a car; serving as an example for other cities; improved air quality since the implementation of MOVE Culver City; minimal impact to travel times; induced demand with the addition of car lanes; and he noted that the area felt designed for people rather than for cars.

Dexter LaViolette discussed people who take mass transit and use bicycles; those who complain about children staying indoors, but do not support providing a safer place for them to go out in; the dangers of biking in the area; and disappointment in taking away progress made.

Janeé Lennox expressed support for Option 1; wanted to expand the program to include areas with a higher demographic of Black and Brown residents; she indicated that because of where she lives in the City, she is not able to make use of the bike lanes; and she hoped that Council Members would listen to their constituents.

Olga Lexell provided background on herself; discussed her use of MOVE Culver City; full bike racks; she indicated that MOVE Culver City was the reason she stopped driving; and she read an excerpt from Supervisor Holly Mitchell and Lindsay Horvath in support of making MOVE Culver City permanent and expanding it.

David Coles expressed concern that Council Members had already made up their mind to bring back a car lane in each direction;

discussed timing; the Venice Boulevard Road Diet; inviting pass-through traffic back to the City; and making the choice to add car lanes rather than improving the City.

Yotala Oszkay Febres-Cordero empathized with those opposing the project; discussed convenience; concern with solving the problem by adding car lanes; choosing more emissions, collisions, and fatalities over the well-being of the community; and prioritizing a mode of transport that brings anger and isolation rather than joy and social connection.

Christopher Michel urged the City to expand and invest in the critical infrastructure; noted that adding another car lane would not solve problems, but rather would make the corridor worse for everyone; discussed providing infrastructure in more neighborhoods in the City; the combined bus/bike lane; use of the combined lanes by CCPD and emergency vehicles; asserted that the separated bus and bike lanes make MOVE Culver City the success that it is; and he asked that the lives of pedestrians, cyclists, and transit riders be valued over the lives of those who want to drive around town very fast.

Jeannine Wisnosky Stehlin with one minute ceded by Jack Stehlin, indicated being a Cultural Affairs Commissioner speaking on behalf of herself; provided background on herself; discussed providing safe streets for cyclists, pedestrians, cars, and buses to move through quickly; indicated being an early advocate of MOVE Culver City and supporting protected bike lanes; pointed out that only 13% of residents want the project as it stands; wanted to see solutions figured out together without destructive rhetoric; discussed being mindful of those who cannot ride bikes or take a bus; diversity, equity, and inclusion; Latinos, women, and senior citizens surveyed who oppose the project in its current form; Downtown businesses and hourly employees who indicate that MOVE is doing harm; and lack of incidents and a safety study related to shared bus/bike lanes.

Lindsay Carlson expressed appreciation for efforts to improve mobility; wanted to see the City look at other neighborhoods neglected by the previous City Council; discussed concern about the tenor of the public discourse around the issue; dismissing feedback from small businesses; and finding ways for everyone to reduce their carbon footprint.

Luka Sklizovic indicated that he had moved to Culver City largely because of what MOVE Culver City has done for the City; discussed his use of MOVE Culver City; safety provided by the

separated bike lanes; creating a feeling of safety for commuters; the need for further expansion of bike lanes; those looking to replace their short commutes with other forms of transportation; and he encouraged the City Council to vote for Option 1.

Caro Vilain indicated that she rides a bike as she does not have the ability to drive and never will; discussed spending money at Culver City businesses as a result of MOVE Culver City; asserted that the issue was not drivers vs. cyclists or conservatives vs. progressives, but rather safety, equity, inclusivity, and sustainability vs. recklessness and personal interests; and she noted that the whole country was watching to know what the City's priorities were.

Darrell Menthe with one minute ceded by Eric Sims, Downtown Business Association (DBA), discussed reasons that the pilot project should be adjusted; the recent survey indicating that 85% of respondents wanted MOVE Culver City changed or removed; the failure of the project to bring people Downtown; the need to be flexible rather than dogmatic with multi-modal transportation; he read a list of businesses that had signed a statement requesting that the project be changed; noted the difficulty of getting businesses to speak out; he asserted that the project had not worked; and he discussed the need to restore two lanes of automobile traffic and loading zones to make it easier for people to get on and off the street.

Amanda McDaniel expressed support for Option 1; discussed increased bus ridership, cycling, pedestrian activity, and sales taxes revenue; the small increase to travel times; the biased and poorly administered survey; ill-informed residents who do not utilize the project; the exclusion of input from those who work in the City or who visit and spend money in the City; the opportunity for the City to be a champion of safe and sustainable transportation for the region; and she wanted to see the project made permanent and expanded.

Jamie Wallace with one minute ceded by Ken Niles, Culver City Neighbors United, discussed the quiet majority of Culver City Neighbors who support safety for all with Option 3; questioned whether changes in the numbers were attributable to the pandemic or to MOVE; discussed the opening of Culver Steps and the Ivy Station; results of the FM3 survey indicating that people want the project removed or modified; demographics of those who support and oppose the project; she wanted a new study with things changed when needed and traffic lanes restored; she

proposed shared bus/bike lanes; and asked that the City Council listen to residents and support Option 3.

Nancy Barba discussed framing the issue about education and information and having the right data; the presentation indicating that the data and information supports retaining MOVE Culver City; she expressed support for Option 1; asserted that the issue was about the power to set policy and what the policy centers; stated that if the City Council chose to go with anything other than Option 1, they were choosing to center cars and people with access; and she questioned who the City Council was going to choose to center since 57% of bus passengers have a median household income below the poverty line and 81% identify as Latino and Black.

Eric Dasmalchi stated that buses provide riders with a reliable, dignified experience that does not feel like a second-class option; discussed designing a transit system that is no longer the leading contributor to climate change in California; reported pride and hope that the City was addressing issues with the opening of MOVE Culver City; noted increased sales receipts; expressed concern that adding two more car lanes would make the City less pleasant; he asked the City Council not to backtrack, but to listen to the data and continue to shape a system that prioritizes safety, advances equity, and addresses the climate crisis; and he asked the City Council to support Option 1.

Jenny Hontz discussed the Livable Communities Initiative (LCI); future housing growth; climate change; concern with increased car traffic; LCI plans for car-lite housing; new homes along the MOVE route to meet the RHNA (Regional Housing Needs Assessment) target; the importance of planning for housing that is less car-centric; studies indicating that when housing is built without parking, people drop their cars; and she asked that the City Council support Option 1 for current and future residents.

Bubba Fish with one minute ceded by Aaron Lieberman, congratulated the Council for creating a project that inspires a lot of love; discussed the letter sent by a coalition of 32 community organizations in support of Option 1; support from businesses along the MOVE corridor; support from elected officials for not rolling back progress; support for installing the first Complete Street in Culver City history; and a letter from NRDC (National Resources Defense Council) requesting that the City fully comply with CEQA.

Adrian Killigrew with one minute ceded by Nathaniel Woiwode, provided background on himself; acknowledged the task of making tough decisions for the City; discussed benefits of MOVE Culver City to residents, employees, transit riders, and clean air; asserted that the survey should not be used as the main source for statistics as it did not include transit users, workers, or children and teenagers; discussed the reputation of Los Angeles with traffic, road rage, and pollution; MOVE Culver City as an important asset; negative news if the project is taken out; being a modern, connected, human City vs. being a highway City; concern with accommodating cars; encouraging people to get out of their cars; he indicated being a car owner but changing his ways and using bicycles and buses to get around whenever possible; he wanted to see MOVE Culver City progress to phases 2 and 3 and then be reevaluated; felt that Los Angeles was becoming a more accessible area to navigate and that taking away the bus lanes would be good for a minute for car users, but would then revert to gridlock; and he presented a photograph of a friend who died while riding in an unprotected bike lane.

Philip Lelyveld submitted an e-comment that he hoped people would read; discussed comments made by Jamie Wallace regarding the FM3 study; the 60% of residents angry about the program; the initial negative reaction to the project; revisiting the project; and he encouraged the City to post signage on the route to allow people to rediscover and reevaluate the program.

Stephen Schaller with one minute ceded by Toba Schaller, discussed climate scientists who emphasize the importance of reducing greenhouse gas emissions; concern with increasing traffic in the City; safety; data indicating that traffic accidents are the leading cause of death for children 14 and under; studies indicating increased safety with protected bike lanes; concern with the methodology of the thoughts and feelings survey; the majority surveyed who want to see MOVE Culver City stay, but with changes that do not include ripping out the dedicated bus lane, adding another lane of car traffic, or endangering the lives of children; he asserted that they wanted permanent bike lanes with concrete barriers extended past Downtown to connect a real network of bikeable streets and more frequent bus services; discussed complaints about increased traffic travel times, parking, and loading zones; and he indicated that Option 1 was the only choice for those who care about the climate, safety, and CEQA compliance.

Stephen Jones discussed the voting base; political backbone; safety; collision data; making people less safe to allow traffic

flow through Downtown two minutes faster; concern with changes that would make his family less safe; adding traffic; filling a pedestrian area with a right turn lane; data indicating that additional car lanes provide negligible improvement; reduced collisions, severe injuries, and death in those areas with protected bike lanes; Council Members afraid of losing votes; and he asserted that a vote for Option 3 was a vote for more injuries and more death.

Annika Furman indicated pride in living in a City with protected bike lanes where she can bike everywhere; discussed Copenhagen; and she spoke in Swedish.

John Buuck provided background on himself; indicated being a part of the super majority opposed to MOVE Culver City; wished there were more than the three options available; asserted that prior to MOVE Culver City Downtown worked, but now it is a disaster; indicated that due to a disability, he can no longer ride a bike and no longer goes Downtown; discussed gridlock; and he stated that climate change would not be solved by making it harder to drive.

Jeanne Black noted that MOVE Culver City had become a scapegoat for the large, fast changes taking place in the City; pointed out that longtime residents can barely recognize the City and feel disregarded and disrespected by the younger generation and activists; discussed the perception of huge increases to travel time, while data indicates negligible changes; minimal impacts to side street traffic travel; the 2017 traffic study for Culver Studios; she quoted Rosalind Carter; and asserted that the City had a moral obligation to avoid climate disaster.

Dylan Gera was called to speak but did not respond.

Jett Galindo urged Council Members to choose Option 1 to expand MOVE Culver City; discussed progress made toward safety and equity; making the City a place to get to rather than drive through; her bike commute; she felt that Culver City should not feel like a risky undertaking for those who cannot commute by car; wanted the City to be a place for families to explore their neighborhoods by foot, public transit, or bicycle, and for those who care about climate change; and she asserted that making alternative modes of travel more accessible was the answer to traffic congestion.

Conor Proffitt expressed support for Option 1 noting that anything else would be a step backward; concern that the

modernization of Venice would make Culver City a throughput; wanted Culver City to be a city rather than a traffic processing facility; discussed having trees, al fresco dining, and having a nice place to live; and he asserted that the project would happen regardless of whether it is now, or when those opposing it are voted out.

Michelle Weiner indicated being a member of the BPAC, though she was speaking on her own behalf; reminded the City Council that in February, the BPAC had recommended that MOVE Culver City be made permanent and expanded; noted that there were three unsuccessful recall efforts to remove a Council Member who implemented protected bike lanes on Venice Boulevard; she noted that bike lanes were the way of the future and Council Members would not be successful if they voted to take the lanes away; she expressed support for Option 1 as a vote for mobility, equity, and safety; and she stated that motorists were not being put out.

Laura Michet provided background on herself; urged the City Council to adopt Option 1; asserted that the issue was not travel time but public safety; expressed concern for those who want to trade two minutes of travel time for her life; wanted to see the issue treated as the public safety issue that it is; and indicated that people would remember whether Council Members voted to put people in danger or if they were brave enough to put people first.

Bryan Sanders asserted that a bully group had been created by former Council Members made up of non-residents and a trumped up list of organizations with the same members; discussed the Sierra Club, Los Angeles Times, and the NRDC; creation of a bogus lawsuit; social justice, eco-friendly democrats; he expressed support for Option 3; noted that Culver City was a majority democrat town; and he indicated being a democrat like four of the Council Members.

Mark Chaisson discussed his commute; noted that the four lane roads were either congested with cars, or deadly speedways; indicated that MOVE Culver City provided space for bikes and discouraged cars from speeding; felt that forced reduction of speed was necessary; discussed working with neighbors to improve the MOVE program by expanding to Palms, Venice, and other areas to reduce congestion; noted that increasing lanes did not reduce traffic; and he indicated that the 6,000 workers needed alternative transit.

Monica Richardson expressed support for Option 3; noted that a lane of traffic was not being added, but was being taken back; discussed senior citizens; people hit by cyclists; and lack of access for the disabled.

Michael Trinh was called to speak but did not respond.

Gary Zeiss discussed the organized bike ride, but lack of an organized bus ride; those who drive to USC rather than using Expo; questioned why the bike lane stopped at Duquesne and did not connect with Elenda; asserted that the bus lane was not used; noted that the number of buses was not going to be reduced; discussed equity issues; reduced wait time for buses; virtue signaling for progressive green candidates; and he asked that the City Council listen to residents.

Leah Pressman, Culver City Democratic Club (CCDC), reported that CCDC had sent Council Members a copy of their unanimously adopted resolution in favor of making MOVE Culver City permanent; discussed effectiveness of MOVE Culver City in meeting goals of the City's Pedestrian Action Plan and Complete Streets policy; making it safer and faster to use alternatives to cars; reductions to Vehicle Miles Travelled (VMT); and she asked the City to respect their own policies by approving Option 1.

Marci Baun reported that she used to use the Venice Corridor Bike Path; indicated that she could not support the MOVE project; felt that many of the numbers were not accurate; noted that the only reason she goes Downtown is to support the businesses; discussed congestion; increased travel time; asserted that many people speaking were not from Culver City; and she asked that Council Members not allow themselves to be bullied.

Mary Daval, Bike Culver City, spoke on behalf of a coalition of 32 organizations urging the City Council to support Option 1 and expand the project to more neighborhoods; discussed the transformation of streets to enable safe, sustainable, and affordable access; and the project as a region-wide amenity.

Patricia Bijvoet expressed support for Option 1; noted that she was not a resident but that Culver City was her day urban system; thanked the former City Council for their execution of the pilot program which was a great indicator of what they had hoped to achieve; discussed the thriving Downtown area and continued growth; growing pains; she asked that the City Council clarify

to constituents how MOVE Culver City sets up for a livable community and a robust future for all; and she did not want the City to cure growing pains by bringing back car lanes at the cost of climate change, equity, and growth potential.

Phil Olson asserted that MOVE Culver City was working and he asked the City Council not to add vehicle lanes, but to make the project permanent and expand it throughout the City; discussed data indicating the success of the project; increased sales tax revenue, biking, and pedestrian activity; pass-through traffic; concern that adding a vehicle lane would invite more traffic; looking ahead to 2028; and being on the right side of history.

Jeff Schwartz discussed the Los Angeles Times' editorial Board's condemnation of plans to cut back MOVE Culver City; his column entitled *The Whole World is Watching* in the March issue of Culver City Democratic Club Newsletter; staff reports indicating the success of MOVE Culver City; independently verified data; Council Member disrespect of City staff; ignoring thorough research in favor of unsupported anecdotes and unexamined assumptions; he invited people to Google "induced demand"; and he asserted that Option 1 was the minimal reasonable choice and the only choice before the City Council not based on science denial.

Edwin Sun reported frequenting local businesses; discussed his transportation habits; the fact that drivers can also be pedestrians; drivers who do not oppose MOVE Culver City; choosing different modes of transportation based on what is convenient; and he urged the City Council to prioritize providing alternatives.

Devin Gladys indicated that since the implementation of MOVE Culver City it had been much safer to ride to work; he encouraged the City to retain the MOVE project and expand it to other neighborhoods; and he noted that the project helped those who commute into the City and those who live in it.

Hector Garcia was called to speak but did not respond.

Steven Zimelman was called to speak but did not respond.

Kathryn Lundeen was called to speak but did not respond.

Patrick Meighan discussed the amazing opportunity to support Option 1 to get more people into sustainable transit and change

climate history; noted that the City Council was being watched and would be judged by future generations; and he emphasized the importance of doing everything possible to reduce climate impact, build a greener region, and give the future a fighting chance.

Kathryn Lundeen, Lundeen's Gift Store, discussed impacts of MOVE Culver City to her store; daily complaints from customers about how difficult it is to get to the store; she hoped that the City would restore things to the way they were so that people would come back; she feared that customers had been lost for good; and she felt worried that she would not make it through MOVE.

David Metzler with one minute ceded by Chimin Lee Metzler, presented a video of Downtown Culver City with one more lane of traffic; discussed what draws people to the City; providing a pleasant, walkable, outdoor experience; the need to focus on expanding and improving what people love about Downtown Culver City; concern with threatening the growing foot traffic critical to a vibrant Downtown; worsening the pedestrian experience by adding one more lane of traffic that would not fix rush hour; the need for leadership; providing a network of options to give people a choice; comparing traffic lanes to customers; and he noted that cars could not provide what the community wants which is a great experience walking, dining, and hanging out.

Cindy Bailey discussed her involvement in environmental issues since the 1970s; her opposition to MOVE Culver City in its current form; lack of evidence based on the statistical analysis to support claims; pre-pandemic vs. post-pandemic conditions; support for protecting cyclists; and she indicated that a bus lane was not needed if there would be one on Venice.

Kyle Ribordy expressed support for Option 1; indicated that he is a Culver City resident and customer who visited Lundeen's because he was walking by; felt that the post-pilot report reflected his experience that the City was a safer place to walk and bike and spend leisure time in; discussed handling the growth of the City; making the case to forego driving more compelling; work put into making Downtown Culver City a destination; and he felt it would be a mistake to prioritize the people who drive through the City over the people who come to the City.

Astrid Theeuwes provided background on herself; expressed support for Option 1; discussed her experiences with MOVE Culver City; she stated that MOVE Culver City helped her educate her

children about shared streets, protected bike lanes, traffic rules and safety, sustainable transportation, clean energy, and equitable transportation; and she indicated she did not forget to acknowledge respectful drivers.

Carolyn Allport was called to speak but did not respond.

Ronald Ostrin with one minute ceded by Leslie Ostrin, discussed use of data by MOVE Culver City and the consultants; biased interpretation; those who want MOVE Culver City removed or changed; relevant statistics; observation and reports; carbon emissions caused by the project; he asserted that the current project was killing Downtown businesses and causing people not to want to come into the City; and he discussed email he sent to Council Members about people who live Downtown and their difficulties getting out of the area.

Christie Gaynor with one minute ceded by Jillian Gotlib, expressed support for public transportation; indicated that she moved to Los Angeles county, not just Culver City; discussed her experience getting her children to various activities; people who avoid the area and those who cannot avoid the area; the Venice bus lane; and ridership levels.

David Siegal asked the City Council to choose Option 1; wanted any new development to adhere to CEQA; and noted that cyclists are good for business as they order more food and drinks.

Beverly Siu expressed support for Option 1; reported that when her business moved, she learned how much urban planning could change things; discussed making walking more people friendly; and induced demand.

Kelli Estes discussed actions of the previous City Council; inclusivity rather than exclusivity; pass-through traffic; people who stop to visit; the inability to grow by providing access for only a few; Culver CityBus; and repurposing the Circulator to shuttle the homeless to appointments.

Ben Parnas expressed support for Option 1; discussed an early memory riding on the back of his father's bike; the importance of providing multiple transportation options and a center for people to get to; and he was looking forward to the Car Show on May 13.

Megan Oddsen Goodwin provided background on herself; expressed support for Option 1 as an example of mobility progress;

discussed consideration of climate change; challenged the City to weather the growing pains to do what's right; recognized that the pilot was geographically abrupt at certain points; asked that the project be expanded with a focus on interconnectivity; discussed cultural impact; negative impacts of removing the project and reverting to car culture despite scientific warnings simply because it is an adjustment and people are set in their ways; and inspiring and promoting more changes to address climate change.

Ali Lexa presented a petition signed by 1,700 residents and business owners who wanted the dedicated bus lane restored to a multi-use lane noting that it could be found at change.org/removeculvercity; he encouraged people to read comments reflecting concerns with traffic congestion and difficulty navigating the area and reaching local businesses; discussed additional idling that hurts the environment; and he felt the best compromise would be to return the lane to multi-use while improving traffic light sequencing and bike and pedestrian infrastructure.

Jack Ettinger expressed support for Option 1; discussed rhetoric and respectful debate; increased safety with the infrastructure; benefits of cycling; the difficult transition from a car-centric to LA to a people-centric LA; building upon progress made; and he noted that elected officials had been elected to lead, not follow.

Jack Galanty provided background on himself; expressed support for Option 1; discussed his experiences getting around on the City on his adapted bike; stated that the project had provided a sense of safety; and he wanted to see MOVE Culver City retained and expanded.

Elliott Lee urged the City Council to expand and promote Culver City by choosing Option 1; discussed vulnerable road users; prioritizing space for people, not cars; sales tax receipts indicating that the Downtown corridor is more vibrant than ever; scientists indicating the need to reduce car-dependency; he asserted that the public comment was not theater or bullying; and he asked the City Council to believe the data and set policy accordingly.

Daniel Haskell was called to speak but did not respond.

Allison Casey indicated that she had grown up hearing that one more lane of cars would fix traffic, but it never had; discussed

her asthma and hearing damage; traffic violence as a leading cause of death; and she asked the City Council to listen to input from children indicating MOVE Culver City is necessary for their future and choose Option 1.

Austen Royer provided background on himself; expressed support for Option 1; discussed anecdotal and safety evidence; the experience of his family visiting from a rural community; and he indicated that MOVE Culver City had made the City a lovely place.

Scott Gruber was called to speak but did not respond.

Sean Pawling urged the City Council to expand MOVE Culver City; reported being struck by a car; discussed the importance of separated bike lanes; support for creating more permanent bike infrastructure; moving from pylons to concrete barriers; and he noted that he and his family expected traffic when they use their car to get around the City 50% of the time.

Melissa Sanders indicated her dislike of the job done by Sam Schwartz consultants; discussed lack of study or data before implementation; manipulated data; she did not want any more money spent on the consultants and proposed finding a more objective company; expressed concern with people ignoring the Downtown businesses; denial by bike enthusiasts; and tax implications.

Greg Maron, BPAC Member, indicated speaking on behalf of himself; expressed strong support for Option 1; and he observed much concern expressed about impacts to the business community but very little concern about impacts to children.

Kristen Torres Pawling spoke on behalf of Los Angeles City Councilwoman and Metro Director Katy Young Yaroslavsky expressing support for MOVE Culver City; discussed shared climate and equity goals; the Venice Boulevard project; she thanked the City Council for showing the region that local government can materially improve the lives of residents, employees and visitors; and she was looking forward to making a connected network between the two cities.

Scott Moon discussed soul crushing traffic; money spent by other cities researching solutions; the need for access to multi-modal transit; equity issues; comparisons with Copenhagen; and he expressed support for Option 1.

Richard Eilbeck discussed the important decision before the City Council; the opportunity to make Culver City a model for other urban centers; expanding access for all; he questioned how many children at the El Rincon Earth Day Festival thought that a solution to issues was adding back car lanes; he wondered how many other urban centers were contemplating how to increase private vehicle flow through downtown streets; felt it was madness to contemplate rolling back MOVE Culver City; noted that the future was coming; and he asked that bike and bus lanes be kept and expanded.

Jeff Cooper was called to speak but did not respond.

Kevin Lachoff, DBA and the Chamber of Commerce, indicated speaking on behalf of himself; observed that if MOVE Culver City had helped businesses, they would be present to support it; discussed harm done to businesses; sales tax revenue; increased costs; support for Option 3; and he asserted that studies did not show that VMT had been reduced.

John Aguilar was called to speak but did not respond.

Jesse Nuñez, Culver City Chamber of Commerce, agreed with comments from Kevin Lachoff that sales tax revenue was not indicative of profitability; discussed being part of the process of restoring economic vitality to the City post-pandemic; the funding forward-thinking social programs; the need for a robust mobility plan; collaboration with the City on the next chapter of mobility; support for combined protected bus/bike lanes and the return of loading zones on Culver Boulevard; electric vehicles; and the return of two lanes of automobile traffic.

Danny Young thanked City staff for their work to compile information that would be relied upon to make a decision benefitting the most vulnerable in the City, not just large campaign contributors; discussed increased bus ridership, pedestrian, cycling, and business activity, and tax revenue along the corridor, outpacing the rest of the community; and he expressed support for Option 1.

Disa Lindgren with one minute ceded by Nicholas Gardener, continued reading the letter from Supervisors Holly J. Mitchell and Lindsay Horvath in support of the region-wide amenity; discussed further investment in safety and mobility; making use of every lane type safer and more user-friendly; consistent positive results of the project; increased transit ridership and cycling; benefits to those who rely on efficient transit

and safe cycling routes; significant equity impacts; average household income; active harm to working class people with removal of the lanes; increased safety for cyclists and pedestrians; vehicle collisions as the leading cause of death for children age 5 to 14 years old in Los Angeles county; the importance of reducing speed of cars through street design; the importance of retaining MOVE Culver City; and speaking on behalf of herself, she expressed support for Option 1.

Alex Fisch discussed objective data; the obligation of the City Council to do their best; concern with deeming data compiled by staff as irrelevant and instead relying on bias and opinion; CEQA as designed to prevent undertaking a governmental project with an environmental impact based on feelings and prejudices; and interest in funding litigation if the City decides to move forward without adequate data.

Marta Valdez was called to speak but did not respond.

George Dougherty provided background on himself; discussed the number of bikes and scooters in the dedicated lane; more democratic use of space as a combined bus/bike lane; public land and public usage; and traffic before MOVE Culver City.

Larry Loughlin provided background on himself; expressed support for the protected bike lane on Venice Boulevard without taking away a traffic lane and still providing parking spaces; discussed parking easily in Downtown Culver City in the past; near traffic accidents; and impacts on his residential street.

Elias Platte-Bermeo was called to speak but did not respond.

Caitlin Reed provided background on herself; expressed support for Option 1; discussed the feeling of increased safety; research indicating increased use of protected bike lanes by women and families; felt the additional two minutes of travel time in one direction was a small price to pay for increased safety and improvements to transit access and reliability; and she urged the City Council to vote for Option 1 without adding more car lanes.

Brad Herman provided background on himself; confessed that he was a doubter when MOVE started; indicated that they stopped driving through Downtown and instead started to bike to Downtown; discussed increased patronage of Downtown businesses; and he noted that his kids rode their bikes to school.

Samuel Shapiro-Kline was called to speak but did not respond.

Tajairi Neuson provided background on himself; indicated that he loved the MOVE project and he felt safe riding in the protected bike lanes; appreciated the dedicated bus lane; discussed other areas without bike or bus lanes and without bus stop shelters; Culver City as one of the most forward-thinking parts of Los Angeles; he felt that Option 3 would make it harder for those who bike and take the bus; and he expressed support for Option 1.

Alan Schulman discussed rhetoric about riding buses and bikes; costs; support of bikes by the business community; outdoor dining; the importance of access to the business community; and he indicated that there would be 6,000 more people coming into the City.

Margaret Peters discussed data from 2019, not 2020; data indicating positive impacts of MOVE Culver City; the negligible impact to traffic times; the need for policy to be made for the many, not the few; decreased business revenue due to inflation not the MOVE Culver City project; other businesses increasing revenue; and data indicating that the project had made life Downtown nicer.

Jeff Morrical was called to speak but did not respond.

Jake Whitney indicated being drawn to Culver City due to the dedication to mobility options; echoed previous comments in support of MOVE Culver City; he provided an audio representation of what it would mean to return to previous traffic levels; and he encouraged Council Members to vote for Option 1.

Christopher Boscamp asserted that Council Members voting against Option 1 would be removed at the next election; he reported purchasing an expensive investment property in 2021 due to MOVE Culver City noting that if the project is removed he and others would divest themselves from the City; discussed people who are car-free because of MOVE Culver and similar projects; business impacts; he asserted that the business climate was the cause of hardship to businesses, not MOVE Culver City; discussed gas prices; and noted that money saved on Uber meant more money available to spend in restaurants.

Felipe Coundouriotis expressed support for Option 1; discussed his travel habits; MOVE Culver City as improving public transit, biking, and walking as well as making the Downtown area a more

pleasant place to be; reminded everyone that car traffic has always been bad during rush hour, but now all other methods of transportation have been improved; discussed the choice of continuing to be a model of equitable, accessible, efficient and environmentally friendly transportation and a place where people can walk around safely and attract younger generations; and he encouraged the City Council to vote for Option 1.

Monika Mallick was called to speak but did not respond.

Dylan Gottlieb discussed people who discredit data which they do not agree with; data indicating that businesses along the corridor are thriving in comparison to the rest of the City and that there are more pedestrians and more bikers with less accidents; support for making the City a destination; he wanted to see less bollards, more trees and landscaping, additional fully protected bike lanes, and dedicated bus lanes; he noted that the City was growing and needed a fully functioning multi-modal transit system; and he asserted that adding two lanes of cars was a step backwards and not good for the City and its future.

Amy Penchansky with one minute ceded by Oliver Penchansky, indicated that there was a campaign based on ideology, not public service; discussed climate change activists; private planes; data around sales tax numbers; feedback from the owner of Lundeen's; struggling small businesses; necessary critical thinking; opposition by 6 out of 10 people; residents who elected the Council majority; the previous Mayor who was voted out; cheerleaders organized to participate; she wanted to see the restoration of Main Street; and she encouraged people to look into scientists who refute climate change and are not in the mainstream.

Khin Khin Gyi, Advisory Committee on Housing and Homeless (ACOH) Member, indicated that she was speaking on behalf of herself; discussed contributing factors to bicycle fatalities as analyzed by Bike LA; Vision Zero; and the need for dedicated bike lanes similar to what is behind Syd Kronenthal Park that connects the subway at Jefferson and La Cienega with the E Line station in Culver City.

Eileen Pottinger provided background on herself; expressed support for Option 1 and expansion to other areas; discussed the survey; preservation of the planet for future generations; she read a letter from her 8 year old expressing support for more bus and bike lanes; acknowledged that change is hard but

inevitable; expressed support for LCI's plan for more car-lite housing along the MOVE route; and she hoped that the City would embrace a wholistic plan to keep bus and bike lanes on commercial streets and add car-lite housing.

John Christopher provided background on himself; discussed confusion with the intersection of Culver and Main; reduced safety walking; support for making a continuous bike lane Downtown; opposition to Option 1; he disagreed with making conditions worse to force a behavior; and he felt there was a need for better answers to attract riders.

Abby Wood expressed support for Option 1; provided background on herself; discussed safety arguments; and noted that because of MOVE Culver City they had not had to buy a second car and had also made the decision to move business they were doing elsewhere into the corridor including date nights in the Downtown area.

Brad Fi was called to speak but did not respond.

Eric Weinstein was called to speak but did not respond.

Ryan Fiore discussed lack of faith in American democracy and leaders; acting in favor of the wealthy elite and campaign donors; the majority of people speaking in favor of the project; and he noted the opportunity to listen to the people.

Sophie Nenner discussed those who expressed support for the project; she and her family's use of the MOVE Culver City; allowing more people to feel safer with the extension of protected bike lanes; and she wanted a safer and better future for everyone with reduced car speed and traffic, and safer infrastructure with Option 1.

Till Stegers expressed support for Option 1; wanted to see bike and bus lanes made permanent and extended; discussed his bike usage; increased safety and convenience; al fresco dining; the beginnings of a new network with the Venice Boulevard project; the probability of a CEQA challenge with adding a new car lane; and he asserted that it was time to lead by making the project permanent with Option 1.

Joseph Geumiek recognized the dedication and of those staying around to speak; expressed support for civic engagement; provided background on himself; he asked the City to support Option 1 to make MOVE Culver City permanent with changes for

the future; discussed investing in changes that people want to see; expansion of businesses along the corridor vs. others in the City; increased safety; success of the project; and he asked for leadership in making MOVE Culver City a permanent vision.

Meghan Sahli-Wells discussed growth of the City and the region; Culver City as a key crossroad and a regional cut-through; determining the vision of the City; she wanted to see Culver City prioritized as a destination; discussed the opening of the Expo line; years of studies that point to MOVE Culver City as the solution; she noted that adding lanes of traffic just added traffic, while adding transportation lanes removed cars from the road and reduced traffic; and she asked the City Council to follow the data and support Option 1.

John Wacker was called to speak but did not respond.

Cedric Joins asked that the City Council support Option 3; discussed his reduced patronage of local businesses due to congestion in the area since implementation of MOVE Culver City; he indicated that the project was confusing and dangerous to navigate; he asserted that there was plenty of greenspace in the City to ride bikes without discouraging people from visiting the area by car; and he asked that the traffic lanes be reopened to allow businesses to thrive.

Albert Medina was called to speak but did not respond.

Aaron Wais was called to speak but did not respond.

Alex Hedbany provided background on himself; indicated being part of a voluntary one-car household; noted that business was not exploding around Sepulveda and the 405, a maximum volume car-centric area; and he asserted that if Culver City was to continue its growth trajectory without more traffic, Option 1 was necessary.

Kenny Stevenson provided background on himself; read a statement from the Culver City Unified School District (CCUSD) Environmental Sustainability Committee in support for the continuation and expansion of MOVE Culver City Option 1; discussed transitioning to buses, trains, walking, bicycling, and cars; building a sustainable world; those in the community who find the changes inconvenient; challenges children face in the future if no changes are made; and he noted that 20% of residents in the City were allowed no direct input in the decision.

Michael Khalil expressed support for MOVE Culver City; discussed his use of transit since the project was implemented; reduced stress; easier commutes; providing opportunities to get cars off the road with access to the same kind of infrastructure for others; and he expressed support for the 32 organizations advocating for Option 1 to make the existing MOVE Culver City configuration permanent without adding lanes for cars.

Patrick O'Rourke was called to speak but did not respond.

Luke Rodriguez was called to speak but did not respond.

Joanna Brody provided background on herself; discussed Earth Day; riding the new Venice bike lanes; the Expo bike lane; and she expressed support for the options available.

Thistle Boosinger with one minute ceded by John Chigas, encouraged the City Council to approach the decision with an open mind; discussed nuanced options to consider; City Council responsibility for the fate of one of the most progressive, comprehensive infrastructure projects in the country; allowing the public one minute to speak on a decision that has already been made; financial backing of a mega-corporation; 100s of people who spent personal time and energy fighting for MOVE Culver City because they care; the small number of businesses that came to support or to oppose the project; the immense potential of the City; fresh air; pass-through traffic; empowering people to walk around and use transit; thriving trees and native plantings; allowing disabled people to take up space and participate in the community; not requiring that people spend tens of thousands of dollars on maintaining a car; the resounding success of the project demonstrated in the post-pilot report; she indicated that she loved the City; and she stated that not going with Option 1 would be sabotage and an embarrassment.

Lorri Horn discussed kids who were parroting what they were told to say; advocacy groups who do not live in the City; locals who resort to name calling of people they do not agree with; appeals to emotions; either/or fallacies; unbecoming ad hominem attacks and swearing; and democrats who care about climate change but still think that MOVE Culver City does not work.

Daniel Haskell provided background on himself; discussed being an outlier in a car-centric society; and the importance of

making a difference to improve air quality and protect human health and the environment in the area.

Andrew Flores was called to speak but did not respond.

Francesco Sinatra with one minute ceded by Rebecca Sinatra, indicated being a restaurant owner in the Arts District; felt that while MOVE Culver City was a good idea, it was not sustainable and hurt businesses on Washington Boulevard; he felt that Culver City had implemented the project backwards noting similar actions in Padua, Italy where traffic lanes were reduced once everything else was already in place; discussed unbearable traffic; indicated being a member of the Culver City Arts District Board and reported that many businesses were closing because of MOVE Culver City; noted lack of parking for customers; discouraging traffic; and he asked the City Council to choose Option 3 and make MOVE Culver City feasible without rushing like the previous City Council did.

Julie Sisk was called to speak but did not respond.

Vicki Tsui provided background on herself; noted that considering other factors such as traffic lights was critical to the conversation; discussed the debate over values, statistics, and anecdotal evidence; the power of the City Council to protect residents; the importance of thinking about the future; she pointed out that no one was taking choice away from people; and she asked the City Council to support Option 1.

Karim Sahli asked the City Council to vote for Option 1; discussed people who did not want to lose a few minutes vs. others did not want to lose their lives; businesses that want to protect their bottom lines vs. others who don't want to pay hospital bills; opposition by Hackman's paid group vs. support from local and regional organizations and leaders; climate change deniers vs. the scientific community; drivers who want to be stuck vs. those who want to move freely in and out of the City; those who want the status quo vs. those who want to act against the climate crisis; he asserted that they would win whether it was now or in two years; and he asked the City Council to vote to support Option 1.

Alex Lazar reported volunteering regularly for the Bike Co-op; discussed the beloved bike lane on Venice Boulevard; thriving businesses along the bike lane; data indicating improvements to business in the Downtown corridor even before the bike lane has

been connected to the network of transit options; the need for a strong transit network to reduce traffic; induced demand; he indicated that he was tired of restaurants blaming bike lanes for their troubles; and he asked the City Council to choose Option 1 and provide the strong network the City deserves.

Jonathan Eby provided background on himself; spoke in support of Option 1; discussed the feeling of increased safety with the protected bike lanes; and he hoped that the City Council would support good infrastructure for bikes and buses.

Nathan Fan asserted that MOVE Culver City created a vibrant livable area and was a benefit to everyone; discussed public space; the only non-park area in the City that has people there for the sake of being there; humanization; cars as the number one killer of children in Los Angeles; peace of mind provided by the project; he wanted to see the project expanded to arterial streets; and he asked that the City Council support Option 1.

Michael Monagan with one minute ceded by Kenji Haroutunian, noted that according to the survey he should be against MOVE Culver City, but instead he loves it; he indicated that his wife did not feel comfortable sharing lanes with the buses; he discussed benefits to riding his bike; large employers and people moving into the area; the need to provide alternatives; he expressed support for Option 1; and he hoped the City would lead the way to a better future.

Brendon Chung was called to speak but did not respond.

Tracy Egbas was called to speak but did not respond.

Marie Aizac was called to speak but did not respond.

Adam Mekrut was called to speak but did not respond.

Ian Wasserman discussed Culver City as a haven in car-centric, monotonous Los Angeles; the sustainable, walkable Downtown area; he noted that he still mostly drives, but chooses to live Downtown because of existing infrastructure; he noted that cars are not the future; discussed the appeal of Disneyland and cities in Europe; idealized, walkable cities; encouraged people to look at the data that indicates a minimal change in vehicle travel time with faster buses, increased public ridership, and more pedestrians which translates to more people bringing in business along the corridor; he reported giving business to Lundeen's because he walked by and saw the storefront;

perception; the reputation of the City; he pointed out that many people were watching to see what Culver City is doing about sustainability; expressed concern with moving backwards; and he asked that the City Council adopt Option 1 to keep the project permanent and expand it further.

Andrew Shults was called to speak but did not respond.

Brandon Gordon addressed his comments to Jesse Nuñez and Darrel Menthe who represent dozens of businesses along the corridor who they claim are losing business; discussed vocal opposition to the project; lack of evidence provided; anecdotes; he noted that cars did not spend money, people did; and he felt that money should be invested into people, not vehicles.

Annette Tossounian was called to speak but did not respond.

Marie Leyva was called to speak but did not respond.

Kyle Johnson stood with the 32 organizations urging the City Council to adopt Option 1 to make MOVE Culver City permanent and expand the project across the City without adding car lanes; discussed walking and his use of buses, cars, and bikes; and he cited reasons for wanting MOVE Culver City as a car owner.

Steve Siegel was called to speak but did not respond.

Samuel Schmidt noted many reasons cited why MOVE Culver City is a great idea; questioned how many other times the City Council had heard from children about a topic they were passionate about; noted that the project made children safer and got them outside; stated that MOVE Culver City was an opportunity to prioritize people over cars; he discussed economic incentives; arguments against the project; and he asked that the City Council choose Option 1 to allow the project to flourish and be the example that Los Angeles needs.

Jeffrey McIlvain discussed the impact of a car on a child and his experience being hit at the age of 14, noting that expanding MOVE Culver City was the future and would save lives.

Clemens Pilgram provided background on himself; indicated that he was currently recovering from being doored on his bicycle; he strongly urged the City Council to keep and expand the MOVE Culver City project to make the City safe; he observed that his neighborhood was quieter during rush hour; indicated driving before and after project implementation noting that traffic was

not any better before; stated that MOVE Culver City made the City more pleasant to live in and served as a model for other cities; he acknowledged that the project was not perfect, but asked that the City not roll it back; and he asked that the City vote for Option 1.

Kieran Holzhauer provided background on herself; discussed bike commuting to incorporate physical activity into every day life; noted that she did not usually recommend bike commuting to her patients due to safety concerns; acknowledged the respite provided with the opening of MOVE Culver City which has made the area more pleasant to visit and patronize; discussed cycling and public transit as affordable and ecofriendly transportation options; climate change; inflation; she felt that voting to make options less appealing, less efficient, and less safe was unacceptable; expressed concern with backtracking on improvements made to the City; and she expressed support for maintaining and expanding the project through Option 1.

Tyler Koke asked that the City Council vote to expand MOVE Culver City which has made Downtown one of his favorite areas in Los Angeles; indicated not being included in the survey because he lives in Palms; reported that before the project, he did not visit Downtown very often; acknowledged other people's experiences; and he did not see how businesses were hurt more than they were helped.

Scott Kecken was called to speak but did not respond.

Marc Vukceovich was called to speak but did not respond.

Thomas Soestini provided background on himself; reported difficulty getting friends and family to come to the City before the implementation of MOVE Culver City; discussed those who do not want traffic coming through their neighborhood; adding lanes as adding traffic; growth of the Downtown area as a destination; and he proposed providing other options for people to get in and out of Downtown that are more effective than adding another lane of traffic.

Cary Anderson provided background on himself; discussed his experience in the City; adding more lanes to get cars through faster; completely ignoring neighborhoods, the DBA, and loading zones; deletion of a social media post on the 19th about a crash between a bus and an SUV; and the creation of the Downtown Plaza in the 90s.

Ken Mand highlighted parts of the staff presentation including the fact that cut-through traffic is down, eastbound travel times are the same, and westbound travel times are better in the morning but increased by two minutes in the evening; he questioned whether the two minute slowdown was more important than the safety of children; expressed concern that if the lanes in Culver City are opened up, cars from the lane closure on Venice would all come through Culver City; discussed campaign season in November; and he asked that Council Members be smart and intentional in their decisions.

Daniel Lee was called to speak but did not respond.

Andrew Leist thanked the City Council for listening to everyone; provided background on himself; indicated being a big fan of the MOVE Culver City project; discussed the successful pilot program; asked the City Council to listen to businesses and the community by supporting and expanding the project while removing flaws; and he expressed support for Option 1.

Jennifer Caspar, Village Well Books and Coffee, provided background on herself and her business; expressed support for Option 1; noted that Downtown was the right place for her business because of the desire of community members for a safe, pleasant place to spend time enjoying scenery, public art, and public spaces; and she reported increased sales since the implementation of MOVE Culver City.

Eli Lipmen was called to speak but did not respond.

Andrew Malingowski expressed support for Option 1 as someone who lives in the Arts District and mostly drives his car; he felt that data should be heeded and that experts were better City planners than those who are not experts; he reported anecdotally that Downtown was nicer and he was spending more time there without even noticing it since MOVE Culver City had been implemented; and he felt he could ignore a two minute increase.

Denise Neal provided background on herself; acknowledged valid arguments being made; discussed issues to be resolved with buses; the importance of taking care of bus drivers; lack of a study on the Circulator; collaboration with Los Angeles; the FIFA World Cup and the Olympics; and she expressed support for Option 1 while addressing internal issues and thinking regionally.

Steve Siegel was called to speak but did not respond.

Marc Vukceovich was called to speak but did not respond.

Discussion ensued between staff and Council Members regarding appreciation for the public feedback; concern with a "winner take all" attitude; the importance of finding common ground; pre-implementation conditions; observations of bus lane usage; benefits to having a shared bus/bike lane; overwhelming feedback in favor of Option 1; validity of the survey; concern with disenfranchisement by ignoring the survey; existing as a one-car family; support for expanding MOVE Culver City; heeding voter feedback; the need to make riding the bus not take longer than driving; support for making public transportation more robust; support for on-call micro-transit; baseline figures; the need for more data; implementing a test phase; real-world experiences; the expansion of peak congestion time; Town Plaza as a well-used pedestrian place that was not in place before the pandemic; travel time for emergency vehicles; additional employees coming in for Amazon and Apple; impacts of traffic from the bike lane on Venice; finding a compromise to appease those who want an added car lane and those who want a bus/bike lane; extending the bus/bike lane to connect to the Los Angeles network on Adams; restricting right on red turns in Downtown; gridlock; impeding bus/bike flow; returning the right turn lane from Washington eastbound onto Culver westbound; enhanced and clear signage; parking and drop zones for deliveries and rideshare services; the drop zone carveout by Jameson's near the bike racks; adding frequency in bus stops; raised crosswalks; adding bike racks; and support for Option 3 with studies to gain data and lock in the best scenario.

Additional discussion ensued between staff and Council Members regarding appreciation to staff and the public for their efforts and input; impact of the project in the City and in the region as evidenced by the amount of public comment; making decisions that are best for the City and the region based upon the goals outcomes listed in the project description; providing wholistic transportation options for pedestrians, bicyclists, and transit riders; providing multiple options for people to move through the space; aspirations; encouraging residents to replace one car trip with a sustainable mode since the project started; envisioning a reimagining of the streets and public spaces; prioritizing moving people over cars in the design of the street; increasing safety and addressing the climate crisis; preparation for future growth in the City; electric cars as helping with the climate but not traffic; collaboration with

regional partners; Council Members, Assembly Members, and Supervisors in support of the project; the upcoming Olympics; the increased number of buses; the need for a sophisticated network to move people; prioritizing efficient, safe, and sustainable methods of travel while minimizing the impacts of vehicular traffic; increased bus ridership on the corridor; increased usage in all categories; safety; decreased injuries and accidents; firefighters use of mobility lanes to avoid traffic during peak hours; families feeling safer; people who have moved to the City because of projects like this; the medical doctor who discussed health impacts; minimizing impacts of vehicular traffic; offering equitable, convenient, sustainable mobility options; costs to own a car; improving public transit systems; becoming more of a destination than a cut-through City; decreasing cut-through trips; opposition in the survey; the clear majority wanting the project to continue with alterations; whether surveys are the best way to make policy decisions; lack of a survey for the anti-camping ordinance; consistency; the Intergovernmental Panel on Climate Change (IPCC); the need for cities to do more to decrease emissions and VMT; greenhouse gas emissions; NRDC estimates on impacts of adding a lane of traffic; the future; choosing to move forward holistically, or watering the project down and kicking the can down the road; political courage; meeting sustainability and equity goals; increasing safety; mitigating traffic; lack of other plans to accomplish goals; clarification that MOVE Culver City is one of the first Complete Streets in the region; including all users in the design process; providing a dedicated bike lane; not centering cars; Option 3 as taking away choices; concerns for families using bus/bike lanes; slowing down the bus system; decreased efficiency; causing frustration for people who are already frustrated; the need for a CEQA analysis; disproportionate impacts on protected populations covered by the Title 6 of the Civil Rights Act; federal funding for transit; support for Option 1 as the most appropriate option based on the data; taking the opportunity to lead; fixing the timing of lights; drop off zones; updating or removing bike lights; adding a scrambler; and support for extending the project from La Cienega to Adams.

Further discussion ensued between staff and Council Members regarding adjustments made to the project; future steps; support for the pilot project; support for well-run, frequent, fast, clean, and on-time public transportation to make a difference in car volume; implementation of the free K-12 bus passes and improvements to signage; advocacy for public transportation as the only way out of traffic congestion; context for the report;

the difficulty of drawing conclusions from the data; new businesses in the City; attributing traffic to the end of the pandemic, but attributing increases to pedestrian, bus, and bike activity to MOVE Culver City; variables that cannot be controlled; different surveys conducted; demographics; public transportation cited as key to those who support the project; those who oppose the project due to traffic congestion and gridlock; lack of detailed data regarding traffic incursion into the neighborhoods; the goal of the project to change user behavior; messing up people's lives by making changes before alternatives are available; families expressing opposition to the MOVE Culver City Project; the need to improve headways and reliability with public transportation; current level of on-time performance for buses; support for Option 3 with reevaluation after two years and examination of alternatives at that time; people who do not like the plastic dividers; other cities that rely on paint; calculations on environmental impacts and greenhouse gases and the number of additional cars in the City if the traffic lane is opened up; pollution generated by idling cars vs. driving cars; concern with taking children biking along the corridor due to fine particulate matter; support for opening more connections to Ballona Creek where the air is cleaner; threats and insults to Council Members; finding a middle ground; the 40% of residents who wanted to reverse everything and go back to the way it was before the project; and the feeling that Option 3 is a compromise.

Additional discussion ensued between staff and Council Members regarding public engagement; success of the project in meeting goals; incentivizing alternative forms of transit; traffic that existed before the project; wide support of the project by local, county, and statewide organizations; the IPCC Report demanding that local governments reduce emissions and concern that adding a car lane will do the opposite; safety concerns; the fact that MOVE Culver City itself is a compromise; infrastructure that centers cars; considering who is centered, who is impacted, and who has the power; excluding the most vulnerable in the community; political will; the continued fight no matter the outcome; voting to protect and expand MOVE Culver City; voting for the future; people who want to move across the community safely; support for Option 1 including the pedestrian scramble, replacing the paint, revising the timing of the lights, signage, bike lights, the extension to Adams, and improving transit; the ability to increase investment during the budget process; clarification that there is no need to wait; working together to create a better world; and facts and data that support Option 1.

Further discussion ensued between staff and Council Members regarding the duty to listen to businesses, organizations, and residents; balancing everything to create a compromise; expanding the process; education; creating buy-in to use public transportation; support for Option 3 as a compromise; community and expert buy-in; building a robust, connected system; regional connectivity; promoting usability; different approaches to similar goals; the duty to those who spoke; survey data; bike racks; drop off and pick up; scramble intersections; micro-transit; support for connecting to the Adams Boulevard bike lane; and changing behaviors.

Discussion ensued between staff and Council Members regarding changing Option 3 to indicate up to two years; disappointment in the current consultants; allowing other consultants the opportunity to work on the project; additional time necessary if a new consultant is retained; and sending a message that the report is flawed.

MOVED BY COUNCIL MEMBER ERIKSSON AND SECONDED BY COUNCIL MEMBER O'BRIEN THAT THE CITY COUNCIL: CONTINUE WITH THE PILOT PROJECT FOR UP TO TWO YEARS, MODIFYING THE CORRIDOR DESIGN TO ADD VEHICLE CAPACITY WHERE IT IS NEEDED AND PRESERVE A PROTECTED SHARED BUS/BIKE LANE THROUGHOUT.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

Additional discussion ensued between staff and Council Members regarding extension of the bus/bike lane; prioritizing extending the shared bus/bike lane from Washington and La Cienega Avenue east to Adams Boulevard; and the transit center at Washington and Fairfax.

MOVED BY COUNCIL MEMBER O'BRIEN AND SECONDED BY MAYOR VERA THAT THE CITY COUNCIL: DIRECT THAT THE SHARED BUS/BIKE LANE BE EXTENDED FROM WASHINGTON AND LA CIENEGA TO WASHINGTON AND FAIRFAX.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA
NOES: MCMORRIN, PUZA

Heather Baker, City Attorney, clarified that now that the City Council had given direction regarding proposed modifications, staff would study and evaluate under CEQA before anything commences, with the item returning to the City Council.

MOVED BY MAYOR VERA AND SECONDED BY COUNCIL MEMBER O'BRIEN THAT THE CITY COUNCIL:

1. AUTHORIZE STAFF TO PROCEED WITH THE DESIGN AND IMPLEMENTATION OF THE NEXT PHASE OF THE DOWNTOWN CORRIDOR; AND,

2. APPROVE THE UPDATE TO THE DESIGN GUIDELINES, AS APPROPRIATE; AND,

3. AUTHORIZE THE CITY MANAGER TO NEGOTIATE AND APPROVE AMENDMENT(S) TO THE PROFESSIONAL SERVICES AGREEMENT WITH SAM SCHWARTZ ENGINEERING FOR THE MOVE CULVER CITY PROJECT IN AN AMOUNT NOT-TO-EXCEED \$275,000 FOR THE ADDITIONAL SCOPE OF SERVICE; AND,

4. AUTHORIZE THE CHIEF TRANSPORTATION OFFICER TO APPROVE AMENDMENT(S) TO THE PROFESSIONAL SERVICES AGREEMENT IN AN AMOUNT NOT-TO-EXCEED \$125,000 TO COVER CONTINGENCY COSTS; AND,

5. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND,

6. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, O'BRIEN, VERA

NOES: MCMORRIN

ABSTAIN: PUZA

Further discussion ensued between staff and Council Members regarding the intersection of Washington and Culver; City Council consensus from Council Members Eriksson and O'Brien as well as Mayor Vera to direct staff to explore making Washington Boulevard from Culver Boulevard one way going westbound to Overland to enable a two-way bike track, dedicated bus lane, and potential greenbelt; existing plans; clarification that the proposed change would not impact the next phase of the project on Sepulveda and Jefferson; running a computer simulation; staff time; and clarification that Public Works would lead the study.

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Public Comment - Items Not on the Agenda (Continued)

Mayor Vera invited public comment.

The following members of the public addressed the City Council:

Till Stegers was called to speak but did not respond.

Robert Boerner was called to speak but did not respond.

Philip Lelyveld thanked Mayor Vera and the City Council for making the MOVE Culver City discussion the main topic of the meeting rather than putting it at the end of a meeting.

Jim Shanman was called to speak but did not respond.

Lorri Horn was called to speak but did not respond.

Julie Sisk was called to speak but did not respond.

Charlie Sisk was called to speak but did not respond.

Steve Seigel was called to speak but did not respond.

Andrew Malingowski reported that signage prohibiting adult soccer in Syd Kronenthal Park was largely ignored; noted racist connotations related to the ban; he asked that the City look at the rule and determine whether it is still necessary and make it ok for adults to play without any interference; and he reported an altercation where CCPD was called when there was a disagreement over field use.

Discussion ensued between staff and Council Members regarding clarification that the rule is for all parks to prevent turf from being damaged; previous consideration of the topic by the Parks, Recreation and Community Services Commission; and staff agreement to provide an update at a future meeting.

Denise Neal questioned whether community participatory meetings would be allowed for the process; discussed creation of a regional plan; working with the county and surrounding cities; public input and participation to make things strategically better; disappointment in the outcome of MOVE Culver City; addressing what people need; and improvement of the overall regional plan with upcoming public events.

Mayor Vera indicated that neighbors would be included in a deeper conversation moving forward.

o0o

Items from Council Members

None.

o0o

Council Member Requests to Agendize Future Items

Council Member Eriksson referenced a request made earlier in the meeting for clarification on the EHRAC statement regarding antisemitism and received consensus to bring the item back from Mayor Vera and Council Member O'Brien.


o0o

April 24, 2023


Adjournment

There being no further business, at 2:12 a.m., Tuesday, April 25, 2023, the City Council, Culver City Housing Authority Board, Culver City Parking Authority Board, Redevelopment Financing Authority, and Successor Agency to the Culver City Redevelopment Agency Board adjourned to a meeting to be held on May 8, 2023.

oOo

 for

Jeremy Bocchino
CITY CLERK of Culver City, California
EX-OFFICIO CLERK of the City Council and SECRETARY of the
Successor Agency to the Culver City Redevelopment Agency
Board, Redevelopment Financing Authority, and Culver City
Housing Authority Board, Culver City, California



ALBERT VERA
MAYOR of Culver City, California and CHAIR of the Successor
Agency to the Culver City Redevelopment Agency Board,
Redevelopment Financing Authority, and Culver City Housing
Authority Board.

Date: May 8, 2023



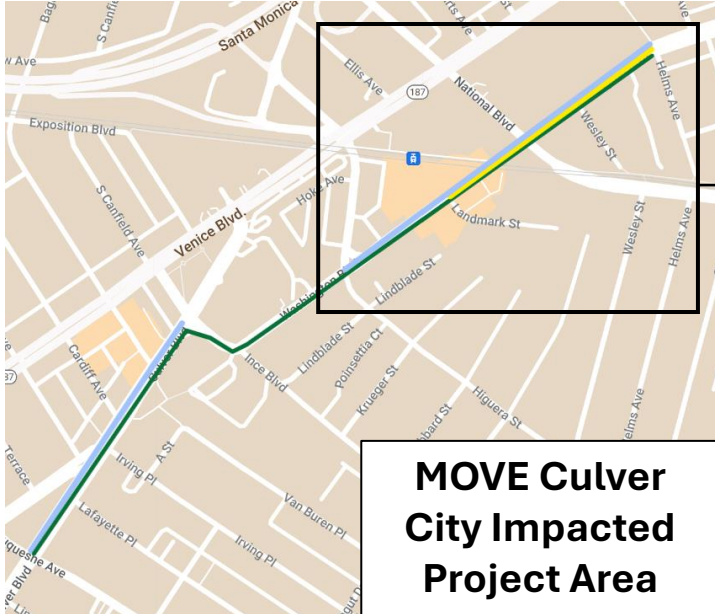
Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program Update

Staff Recommendation

CONSIDER DEOBLIGATING \$434,969.47 of previously approved MAT funding and returning those funds to the MAT Program.



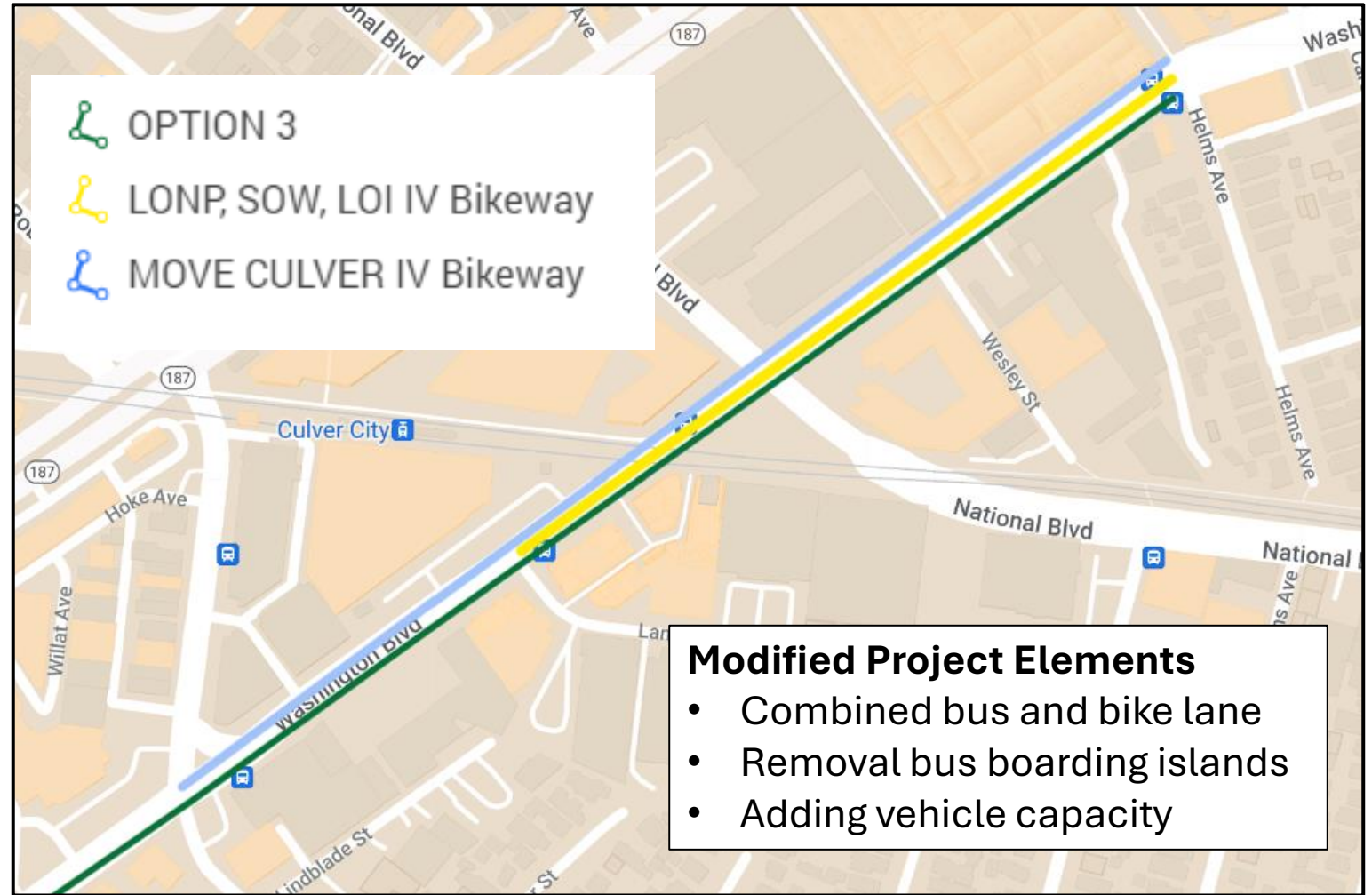
Project Background



MOVE Culver City Impacted Project Area

MAT Project Elements:

- Class IV separated bikeway
- Bus only lanes
- Establishment of bus boarding islands
- Pedestrian improvements



- OPTION 3
- LONP, SOW, LOI IV Bikeway
- MOVE CULVER IV Bikeway

Modified Project Elements

- Combined bus and bike lane
- Removal bus boarding islands
- Adding vehicle capacity

Discussion

- > MAT funds were used in the installation of the Class IV bikeway, bus-only lanes, and bus boarding islands.
- > The executed Funding Agreement between Metro and the City of Culver City contains a provision which states that facilities that cease to be used for the original purpose in the Scope of Work, must be returned to Metro.
- > Metro staff recommends to deobligate \$434,969.47 in MAT funds. The remainder of the total MAT funds for this project will remain intact.

Equity

- > MAT Cycle 1 projects were evaluated using a screening and ranking process based on indexes of socio-economic and environmental disadvantage, including equity, safety, and connectivity/mobility indicators.
- > Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process.
- > The removal of project elements impacts the safety of vulnerable road users and affects the ranking that was used in project evaluations.

Next Steps

- > Upon Board approval, the City of Culver City will be formally notified of the action. Staff will revise the existing Funding Agreement with an amendment to indicate the revised funding amount.



Board Report

File #: 2024-0842, File Type: Contract

Agenda Number: 10.

FINANCE, BUDGET AND AUDIT COMMITTEE NOVEMBER 21, 2024

SUBJECT: CUSTODIAL BANKING SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS124467000 to US Bank National Association (U.S. Bank N.A.) for custodial banking services in an amount Not-to-Exceed (NTE) \$1,193,550 for the three-year base term and \$397,850 for each of the two, one-year option terms, for a total NTE amount of \$1,989,250, effective April 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Operating funds are the pool of revenue used to fund expenses for projects, programs and services. Metro's Investment Policy requires that securities purchased for the investment of operating funds and collateral be maintained in the trust department or the safekeeping department of a qualified bank that offers institutional custody services. The Treasurer is required to provide a quarterly report to the CEO and Board detailing investment compliance and performance information. The record keeping and pricing services provided by the custody bank are the basis for all reporting and accounting practices at Metro. The existing five-year banking custodial services contract with U.S. Bank N.A. will expire on March 31, 2025.

BACKGROUND

Custody banks provide safekeeping of the securities as required by the California Government Code. The institutional accounts they manage often exceed billions of dollars. As a result, custody banks tend to be large and reputable banks. The top custody banks have trillions of dollars in global assets. Staff analyzed the minimum qualifications of large government agencies for similar services. It was determined that the minimum qualifications of eight years of experience providing custody services and current custody of one trillion dollars of assets are consistent with best practices for the safety and security of public assets. Furthermore, there are several large financial institutions that qualify by size, but many no longer offer custody services in the municipal space due to a lack of profitability and high cost of infrastructure investment. Lowering the minimum requirement might attract more custody banks, but they will still be large financial institutions with multiple product lines.

Community banks, as defined by the Federal Reserve as having less than \$10 billion in assets, provide traditional banking services rather than institutional custody services. The latter requires a costly and sophisticated infrastructure, as well as a highly trained professional staff capable of providing reporting, real-time trade services, daily compliance monitoring, online access, and data collection. These services are the foundation of all accounting and recordkeeping at Metro. This is crucial as it also is the basis for staying in compliance with Generally Accepted Accounting Principles and passing Metro's annual audit.

The current contract was awarded through a competitive procurement in September 2019 to U.S. Bank N.A. As of June 30, 2024, Metro Operating Funds held in custody at U.S. Bank N.A. totaled \$3.1 billion.

DISCUSSION

The RFP notification was posted on Metro's Vendor Portal and was publicized through four publications in order to broaden awareness. Three of the four publications, which included the Asian Journal (Filipino-American), La Opinión (Hispanic-American) and the Los Angeles Sentinel (African-American), were ethnic media publications. In addition, the RFP was sent via e-mail to 27 financial institutions.

Only one proposal was received from U.S. Bank N.A., the current custodial banking services provider. U.S. Bank N.A. proposed lower fee components from its current fee structure. The reduction produces approximately \$537,500 in lower fees for the three-year base and two, one-year option terms of the five-year custodial banking contract.

DETERMINATION OF SAFETY IMPACT

The approval of this item will have no negative impact on the safety of Metro employees or passengers.

FINANCIAL IMPACT

Total proposed fees of \$1,989,250 over five years are based on a firm fixed rate applied to an estimated market value of assets under custody, the number of transactions applied to a unit price, and the number of accounts subject to compliance monitoring and performance reporting services.

Funding of \$370,000 for this service in FY25 is included in the budget 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. Since this is a multi-year contract, the Treasurer will be accountable for budgeting its costs in future years.

Impact to Budget

The source of funds for this contract is Prop A, Prop C, Measure R, Measure M and TDA Administration. Administration funds are not eligible for bus and rail operations.

EQUITY PLATFORM

Since the primary contractor will perform all peripheral and ancillary work, an SBE/DBE goal for this procurement was not established. However, U.S. Bank N.A. will service eight external investment managed accounts, five of which are managed by firms that are classified as either small business firms, minority owned, women owned or employee-owned firms. In addition, U.S. Bank N.A. is a large U.S. based financial institution that is committed to diversity and inclusion, and has policies instituted for seeking and promoting diverse talents, partnering with diverse suppliers as well as strengthening local communities. In 2023, U.S. Bank N.A. was ranked No. 11 on the overall DiversityInc Top 50 list. Additionally, U.S. Bank remains committed to its five-year \$100 billion community benefits plan, which focuses on supporting equitable access to capital for low- and moderate-income communities and communities of color. This includes: Small Business Access to Capital & Technical Assistance, Community Development Lending & Investment, Philanthropy & Community Service, Advancing a Diverse & Equitable Workforce, Diverse Segment Outreach, and Supplier Diversity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Vision 2028 Strategic Plan Goal 5 as follows:

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

Goal 5.2: Metro will exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

Metro's Investment Policy mandates the use of an external custody bank to safekeep operating fund securities or cash.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS124467000 to U.S. Bank N.A. effective April 1, 2025, to provide custodial banking services.

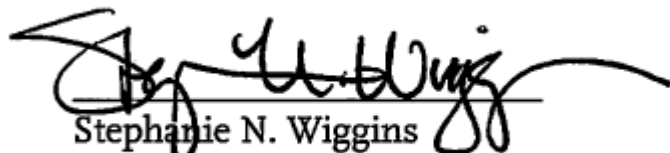
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Robert Suh, Principal Financial Analyst, (213) 922-4102
Jin Yan, Assistant Treasurer, (213) 922-2127
Mary E. Morgan, Deputy Executive Officer, Finance, (213) 922-4143
Rodney Johnson, Treasurer, (213) 922-3417
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CUSTODIAL BANKING SERVICES/PS124467000

1.	Contract Number: PS124467000	
2.	Recommended Vendor: U.S. Bank National Association	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 3, 2024	
	B. Advertised/Publicized: July 3, 2024	
	C. Pre-Proposal Conference: July 15, 2024	
	D. Proposals Due: August 14, 2024	
	E. Pre-Qualification Completed: September 12, 2024	
	F. Ethics Declaration Forms submitted to Ethics: August 15, 2024	
	G. Protest Period End Date: November 27, 2024	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 1
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: Robert Suh	Telephone Number: (213) 922-4102

A. Procurement Background

This Board Action is to approve Contract No. PS124467000 to provide full custodial banking services, compliance monitoring, and performance measurement. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On July 3, 2024, Request for Proposal (RFP) No. PS124467 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement.

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

The solicitation was available for download from Metro's website. Advertisements were placed with the Los Angeles Daily News, Asian Journal, La Opinion, and Los Angeles Sentinel to notify potential proposers of this solicitation. Further, Metro notified potential prime contractors identified by the Project Office and other potential proposers from Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes. A virtual pre-proposal conference was held on July 15, 2024, and was attended by three participants representing three firms.

A total of eleven individuals downloaded the RFP and were included on the planholders list. There were twelve questions received and responses were issued prior to the proposal due date.

One proposal was received from U.S. Bank National Association (U.S. Bank N.A.) by the proposal due date of August 14, 2024.

Since only one proposal was received, staff conducted a market survey of the planholders to determine why no other proposals were received. Responses were received from four firms, and they included:

- lack of capability to fulfill the technical requirements of the RFP
- inability to meet the RFP minimum qualification requirements

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 the Treasury and Accounting departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

Phase 1 Evaluation - Minimum Qualifications (Pass/Fail): To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

- The proposer must have current custody of more than one trillion dollars (\$1,000,000,000,000) of domestic fixed-income assets.
- The proposer must have a minimum of eight years of experience in providing custody and/or performance measurement services.
- The proposal must include proof that an independent certified auditor or third party vendor has attested to the accuracy of performance returns according to Global Investment Performance Standards (GIPS).

Phase 2 Evaluation - Weighted Technical Evaluation: The proposer met the Minimum Qualifications (Pass/Fail) Criteria and was further evaluated based on the following evaluation criteria and weights:

- | | |
|---|-----|
| • Qualifications, Experience and Capability of the Firm and Key Personnel | 25% |
| • Custody, Compliance Reporting and Performance Measurement Services | 25% |

- Technology, Transition and Conversion 25%
- Price Proposal 25%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing the evaluation criteria and each were equally weighted.

From August 19, 2024 through September 5, 2024, the PET independently evaluated and scored the technical proposal. At the conclusion of the evaluation, the PET determined that U.S. Bank N.A. met all RFP requirements and was technically qualified to perform the work.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	U.S. Bank National Association				
3	Qualifications, Experience and Capability of the Firm and Key Personnel	92.00	25.00%	23.00	
4	Custody, Compliance Reporting and Performance Measurement Services	94.16	25.00%	23.54	
5	Technology, Transition and Conversion	93.32	25.00%	23.33	
6	Price Proposal	100.00	25.00%	25.00	
7	Total			94.87	1

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on price analysis, Independent Cost Estimate (ICE), and technical analysis.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	U.S. Bank National Association	\$1,989,250	\$1,921,106	\$1,989,250

The variance between the recommended amount and the ICE is due to the use of a lower projected market value of Metro's operating fund investment portfolios in calculating the ICE. Further, fees proposed by US Bank N.A. are lower than the fee structure under the current custodial banking services contract.

D. Background on Recommended Contractor

U.S. Bank National Association (U.S. Bank N.A.), headquartered in Minneapolis, Minnesota, was established in 1863. It offers a wide range of financial services and has over 125 years of experience providing trust and custody services for institutional clients. It manages 5,303 custody accounts with more than \$2.6 trillion in assets, including 635 public and government clients with over \$417.3 billion in assets. Existing public sector clients include the Orange County Transportation Authority, Santa Clara Valley Transportation Authority, County of Fresno, City of San Diego and the California State University, Long Beach.

U.S. Bank, the incumbent contractor, has been providing custodial banking services to Metro and performance has been satisfactory.

DEOD SUMMARY

CUSTODIAL BANKING SERVICES / PS124467000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. It is expected that US Bank National Association (U.S. Bank N.A.) will 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 contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

Custodial Banking Services Contract

**Finance, Budget and Audit Committee
November 21, 2024**

Custodial Banking Services Contract

Background:

- Metro's Investment Policy requires the use of an external custody bank to safekeep operating fund securities or cash.
- The existing five-year banking custodial services contract with U.S. Bank N.A. will expire on March 31, 2025.

Action:

- The RFP notification was posted on Metro's vendor database based on applicable NAICS codes, advertised on 4 publications and on Metro's Vendor Portal, and sent to 27 financial institutions.
- Only 1 proposal was submitted by the current custodial banking services provider, U.S. Bank N.A.

Procurement Evaluation – Single Proposer

U.S. Bank N.A.	Evaluation Criteria Factor Weight	Weighted Average Score
Qualifications, Experience & Capability of Firm & Key Personnel	25.00%	23.00%
Custody, Compliance Reporting & Performance Measurement Services	25.00%	23.54%
Technology, Transition and Conversion	25.00%	23.33%
Price	25.00%	25.00%
Total	100.00%	94.87%

Custodial Banking Services Contract

Recommendation:

- Authorize the Chief Executive Officer to award a firm fixed unit rate Contract No. PS124467000 to US Bank N.A. for custodial banking services in an amount of \$1,193,550 for the three-year base term and \$397,850 each for the two, one-year option term, for a total not-to-exceed amount of \$1,989,250, effective April 1, 2025, subject to resolution of protest(s), if any.

Next Step:

- Upon Board approval, staff will execute Contract PS124467000 to U.S. Bank N.A. effective April 1, 2025 to provide custodial banking services.



Board Report

File #: 2024-0998, File Type: Program

Agenda Number: 12.

FINANCE, BUDGET, AND AUDIT COMMITTEE NOVEMBER 21, 2024

SUBJECT: PROPOSITION A 5% OF 40% INCENTIVE GUIDELINES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the revised Proposition A 5% of 40% Incentive Guidelines (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to amend existing agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and Local Transit Operators to incorporate guideline amendments, and execute all necessary future agreements as pertains to this program.

ISSUE

The Proposition A 5% of 40% Incentive (Prop A Incentive) Guidelines have not been updated since 2001. Due to COVID-19 pandemic impacts, in 2021 - 2024, program participants requested revisions to the criteria that govern Prop A Incentive funding distribution. This prompted Metro staff to work with program participants to update the guidelines to reflect the changing Los Angeles County transportation landscape and accommodate funding challenges that small local operators are experiencing while maintaining their transit systems.

BACKGROUND

The Prop A Incentive Program earmarks 5 percent of the Proposition A 40 Percent Discretionary funding to promote projects that encourage the development of an integrated local public transportation system that addresses the varied transportation needs of Los Angeles County residents. This includes subregional paratransit, eligible fixed-route services, locally funded community-based transportation services and other specialized transportation services. This funding program was instituted to divert demand from costlier regional paratransit services (i.e. Access Services) by partially funding more cost-effective subregional services operated by local jurisdictions in their respective communities. An additional element of the Prop A Incentive Program consists of

small Los Angeles County operators who voluntarily report to the Federal Transit Administration (FTA) National Transit Database (NTD). These agencies are incentivized to report data in exchange for federal Section 5307 Urbanized Area Formula Grant- equivalent funding. Program expenditures are audited annually and reviewed by the Independent Citizen's Advisory and Oversight Committee (ICAOC) and the Local Transit Systems Subcommittee (LTSS).

The purpose in developing the Subregional Paratransit program element was twofold: 1) to encourage coordinated paratransit systems that are subregional in nature, and 2) to institute performance standards that promote the effectiveness of participating systems as a condition of receipt of funds.

DISCUSSION

In the current program, a base funding amount of 15% of operating costs is provided to participating jurisdictions. Up to an additional 10% of operating costs can be achieved by operators through meeting three standards: 1) cost per revenue hour test, 2) subsidy per passenger test, and 3) passengers per vehicle revenue hour test. If any of the three standards are not met, the agency's funding is reduced causing budgetary issues for participants. The rate of meeting all three standards before the pandemic went from 26% in FY19 to 15% in FY24. Most operators now fail at least one of these tests due to the impacts of the pandemic. This led to fluctuations in program funding to recipients which has made it more difficult to coordinate service and resulted in the loss of a half dozen program participants in the last decade.

In September 2023, LTSS formed the Prop A Incentive Guidelines Working Group to review program requirements and update the program to reflect current transit trends and address financial challenges coming out of the COVID-19 pandemic. The working group convened, along with Metro staff, on four occasions to develop the revised Guidelines contained in Attachment A, with redlined version in Attachment B. The Working Group proposed to remove the passengers per vehicle revenue hour test as this standard did not adequately measure the efficiency of ADA paratransit service and was the most difficult for agencies to meet. In keeping with the program purpose, the Working Group agreed that it was still important to maintain performance standards to ensure cost-effective service and NTD reporting that generates additional FTA Section 5307 funding for the region. LTSS approved the proposed revised Guidelines in September 2024 and the Technical Advisory Committee (TAC) approved them in October 2024. The agencies that make up these committees are not Prop A Incentive recipients that benefit from the revised guidelines and serve as objective and regional oversight. A letter of support for these revisions was provided by the Alliance of Local Transit Operators, see Attachment C.

The revised Guidelines would provide each participating agency increased base funding of 20% of operating costs for program participation and reporting ridership data to the National Transit Database (NTD). Agencies can receive an additional 5% of operating costs by meeting one of two standards:

1. **Cost Per Revenue Hour Test**

No changes were made in the calculation of this standard. To pass, an operator's total cost per revenue hour must increase no more than 110% of the Los Angeles County Consumer Price

Index, as compared to previous year, or a compounded previous 3-year period.

2. Subsidy Per Passenger Test

This standard calculation is simplified by removing the requirement to report passenger mile data and categorizing results by service type (ex. general public, subsidized taxi, etc.) which will reduce calculation errors. To pass the test, an agency's total subsidy per passenger cannot exceed 133% of the countywide median.

Metro staff assessed the financial impact of the proposed Prop A Incentive Program changes by using FY19 transit data to represent the most likely post-COVID operating conditions. Staff determined that if the revised guidelines are adopted as proposed, all program participants except one would receive 25% of their operating costs. This would increase the draw on this fund source by approximately \$736,000, which the funding pot has the capacity to cover.

DETERMINATION OF SAFETY IMPACT

Adoption of the revised Prop A Incentive Guidelines will not impact Metro's safety standards as the transit services funded by this program are operated by other agencies.

FINANCIAL IMPACT

The proposed changes to the Prop A Incentive Program will not impact the FY25 Budget. The program funds are budgeted under Cost Center 0443 and Project 410057. Since this is a multi-year program, the Program Manager will be responsible for budgeting the costs in future years and will ensure program reserves are not overdrawn.

Impact to Budget

This fund source is specifically earmarked for this program and is not eligible for Metro bus and rail operations.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects throughout the county. Without this action, almost all participating jurisdictions noted in Table 1 of the proposed Guidelines would receive less funding from the program to operate their paratransit services due to the inability to meet the current program standards, and many may be forced to reduce their service operations. Approval of this item would enable more sustained funding to program recipients that provide paratransit services primarily to disabled riders and older adults, though some services provide general public community transportation as well. Of the 49 participating jurisdictions, 36 have residents residing in Equity Focus Communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the following Vision 2028 Strategic Plan Goals by providing funding for essential local transit systems throughout the county:

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

Should the Board choose not to approve the recommendations above, which staff does not recommend, small transit systems throughout Los Angeles County that take the pressure off Access Services and provide essential transit to underserved residents, could lead to operational funding deficits of these programs and the eventual termination of these transit systems. Further, the revised guidelines follow the intent for which the program was developed in the provision of funding for intra-community public transportation services for paratransit and specialized transit services. The streamlining of performance measures allows agencies to continue this valuable service but still promotes the effective use of funds by maintaining performance standards.

NEXT STEPS

Upon adoption, staff will execute amendments to existing funding agreements with participating agencies and incorporate the program changes into future program funding agreements.

ATTACHMENTS

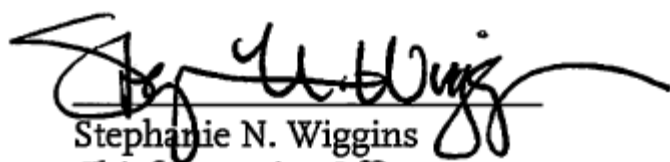
Attachment A - Proposed Proposition A Incentive Program Guidelines

Attachment B - Proposed Proposition A Incentive Program Guidelines Redlined Version

Attachment C - Alliance of Local Transit Operators - Letter of Support

Prepared by: Chelsea Meister, Manager, Transportation Planning, Local Programming (213) 922-5638
Susan Richan, Director, Budget, (213) 922-3017
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**PROPOSITION A INCENTIVE
PROGRAM GUIDELINES**

PROPOSED

2024

I. INTRODUCTION

The Proposition A Incentive Program earmarks 5 percent of the 40 percent Proposition A Discretionary funds to promote projects that encourage the development of an integrated public transportation system that addresses the varied transportation needs of Los Angeles County residents. This includes subregional paratransit, eligible fixed-route services, locally funded community-based transportation services and other specialized transportation services.

II. PROGRAM PURPOSE

The Incentive Program was originally created in 1985 as a replacement for Transportation Development Act (TDA) Article 4.5, which provided State transportation funds for intra-community public transportation services. The purpose in developing this program was twofold: 1) to encourage coordinated paratransit systems that are regional in nature, and 2) to institute performance standards that promote the effectiveness of participating systems as a condition of receipt of funds. Since 1985, the Incentive Program has evolved to also include and provide formula funding for additional local Los Angeles County transit operators that report to the Federal Transit Administration (FTA) National Transit Database (NTD) but do not receive 5307 funding.

III. PROGRAM OBJECTIVES

The primary objectives of the Incentive Program are to provide funding to:

- Coordinate and improve services provided by cities, operators, and social services agencies to achieve more efficient and cost-effective systems.
- Improve the mobility of persons for whom regular fixed route transportation is either inadequate or inappropriate.
- Encourage the use of local transit funds for projects of regional significance and benefit, such as the provision of Americans with Disabilities Act (ADA) complementary paratransit.
- Divert demand from the more costly Access Services Incorporated (ASI) to more cost efficient locally funded subregional systems.
- Encourage locally funded public transportation systems to report NTD data, thereby enhancing data collection and the flow of Federal Section 5307 funds to the region.

IV. ELIGIBLE APPLICANTS

Local Municipalities and Departments of Los Angeles County
Joint Powers Authorities (JPAs)
Los Angeles County Metropolitan Transportation Authority
Public Operators

Eligible projects may be operated by any type of service provider, including public, private for profit, and private non-profit operators.

V. FUNDING PRIORITIES

Incentive funds are disbursed according to the following funding priorities, subject to funds availability:

1. First priority is given to existing Subregional paratransit participants identified in the LACMTA-approved Annual Transit Fund Allocations. Additional participants to this program would need to apply with Metro and be approved by Local Transportation Systems Subcommittee (LTSS), Bus Operators Committee (BOS), Technical Advisory Committee (TAC), and the LACMTA Board of Directors. FY2021-22 service and funding levels will be used to determine FY2023-24 funding levels, with future fiscal year funding levels to be determined based on the most recently audited NTD report. Eligibility criteria and performance standards will be applied as outlined in Exhibit A.

2. Second priority is given to funding the four Eligible or Included operators for specific services, per Board actions in September 1991 and September 1995, as identified below:

- Santa Clarita Transit
- Antelope Valley Transit Authority
- City of Los Angeles – DASH Routes A, B and E, Harbor Shuttle and Bus Service Continuation Project (BSCP)
- Foothill Transit’s Bus Service Continuation Project (BSCP)

These four services will receive funding from the Incentive program if growth over inflation in the Proposition A Discretionary Program is inadequate to fully fund these systems. Per Senate Bill 1755 as enacted in 1996, if the funds in the Proposition A Incentive program are not enough to fund the affected fixed route operators, LACMTA will identify other funding sources to assure full funding.

An assessment of available funds in the Discretionary category will be conducted annually to determine whether any funding from the Incentive program is needed to backfill the Discretionary program for the purposes of the aforementioned systems only.

Only the four operators and their specific programs listed above are eligible for this funding source. All other recipients of the Formula Allocation Process (FAP) are ineligible to receive funds for their fixed route systems under this category.

3. Third priority will be given to existing subregional paratransit participants, identified in Table 1, which are known to have expanded their service areas after the subregional paratransit program was closed to new and/or expanded projects in the early 1990s.
4. Fourth priority will be given to approved applications for expanded and/or new subregional paratransit systems.
5. Until the region develops a methodology to return to source the funds generated from NTD reporting by locally funded public transportation systems, fifth priority will be given to locally funded public transportation systems which voluntarily report NTD data.

In order to increase the amount of Federal Revenues to the region and support increased mobility, Proposition A Incentive Funds will be used to offset costs for locally funded public transportation systems participating in the voluntary NTD reporting program. Subject to availability of Proposition A Incentive funds, LACMTA will disburse funds to each participating agency in an amount equal to the Federal funds generated for the region by each agency's reported data (determined by the unit values set annually by the FTA for revenue miles and passenger miles), after the FTA has allocated the funds to the region.

Voluntary NTD reporters should notify the LACMTA at the beginning of the NTD reporting year of their program participation status. Participation in the Prop A Incentive Priority V Program is subject to LACMTA approval. Funding allocations are subject to fund availability and may be calculated differently on a case-by-case basis. Specific public transportation services funded through the Formula Allocation Process and the subregional paratransit program are required to report through NTD and therefore are not considered voluntary reporters.

6. Sixth priority will be given to Special Demonstration projects that maximize the efficiency of transit/paratransit services. Emphasis will be placed on funding programs that provide innovative, cost saving measures for delivery of transit/paratransit services.

VI. GENERAL AND ADMINISTRATIVE CONDITIONS

Documentation of Coordination and Consolidation

Proposed projects are required to document coordination and/or consolidation with existing public transportation services and with participating local governments, as evidenced by executed agreements, joint resolutions and approved implementation plans.

Duration of Incentive Projects

Each approved Incentive project will be funded for no less than one year. Ongoing project funding is subject to funds availability and will be predicated upon a formal annual evaluation that will determine each participant's ability to achieve program objectives.

Reimbursement of Other Fund Sources

After all projects in the first and second priority categories have been funded, any unallocated balances will initially be used to reimburse funding sources that have, in the past, supplemented Incentive funds. Additional unallocated balances will be used on programs in the manner stipulated in the Funding Priorities section.

Governing Body Authorization

Completed Incentive applications must include authorization and approval of the project from the participating agencies' governing body(ies) in order to be considered for funding.

Memorandum of Understanding

Each incentive program lead agency and/or recipient must execute a Memorandum of Understanding (MOU) with the LACMTA which delineates the type of project funded, grant amount, the coordinating agencies and the service standards that must be met on an annual basis.

Funding Disbursement

Funding for Incentive recipients may be disbursed on a quarterly basis subject to timely submittal of invoices. In the case of the Subregional participants, no program can receive funds in excess of 25% of their net operating cost.

All operating projects, with the exception of those who directly report to FTA, must report auditable National Transit Database (NTD) data to the LACMTA. Failure to submit auditable NTD data by the Subregional systems by August 31 of each year may result in cancellation of funding. All other Incentive Program recipients must submit a report detailing expenditures to date and project status on a quarterly basis. All quarterly reports will be due on the last day of the months of October, January, April, and July.

Audits

The LACMTA will audit all Incentive participants on an annual basis. The audits are designed to confirm fiscal compliance.

EXHIBIT A

Subregional Paratransit Objectives, Eligibility and Application of Performance Standards

Subregional systems are intended to encourage coordinated multi-agency, multi-jurisdictional projects specifically through improved delivery of paratransit services. Coordination is defined as the sharing of resources and expansion of service areas beyond single jurisdiction boundaries to enhance access to goods and services and potentially decrease project cost.

Proposers in this category must meet the following criteria to be eligible for the program:

- Operate new or consolidate existing paratransit services that serve two jurisdictions with a combined population of at least 25,000 residents or any three or more nearby jurisdictions. Unincorporated County areas in a two-jurisdiction project must be at least one fifth of the population or size of the coordinating agency's service area to be eligible.¹ At a minimum, subregional paratransit systems offer curb-to-curb transportation throughout the contiguous jurisdictions during all service operating hours to all elderly and people with disabilities who meet eligibility requirements.
- Use all LACMTA allocated funds to increase the number and mobility of the passengers carried. Incentive funds may not be used to reduce a city's contribution of Local Return or other funding sources.
- Coordinate proposed services nearby systems, social services agencies, and the regional operators. Coordination may occur at many levels, from simple information sharing to total consolidation of services. Examples of coordination include execution of transfer agreements, sharing of resources, coordination of services with social service agencies, regional operators and/or other transportation service providers. Coordination efforts shall be subject to review by LACMTA staff or consultants.
- Where applicable, coordinate Americans with Disabilities Act (ADA) trips with Access Services, Inc. (ASI) to assure cost-effective service provision.

Upon meeting the program eligibility criteria delineated above, participants are eligible to receive up to 25% of their net operating cost, subject to the following performance standards:

- ❑ 20% of the project's net operating cost will be allocated based on annual submittal of a timely and accurate NTD report subject to certification by an independent auditor.
- ❑ 5% of the project's net operating costs will be allocated based on attainment of one of the two following performance standards:

¹ Due to the size (both in terms of population and area) of the City of Los Angeles and the unincorporated County of Los Angeles, LACMTA will assess, on a project-by-project basis, whether and how this requirement will be imposed on their projects.

- 1) Total cost per revenue hour increasing by less than 110% of the Los Angeles County Consumer Price Index (CPI), as measured either to the previous year, or to the compounded CPI for the previous three-year period.
- 2) Total subsidy per passenger does not exceed 133% of the countywide mean

To calculate net operating costs, LACMTA will use the operating costs less fare revenues as reported to the NTD annually for each program participant. LACMTA will exclude from the calculation any subsidies provided by ASI.

REVISED

TABLE 1

Los Angeles County Subregional Paratransit Projects as of September 1, 2024		
	Project Title/Sponsor	Participating Municipalities
1	Agoura Hills Dial-a-Ride	Agoura Hills, LA County
2	Antelope Valley Dial-a-Ride	Palmdale, Lancaster, LA County
3	Culver City Community Transit	Culver City, LA County
4	Gardena Special Transit	Gardena, Hawthorne, LA County
5	Glendale Paratransit	Glendale, La Canada Flintridge, LA County
6	LA County Whittier et al Dial-a-Ride	Los Angeles County (multiregional)
7	LA County Willowbrook Dial-a-Ride	Los Angeles County (multiregional)
8	Los Angeles CITYRIDE – Taxi Lift Van	Los Angeles, LA County
9	Los Angeles CITYRIDE – Dial-a-Ride	Los Angeles, LA County
10	Monrovia Dial-a-Ride	Monrovia, LA County
11	Palos Verdes Peninsula Transit Authority Dial-a-Ride	Palos Verdes Estates, Rolling Hills Estates, Rancho Palos Verdes, LA County
12	Palos Verdes Peninsula Transit Authority PV Transit	Palos Verdes Estates, Rolling Hills Estates, Rancho Palos Verdes, LA County
13	Pasadena Community Transit	Pasadena, San Marino, LA County
14	Pomona Valley Transit Authority -- Get About	San Dimas, La Verne, Pomona
15	Pomona Valley Transit Authority -- General Public	San Dimas, La Verne, Pomona
16	Santa Clarita Dial-a-Ride	Santa Clarita, LA County
17	West Hollywood Dial-a-Ride	West Hollywood, LA County
18	Whittier Dial-a-Ride	Whittier, La Habra

ATTACHMENT B

**PROPOSITION A INCENTIVE
PROGRAM GUIDELINES
Redlined Version**

**2024
~~September 2001~~**

I. INTRODUCTION

The Proposition A Incentive Program earmarks 5 percent of the 40 percent Proposition A Discretionary funds to promote projects that encourage the development of an integrated public transportation system that addresses the varied transportation needs of Los Angeles County residents. This includes subregional paratransit, eligible fixed-route services, locally funded community based transportation services and other specialized transportation services.

II. PROGRAM PURPOSE

The Incentive Program was originally created in 1985 as a replacement for Transportation Development Act (TDA) Article 4.5, which provides State transportation fund for intra-community public transportation services. The purpose in developing this program was twofold: 1) to encourage coordinated paratransit systems that are regional in nature, and 2) to institute performance standards that promote the effectiveness of participating systems as a condition of receipt of funds. Since 1985, the Incentive Program has evolved to also include and provide formula funding for additional local Los Angeles County transit operators that report to the Federal Transit Administration (FTA) National Transit Database (NTD) but do not receive 5307 funding.

III. PROGRAM OBJECTIVES

The primary objectives of the Incentive Program are to provide funding to:

- Coordinate and improve services provided by cities, operators, and social services agencies to achieve more efficient and cost effective systems.
- Improve the mobility of persons for whom regular fixed route transportation is either inadequate or inappropriate.
- Encourage the use of local transit funds for projects of regional significance and benefit, such as the provision of Americans with Disabilities Act (ADA) complementary paratransit.
- Divert demand from the more costly Access Services Incorporated (ASI) to more cost efficient locally funded subregional systems.
- Encourage locally funded public transportation systems to report NTD data, thereby enhancing data collection and the flow of Federal Section 5307 funds to the region.

IV. ELIGIBLE APPLICANTS

Local Municipalities and Departments of Los Angeles County
Joint Powers Authorities (JPAs)
~~California Department of Transportation (Caltrans) and other State transportation agencies~~
Los Angeles County Metropolitan Transportation Authority
Public Operators

Eligible projects may be operated by any type of service provider, including public, private for profit, and private non-profit operators.

V. FUNDING PRIORITIES

Incentive funds are disbursed according to the following funding priorities, subject to funds availability:

1. First priority is given to existing Subregional paratransit participants ~~as identified of June 30, 2001, and in the LACMTA-approved Annual Transit Fund Allocations Table 1.~~ Additional participants to this program would need to apply with Metro and be approved by Local Transportation Systems Subcommittee (LTSS), Bus Operators Committee (BOS), Technical Advisory Committee (TAC), and the LACMTA Board of Directors. ~~FY2021-22 1999-2000~~ service and funding levels will be used to determine FY2023-24 ~~2001-2002~~ funding levels, with future fiscal year funding levels to be determined based on the most recently audited NTD report. Eligibility criteria and performance standards will be applied as outlined in Exhibit A.
2. Second priority is given to funding the four Eligible or Included operators for specific services, per Board actions in September 1991 and September 1995, as identified below:
 - Santa Clarita Transit
 - Antelope Valley Transit Authority
 - City of Los Angeles – DASH Routes A, B and E, Harbor Shuttle and Bus Service Continuation Project (BSCP)
 - Foothill Transit’s Bus Service Continuation Project (BSCP)

These four services will receive funding from the Incentive program if growth over inflation in the Proposition A Discretionary Program is inadequate to fully fund these systems. Per Senate Bill 1755 as enacted in 1996, if the funds in the Proposition A Incentive program are not enough to fund the affected fixed route operators, LACMTA will identify other funding sources to assure full funding.

An assessment of available funds in the Discretionary category will be conducted annually to determine whether any funding from the Incentive program is needed to backfill the Discretionary program for the purposes of the aforementioned systems only. Only the four operators and their specific programs listed above are eligible for this funding source. All other recipients of the Formula Allocation Process (FAP) are ineligible to receive funds for their fixed route systems under this category.

3. Third priority will be given to existing subregional paratransit participants, identified in Table 1, which are known to have expanded their service areas after the subregional paratransit program was closed to new and/or expanded projects in the early 1990s.
4. Fourth priority will be given to approved applications for expanded and/or new subregional paratransit systems.

5. Until the region develops a methodology to return to source the funds generated from NTD reporting by locally funded public transportation systems, fifth priority will be given to locally funded public transportation systems which voluntarily report NTD data.

In order to increase the amount of Federal Revenues to the region and support increased mobility, Proposition A Incentive Funds will be used to offset costs for locally funded public transportation systems participating in the voluntary NTD reporting program. Subject to availability of Proposition A Incentive funds, LACMTA will disburse funds to each participating agency in an amount equal to the Federal funds generated for the region by each agency's reported data (determined by the unit values set annually by the FTA Federal Transit Administration for revenue miles and passenger miles), after ~~an independent auditor certifies the data and~~ the FTA has allocated the funds to the region.

Voluntary NTD reporters should notify the LACMTA at the beginning of the NTD reporting year of their program participation status. Participation in the Prop A Incentive Priority V Program is subject to LACMTA approval. Funding allocations are subject to fund availability and may be calculated differently on a case by case basis. This allows the MTA to administer consolidated passenger mile sampling and to schedule an audit after the reporting year. If the MTA pays for the audit, the MTA may deduct the cost of the audit, and other MTA administrative fees associated with oversight of NTD reporting, from the payments made to the voluntary reporters. Specific public transportation services funded through the Formula Allocation Process and the subregional paratransit program are required to report through NTD and therefore are not considered voluntary reporters.

6. Sixth priority will be given to Special Demonstration projects that maximize the efficiency of transit/paratransit services. Emphasis will be placed on funding programs that provide innovative, cost saving measures for delivery of transit/paratransit services.

VI. GENERAL AND ADMINISTRATIVE CONDITIONS

Documentation of Coordination and Consolidation

Proposed projects are required to document coordination and/or consolidation with existing public transportation services and with participating local governments, as evidenced by executed agreements, joint resolutions and approved implementation plans.

Duration of Incentive Projects

Each approved Incentive project will be funded for no less than one year. Ongoing project funding is subject to funds availability and will be predicated upon a formal annual evaluation that will determine each participant's ability to achieve program objectives.

Reimbursement of Other Fund Sources

After all projects in the first and second priority categories have been funded, any unallocated balances will initially be used to reimburse funding sources that have, in the past, supplemented

Incentive funds. Additional unallocated balances will be used on programs in the manner stipulated in the Funding Priorities section.

Maintenance of Effort

~~All applicants must commit, among all Proposition A and C projects, an amount greater than or equal to 1/2 of the cities' annual allocation of Proposition A and C Local Return. If cities do not commit adequate Local Return funding, they will have their Proposition A Discretionary Incentive grant reduced by the amount of uncommitted annual allocation over 50%.~~

Governing Body Authorization

Completed Incentive applications must include authorization and approval of the project from the participating agencies' governing body(ies) in order to be considered for funding.

Memorandum of Understanding

Each incentive program lead agency and/or recipient must execute a Memorandum of Understanding (MOU) with the LACMTA which delineates the type of project funded, grant amount, the coordinating agencies and the service standards that must be met on an annual basis.

Funding Disbursement/~~Quarterly Reports~~

Funding for Incentive recipients ~~may~~ will be disbursed on a quarterly basis subject to timely submittal of invoices ~~the appropriate quarterly report~~. In the case of the Subregional participants, no program can receive funds in excess of 25% of their net operating cost.

All operating projects, with the exception of those who directly report to FTA, must report auditable National Transit Database (NTD) data to the LACMTA. Failure to submit auditable NTD data by the Subregional systems by August 31 of each year may result in cancellation of funding. All other Incentive Program recipients must submit a report detailing expenditures to date and project status on a quarterly basis. All quarterly reports will be due on the last day of the months of October, January, April, and July. ~~Funds may also be withheld from approved recipients if quarterly reports are not completed and submitted on schedule.~~

Audits

The LACMTA will audit all Incentive participants on an annual basis. The audits are designed to confirm fiscal compliance ~~and verify operating statistics reported as part of the quarterly and NTD reports submittals.~~

EXHIBIT A

Subregional Paratransit Objectives, Eligibility and Application of Performance Standards

Subregional systems are intended to encourage coordinated multi-agency, multi-jurisdictional projects specifically through improved delivery of paratransit services. Coordination is defined as the sharing of resources and expansion of service areas beyond single jurisdiction boundaries to enhance access to goods and services and potentially decrease project cost.

Proposers in this category must meet the following criteria ~~in order~~ to be eligible for the program:

- Operate new or consolidate existing paratransit services that serve two jurisdictions with a combined population of at least 25,000 residents or any three or more nearby jurisdictions. Unincorporated County areas in a two-jurisdiction project must be at least one fifth of the population or size of the coordinating agency's service area to be eligible.¹ At a minimum, subregional paratransit systems offer curb-to-curb transportation throughout the contiguous jurisdictions during all service operating hours to all elderly and people with disabilities who meet eligibility requirements.
- Use all LACMTA allocated funds to increase the number and mobility of the passengers carried. Incentive funds may not be used to reduce a city's contribution of ~~Proposition A and/or C~~ Local Return or other funding sources.
- Coordinate proposed services nearby systems, social services agencies, and the regional operators. Coordination may occur at many levels, from simple information sharing to total consolidation of services. Examples of coordination include execution of transfer agreements, sharing of resources, coordination of services with social service agencies, regional operators and/or other transportation service providers. Coordination efforts shall be subject to review by LACMTA staff or consultants.
- Where applicable, coordinate Americans with Disabilities Act (ADA) trips with Access Services, Inc. (ASI) to assure cost-effective service provision.

Upon meeting the program eligibility criteria delineated above, participants are eligible to receive up to 25% of their net operating cost, subject to the following performance standards:

- ❑ ~~20~~15% of the project's net operating cost will be allocated based on annual submittal of a timely and accurate NTD report subject to certification by an independent auditor.
- ❑ ~~5~~10% of the project's net operating costs will be allocated based on attainment of one of the two following ~~three~~ performance standards:

¹ Due to the size (both in terms of population and area) of the City of Los Angeles and the unincorporated County of Los Angeles, LACMTA will assess, on a project-by-project basis, whether and how this requirement will be imposed on their projects.

1) Total cost per revenue hour increasing by less than 110% of the Los Angeles County Consumer Price Index (CPI), as measured either to the previous year, or to the compounded CPI for the previous three-year period.

2) Total subsidy per passenger does not exceed 133% of the countywide mean. ~~for the mode of service. Modes are defined as follows:~~

- ~~☐ **General Public** — Paratransit systems available to all service area residents with no eligibility restrictions.~~
- ~~☐ **User Side Subsidy** — User choice voucher programs, typically taxis and/or lift vans.~~
- ~~☐ **Elderly and Disabled** — Systems restricted to elderly riders and people with disabilities. User Side Subsidy programs are not included in this category.~~
- ~~☐ **Geographically Constrained** — Geographically large service areas which result in a system wide average trip length greater than six miles per boarding.~~
- ~~☐ **Transportation Disabled** — Systems restricted to medically certified frail elderly and people with disabilities who are unable to use traditional fixed-route public transportation services.~~

3) ~~Attainment of the Passengers per Revenue Vehicle Hour standard for each service mode:~~

<u>Mode</u>	<u>Standard</u>
General Public	5.0
User Side Subsidy	4.0
Elderly and Disabled	3.5
Geographically Constrained	2.5
Transportation Disabled	2.5

NOTE: ~~MTA funding for attainment of the above three performance standards will be allocated as a percentage of net operating costs as follows:~~

_____ meet one performance standard	4%
_____ meet two performance standards	7%
_____ meet three performance standards	10%

To calculate net operating costs, LACMTA will use the operating costs less fare revenues as reported ~~in the annual to the NTD annually report (Modal Expense Form 301 and Operating Funding Form 203)~~ for each program participant. LACMTA will exclude from the calculation any subsidies provided by ASI.

~~New projects will be funded at 20% of their net operating cost for the first two years, or until there is sufficient audited data to apply the three performance standards referenced above.~~

REVISED

TABLE 1

Los Angeles County Subregional Paratransit Projects as of June 30, 2001 <u>September 1, 2024</u>		
	Project Title/Sponsor	Participating Municipalities
1	<u>Agoura Hills Dial-a-Ride</u>	<u>Agoura Hills, LA County</u>
2	Antelope Valley Dial-a-Ride	Palmdale, Lancaster, LA County
	Beverly Hills Taxi and Lift Van	Beverly Hills, West Hollywood-
3	Culver City Community Transit	Culver City, LA County
4	Gardena Special Transit	Gardena, Hawthorne, LA County
5	Glendale Paratransit	Glendale, La Canada Flintridge, LA County
6	<u>LA County Whittier et al Dial-a-Ride</u>	<u>Los Angeles County, Los Angeles City</u>
7	<u>LA County Willowbrook Dial-a-Ride</u>	<u>Los Angeles County, Los Angeles City</u>
	Huntington Park Dial-a-Ride	Huntington Park, South Gate, LA County
	Inglewood Paratransit	Inglewood, LA County
8	Los Angeles CITYRIDE – Taxi Lift Van	Los Angeles, LA County
9	Los Angeles CITYRIDE – Dial-a-Ride	Los Angeles, LA County
10	Monrovia Dial-a-Ride	Monrovia, LA County
11	Palos Verdes Peninsula Transit Authority Dial-a-Ride	Palos Verdes Estates, Rolling Hills Estates, Rancho Palos Verdes, LA County
12	Palos Verdes Peninsula Transit Authority PV Transit	Palos Verdes Estates, Rolling Hills Estates, Rancho Palos Verdes, LA County
13	Pasadena Community Transit	Pasadena, San Marino, LA County
14	Pomona Valley Transit Authority -- Get About	San Dimas, La Verne, Pomona
15	Pomona Valley Transit Authority -- General Public	San Dimas, La Verne, Pomona
	Redondo Beach Community Transit	Redondo Beach, Hermosa Beach
16	Santa Clarita Dial-a-Ride	Santa Clarita, LA County
	Westco Dial-a-Ride	West Covina, LA County
	West Hollywood Taxi and Lift Van Program	West Hollywood, Beverly Hills-
17	<u>West Hollywood Dial-a-Ride</u>	<u>West Hollywood, LA County</u>
18	<u>Whittier Paratransit</u>	<u>Whittier, LA County</u>



ALLIANCE OF LOCAL TRANSIT OPERATORS

City of Agoura Hills
 City of Alhambra
 City of Artesia
 City of Avalon
 City of Azusa
 City of Baldwin Park
 City of Bell Gardens
 City of Beverly Hills
 City of Burbank
 City of Calabasas
 City of Carson
 City of Cerritos
 City of Covina
 City of Culver City
 City of Downey
 City of Duarte
 City of El Monte
 City of El Segundo
 City of Gardena
 City of Glendale
 City of Glendora
 City of Inglewood
 City of La Canada Flintridge
 City of Lakewood
 City of Lawndale
 City of Lynwood
 City of Manhattan Beach
 City of Monrovia
 City of Monterey Park City
 City of Norwalk
 City of Paramount
 City of Pasadena
 City of Pico Rivera
 City of Redondo Beach City
 City of Rosemead
 City of San Fernando
 City of Santa Clarita
 City of Santa Fe Springs City
 City of Santa Monica
 City of South Gate
 City of South Pasadena City
 City of West Covina
 City of West Hollywood City
 City of Whittier
 Los Angeles County DPW
 Palos Verdes Peninsula
 Transit Authority
 Pomona Valley
 Transportation Authority

November 14, 2024

Stephanie N. Wiggins, Chief Executive Officer
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-25-1
 Los Angeles, CA 90012

Subject: Revised Proposition A Incentive Guidelines for the Subregional Paratransit Program

Dear Ms. Wiggins:

On behalf of The Alliance of Local Transit Operators (The Alliance), a group representing over forty Los Angeles County Local Operators, we would like to take this opportunity to affirm our support for the revised Proposition A Incentive Guidelines for the Subregional Paratransit program being brought before the Board for approval.

As noted in our February 5, 2024, letter to you, due to the post-pandemic effects on ridership and the continued vulnerability of the older adult and disabled community, the primary population served by subregional paratransit, the Fiscal Year 2023 data demonstrated that the Local Transit Operators are still struggling to meet Proposition A subregional paratransit program standards which were last updated in 2001.

Since the last adoption of the Proposition A Incentive Guidelines over twenty-three years ago, 26% of participating agencies have had to discontinue providing subregional paratransit transportation due to challenges in being able to meet outdated standards that were established in a very different demand and technology environment. This reduction of agencies participating in the Proposition A Incentive program has further limited subregional paratransit options in the region for the most vulnerable in our communities.

The Alliance members worked extensively with Metro staff through the Local Transit Systems Subcommittee Working Group to reach consensus on updates to the Proposition A Incentive Guidelines. These proposed guidelines streamline the subregional paratransit performance measures used to determine fund allocation, make the standards more relevant per the shift in the demand conditions and the technologies available today, and provide more reliable and predictable annual funding levels.

We appreciate your support in the ongoing effort to build consensus and regional collaboration between LA Metro and The Alliance members to provide intra-community public transportation services for paratransit and specialized transit services.

Sincerely,

Sebastián Andrés Hernández, City of Pasadena
 On behalf of The Alliance of Local Transit Operators

cc: Nalini Ahuja, LA Metro
 Michelle Navarro, LA Metro
 Chelsea Meister, LA Metro

Proposition A 5% of 40% Incentive Guidelines



Item # 2024-0998



Metro

Finance, Budget, and Audit Committee
November 21, 2024

Prop A Incentive Program Background



- Earmarks 5% of Prop A Discretionary revenues to fund:
 - ❑ coordinated subregional paratransit
 - ❑ eligible fixed-route services
 - ❑ locally funded community-based transportation services and
 - ❑ other specialized transportation services
- Developed to:
 - ❑ promote system effectiveness by meeting standards to receive funds
 - ❑ divert demand from costlier Access Services by operating cost-effective local services
- Guidelines govern this program

Amendment Purpose and Proposed Revisions

Purpose

- ❑ Guidelines last updated in 2001
- ❑ Local operators requested criteria be amended last 4 years due to pandemic
- ❑ Permanent changes needed to adjust to new conditions & maintain services

Current Program

- ❑ Receive 15% of operating costs if report to National Transit Database (NTD)
- ❑ Up to 25% of operating costs if pass 3 standards

Proposed Program

- ❑ Receive 20% of operating costs if report to NTD
- ❑ Additional 5% attained if pass 1 of 2 performance standards

Collaboration and Benefits



- Collaboration
 - ❑ Local Transit Systems Subcommittee (LTSS) formed Working Group to review guidelines
 - ❑ Worked with Metro staff to propose guideline amendments
 - ❑ LTSS & Technical Advisory Committee (TAC) both approved proposed guidelines
- Benefits
 - ❑ Operators prefer streamlined two-standard approach
 - ❑ Better aligns with NTD data currently submitted by operators
 - ❑ Increased base funding provides more consistent & reliable funding stream

Recommended Board Action

CONSIDER:



- ADOPTING the revised Proposition A 5% of 40% Incentive Guidelines (Attachment A)
- AUTHORIZING the Chief Executive Officer to amend existing agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and Local Transit Operators to incorporate guideline amendments and execute all necessary future agreements as pertains to this program.



Board Report

File #: 2024-0951, **File Type:** Contract

Agenda Number: 14.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 21, 2024

SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Communications Support Services Bench Contract Nos. PS85397000 through PS85397015 to:

- A. INCREASE the cumulative contract value of the Bench contracts in an amount not-to-exceed \$18,000,000, increasing the cumulative contract value from \$32,000,000 to \$50,000,000; and
- B. EXECUTE task orders for a Not-to-Exceed (NTE) total authorized amount of \$5,000,000.

ISSUE

In September 2022, the Board approved the establishment of the Communications Support Services Bench (Bench) for an amount not to exceed \$32,000,000 for a four-year term with 16 Small Business Enterprise (SBE) prime contractors. The Bench provides Metro's Customer Experience Department with supplementary communications services supporting Metro's projects, programs, and initiatives, such as community engagement programs, public information campaigns, and various public outreach activities.

The Bench has successfully provided professional communications support services to multiple and diverse Metro projects, programs, and initiatives. To date, a total of 28 task orders have been issued to the Bench, for a total cumulative value of \$28,009,178, leaving only \$3,990,822 in available contract authority.

BACKGROUND

With the passage of Measure M in November 2016, Metro's work effort has expanded significantly. To optimize the Agency's existing communications workforce and to ensure adherence to Metro's Vision 2028 Strategic Plan, Public Participation Plan, Equity Platform, Community Based Organizations Partnering Strategy, and Customer Experience Plan, additional contracted services is necessary. The Bench ensures that strategic and equitable communications support services are available to supplement Metro's staff resources.

The Bench contracts have been in place for two years and consist of 16 full-service, multi-disciplinary teams that serve on an on-call, task order-award basis under six disciplines:

1. Strategic Communications
2. Interpretation/Translation
3. Special Events and/or Digital Production
4. Professional Facilitation
5. Mailing Services
6. Professional Technical Writing

To date, the contracts have proven to be successful in their utilization. Contract Nos. PS85397000 through PS85397015 have been executed with the following firms:

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

Of the 16 firms, two have not been awarded a Task Order. One firm has not yet submitted a proposal during requests for Task Order solicitations. The other firm has submitted proposals for two solicitations but was not awarded task orders. Nevertheless, the firm has received debriefs about the quality of their proposals to help shape future submissions.

DISCUSSION

The unexpected increase in Bench utilization was attributed to task orders issued in support of Metro's programs, projects and initiatives, specifically Task Order No. 1 with Lee Andrews Group for K-Line Street Teams and the pilot Community Intervention Specialists.

To continue to meet the delivery of both current and approved projects in planning and construction, programs and initiatives through FY26, additional contract authority is being requested for the balance of the four-year authorized contract term.

Currently, Metro has numerous processes that require ongoing communications support services to

ensure strong public participation and education about Metro's projects and programs. Additionally, increased funding authority is requested to provide communications and community engagement support for major efforts in preparation for the 2026 FIFA World Cup and other new projects or initiatives. Further, there are high-profile community engagement programs currently being contracted through Bench Task Orders that may require future modification. These include:

- Public Safety Advisory Committee Management & Administration Services
- Long Beach to East Los Angeles Corridor Mobility Investment Plan Engagement Services
- Bus Speed and Reliability Public Outreach Program
- Gateway Region Community Based Organizations Partnership Administration Services
- LIFE Outreach Street Teams
- I-405/Wilmington Project Community Engagement Program
- Vermont Transit Corridor Project Community Engagement Program
- Rail to River Segment B Outreach Program
- As-Needed Support services for various Special Events
- C-Line Extension to Torrance Community Engagement Program
- Mobility Wallet Phase 2 Outreach Program
- Joint Development Program Outreach
- Community Advisory Council Management & Administration Services
- Countywide Bus Rapid Transit Community Engagement Program
- As-Needed interpretation and translation services
- As-Needed mailing services

DETERMINATION OF SAFETY IMPACT

Contractors may be required to conduct tasks on Metro property that may pose a safety impact. As appropriate, contractors will be required to meet established safety requirements to include requisite training and clearance as established by Metro Safety, Construction, Operations and Human Resources procedures.

FINANCIAL IMPACT

Funding for the On-Call Communications Support Services Bench contract awards will be provided by projects utilizing the bench.

Impact to Budget

The funding for these task orders depends on the specific project being charged and could consist of federal, state, or local resources that are eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

The On-Call Communications Bench contract task order awards advance Metro's commitment to equity and inclusion by ensuring communications activities provide targeted approaches to engage all stakeholders, with a specific focus on marginalized, vulnerable, and/or Equity Focus Communities

across the various disciplines noted in the Background section. Enhanced community engagement opportunities for marginalized or vulnerable groups improve equitable outcomes by elevating voices that might not otherwise be heard or included in decision-making on Metro's projects, programs, or initiatives.

There are several ongoing task orders that specifically request support services not only for community engagement but also for partnerships with various community-based organizations that serve Equity Focused Communities and other marginalized and vulnerable groups throughout Los Angeles County.

Future communications and public outreach activities, as Metro plans for the major world events soon coming to Los Angeles, will require firms to be innovative in reaching marginalized and vulnerable populations in accordance with Metro's Equity Platform and CBO Partnering Strategy.

The Bench contract has allowed the largest procurement route for Metro to partner with community-based organizations throughout Los Angeles. More than 75 CBOs have been contracted to deliver strategic and grassroots communications services on major projects, including the Vermont Transit Corridor, Eastside Transit Corridor Phase 2, Long Beach to East Los Angeles Corridor Mobility Investment Plan, I-405 Sepulveda ExpressLanes, Mobility Wallet Pilot Program, Rail to River - Segment B, K Line Street Teams and Community Intervention Specialists. When appropriate, Bench task order solicitations include a CBO Partnership Program, as part of the scope of work, to ensure that CBOs are contracted to deliver continued targeted engagement with marginalized and vulnerable populations.

Further, the Communications Support Services Bench contracts provide business opportunities for 16 firms that are all certified as Small Businesses Enterprises. Additionally, 12 firms (75%) are minority-owned businesses, and 13 firms (81%) are women-owned businesses. Notably, of the 16 firms, eight (or 50%) are firms that are new to Metro as prime Contractors.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support the following 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 5: Provide responsive, accountable, and trustworthy governance within the Metro organization

The Communications Support Services Bench allows the agency to engage stakeholders in an authentic, meaningful, and responsive manner on all the agency's project, programs, and initiatives.

ALTERNATIVES CONSIDERED

1. Pursue procurement processes and solicit proposals for each task when the requirement arises. This alternative is not recommended as it would burden the small business community,

requiring them to expend significant and costly resources to respond to multiple procurement processes each year. It would also require extensive staff time to develop scopes of work, internal estimates and proceed with competitive procurements for task orders. This would also delay the provision of services and prevent the opportunity to expedite services when needed. Additionally, procuring services per assignment would impose a significant additional burden on the Customer Experience (CX) and Vendor/Contract Management departments.

2. Utilize existing CX staff to provide the required support services. This alternative poses challenges as Metro's current CX staff is fully at capacity supporting communications campaigns for existing projects, programs and initiatives. Due to these commitments, it is challenging for current staff to provide additional support for future projects, programs, and initiatives. If this alternative were exercised, Metro would need to hire further staffing resources with expertise in several disciplines to perform the desired work. Based on staffing trends and FY24/25 FTE allocations, the agency is unlikely to support this effort in-house.
3. Direct departments to procure services for their own needs. This option burdens the small business community, requiring them to expend significant and costly resources to respond to multiple procurement processes each year. It also is counter to Metro's External Communications Policy, which is designed to consolidate, optimize and strategically coordinate communications services across the agency.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to the Communications Support Services Bench Contract Nos. PS85397000 to PS85397015 and continue to award individual task orders for communications support services.

ATTACHMENTS

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

Prepared by: Lilian De Loza-Gutierrez, Executive Officer, Communications,
(213) 922-7479
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(213) 922-4471

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**COMMUNICATIONS SUPPORT SERVICES BENCH
PS85397000 THROUGH PS85397015**

1.	Contracts Number: PS85397000 through PS85397015		
2.	Contractors: Arellano Associates, Communications Lab, Community Connections, Costin Public Outreach Group, Dakota Communications, Del Sol Group, Lazar Translating & Interpreting, Lee Andrews Group, MBI Media, Murakawa Communications, Natively Fluent, North Star Alliances, Pacific Graphics Inc., Redwood Resources, The Robert Group, and VMA Communications		
3.	Mod. Work Description : Increase the Not-to-Exceed (NTE) cumulative bench contract value		
4.	Contract Work Description Provide as needed communications support services		
5.	The Following Data is Current as of : 10/11/2024		
6.	Contract Completion Status		Financial Status
	Bench Contracts Awarded:	9/22/22	Bench Contracts Award Amount: \$32,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	9/30/26	Pending Modifications (including this action): \$18,000,000
	Current Est. Complete Date:	9/30/26	Current Bench Contract Value (with this action): \$50,000,000
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056
8.	Project Manager: Lilian De Loza-Gutierrez		Telephone Numbers: (213) 922-7479

A. Procurement Background

This Board Action is to approve Modification No. 2 to the Communications Support Services Bench Contract Nos. PS85397000 through PS85397015 to increase the NTE cumulative bench contract value and continue to provide supplementary communications services on an on-call basis.

Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is task order based, firm fixed unit rate.

In September 2022, the Board approved the award of 16 Contract Nos. PS85397000 through PS85397015 to provide communications support services for a four-year term.

One modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The fully burdened hourly rates for the term of the bench contracts were established as part of the competitive contract award in September 2022. Rates remain unchanged and are lower than current market rates for similar services. Task Orders will be subject to technical analysis, price analysis, and negotiations to determine the fairness and reasonableness of price prior to award.

CONTRACT MODIFICATION/CHANGE ORDER LOG

COMMUNICATIONS SUPPORT SERVICES BENCH
PS85397000 THROUGH PS85397015

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Added Special Provision SP-20 Drug Free Workplace Policy	Approved	5/23/23	\$0
2	Increase the not-to-exceed cumulative bench contract value	Pending	Pending	\$18,000,000
	Modification Total:			\$18,000,000
	Original Contract:		9/22/22	\$32,000,000
	Total:			\$50,000,000

DEOD SUMMARY

**COMMUNICATIONS SUPPORT SERVICES BENCH
PS85397000 THROUGH PS85397015**

A. Small Business Participation

To date, twenty-eight (28) Task Orders (TO) have been awarded to fourteen (14) of the (16) sixteen Small Business (SB) Primes on the Communications Support Services Bench contract. Contractors made various Small Business Enterprise (SBE) commitments on this TO-based contract. The contract is 64.43% complete and the overall level of SBE participation across all SBE Primes is 62.62%. Eleven (11) bench participants are meeting or exceeding their SBE commitment(s), two (2) are not meeting the SBE commitment, one (1) bench participant has not reported payments to the SBE's to-date, and two (2) have not received any TO awards to-date.

Community Connections, LLC (CCL), made a 55% SBE commitment and the current level of overall participation at 35.81%, representing a shortfall of 19.19%. CCL has a shortfall mitigation plan on file and contends that the shortfall is due to budget allocation for the non-SBE subcontractor's work being greater than initially expected, as confirmed by Metro's Project Manager. CCL further reported that to mitigate the shortfall, they plan to allocate the additional change order work to their staff and expect to meet the SBE commitment at the end of the contract.

The Lee Andrews Group (LAG) made a 70% SBE commitment and the current level of overall participation is 56.47%, representing a shortfall of 13.53%. LAG has a shortfall mitigation plan on file and attributes the shortfall to changes requested by Metro to increase the involvement of Community-Based Organizations (CBOs) and dedicated Community Impact Specialists (CIS), as confirmed by Metro's Project Manager. LAG indicated it will make every effort to mitigate the shortfall as future task orders are awarded.

1. Arellano Associates – 5 Task Orders Awarded

Small Business Commitment	30% SBE	Small Business Participation	97.39% SBE
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2. Communications Lab (Barrios & Assoc.) – 1 Task Order Awarded

Small Business Commitment	40% SBE	Small Business Participation	100% SBE
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3. Community Connections – 1 Task Order Awarded

Small Business Commitment	55% SBE	Small Business Participation	35.81% SBE
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4. Costin Public Outreach Group – 0 Task Orders Awarded

Small Business Commitment	30% SBE	Small Business Participation	0% SBE
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**To-Date no Task orders have been awarded to Costin Public Outreach Group*

5. Dakota Communications – 0 Task Orders Awarded

Small Business Commitment	65% SBE	Small Business Participation	0% SBE
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**To-Date no Task orders have been awarded to Dakota Communications*

6. Del Sol Group – 1 Task Order Awarded

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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7. Lazar Translating & Interpreting – 2 Task Orders Awarded

Small Business Commitment	60% SBE	Small Business Participation	61.40% SBE
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8. Lee Andrews Group – 5 Task Orders Awarded

Small Business Commitment	70% SBE	Small Business Participation	56.47% SBE
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9. MBI Media – 2 Task Orders Awarded

Small Business Commitment	70% SBE	Small Business Participation	100% SBE
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10. Murakawa Communications – 1 Task Order Awarded

Small Business Commitment	30% SBE	Small Business Participation	100% SBE
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11. Natively Fluent – 1 Task Orders Awarded

Small Business Commitment	100% SBE	Small Business Participation	0% SBE
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**To date, No payments to SBE's have been reported*

12. North Star Alliances – 3 Task Orders Awarded

Small Business Commitment	60% SBE	Small Business Participation	61.78% SBE
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13. Pacific Graphics Inc. – 3 Task Orders Awarded

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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14. Redwood Resources – 1 Task Order Awarded

Small Business Commitment	40% SBE	Small Business Participation	100% SBE
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15. The Robert Group – 1 Task Order Awarded

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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16. VMA Communications – 1 Task Order Awarded

Small Business Commitment	85% SBE	Small Business Participation	100% SBE
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¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

On-Call Communications Support Service Bench Contract – File 2024-0951



Background

- In September 2022, the Board approved the establishment of the Communications Support Services Bench (Bench) for an amount not to exceed \$32,000,000 for a four-year term with 16 Small Business Enterprise (SBE) prime contractors.
- The Bench provides Metro's Customer Experience Department with supplementary communications services supporting Metro's projects, programs, and initiatives, such as community engagement programs, public information campaigns, and various public outreach activities.
- Bench contracts have been in place for two years and consist of 16 full-service, multi-disciplinary teams that serve on an on-call, task order-award basis under six disciplines:
 1. Strategic Communications
 2. Interpretation/Translation
 3. Special Events and/or Digital Production
 4. Professional Facilitation
 5. Mailing Services
 6. Professional Technical Writing



Metro

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Communications Support Services Bench Contract Nos. PS85397000 through PS85397015 to:

- A. INCREASE the cumulative contract value of the Bench contracts in an amount not-to-exceed \$18,000,000, increasing the cumulative contract value from \$32,000,000 to \$50,000,000; and
- B. EXECUTE task orders for a Not-to-Exceed (NTE) total authorized amount of \$5,000,000.

*Thank
You!*



Metro®



Board Report

File #: 2024-1059, File Type: Contract

Agenda Number: 15.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 21, 2024

SUBJECT: RECRUITMENT STRATEGIC ASPIRATION SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 1 to Contract No. PS108564000 with McKinsey & Company, Inc. (McKinsey) to provide consultant support services for hiring process improvements, continued job classification analysis, and execution of strategies to reduce vacancy rates and retain talent, in an amount Not-to-Exceed (NTE) \$3,477,500, increasing the contract value from \$497,500 to \$3,975,000 and extend the period of performance from June 30, 2025 to December 31, 2025 and;
- B. AMEND the FY25 budget in the amount of \$3,477,500 to fund the contract modification.

ISSUE

Given the unprecedented number of new rail openings and initiatives through 2027, staff anticipates more than 1,000+ recruitments will need to take place to support the A Line to Pomona, D Line Extensions, the Transit Ambassador transition, and the implementation of the Transit Community Public Safety Department, as well as managing for normal attrition. Contract No. PS108564000 was awarded in July 2024 to McKinsey, a strategy and global management consulting firm, focused on advancing the pursuit of sustainability, inclusion, and growth. The contract includes consultant support for the evaluation of Metro's hiring department structure and job classifications, assessment of hiring processes, and review of collective efforts aimed at retaining employees, and reducing vacancy rates while remaining compliant with legal requirements. Preliminary talent diagnostics (Attachment A) identified opportunities to improve hiring speed and volume, decrease time-to-hire, and reduce vacancies. As a result, staff has determined that immediate support is needed to implement these opportunities.

BACKGROUND

Currently, Metro has over 740 vacancies. On average, Metro hires 168 employees each month, of which 100 are high volume recruitment efforts for bus operators to maintain required service levels. High volume recruitment efforts are not reflected in the vacancies as recruitment for bus operators is

a continuous effort. Depending on the complexity of the recruitment, the process for filling vacancies ranges between 12-31 weeks per hire. This time-to-hire duration is more than double the benchmark for public sector organizations.

McKinsey evaluated Metro's hiring process across all phases, reviewed current job classifications, and provided recommendations to improve and reduce vacancy rates for mission-critical, hard-to-fill and high-volume positions. Additionally, one of Metro's strategic aspirations is to reimagine its approach to attract talent and retain the best employee base. This strategic aspiration is centered on improving the effectiveness of the Metro Chief People Office, which provides support throughout the agency.

Preliminary talent diagnostics were provided to Metro for review and consideration. As a result of the preliminary talent diagnostics, it became evident that Metro is at a critical moment for its talent needs. Specifically, over the next three years, Metro will have to grow its ability to attract and retain qualified employees to support existing operations coupled with the imminent opening of several expansion projects and hosting major world events such as the 2026 FIFA World Cup and 2027 Superbowl. Additionally, Metro acknowledges that talent needs must be addressed with the following principals: process innovation, streamlining of resource planning, stakeholder engagement and buy-in, and prioritization of critical roles, resources and timelines.

DISCUSSION

According to McKinsey's preliminary findings, Metro's vacancy rate, time-to-hire, and promotion processes are outside of recommended best practices. While Metro is leveraging technology to improve its processes such as the implementation of cloud-based software for human capital management, there are several strategic recruiting opportunities that remain unmet, including:

1. Decreasing the average time-to-hire
2. Decreasing the overall non-contract vacancy rate
3. Accelerating timeline for promotions

This request for a contract modification will allow McKinsey to advance this critical work into an implementation phase. Metro staff will receive support to optimize processes, innovate, track, and organize its recruitment services. Additionally, this will positively impact Metro's workforce morale and position the agency to gain a competitive advantage by proactive and strategic recruitment and retention efforts. Through this contract modification, staff, with McKinsey's support, will:

1. Establish an internal tactical team whose primary responsibility will be to implement a sustainable approach to address and mitigate the backlog of vacancies, significantly shortening the time to hire by more than 50%, and lowering the vacancy rate to under 10% within the next two years;
2. Develop and implement a robust, dynamic planning tool to track, budget and forecast for attrition and vacancies, inclusive of hard-to-fill and high-turnover positions, layered with major project milestones, openings of rail lines, and new services and/or initiatives such as the Transit Community Public Safety Department and the Transit Ambassador transition; and
3. Develop a promotion process that accelerates the administration of internal promotions up to

4x's faster.

DETERMINATION OF SAFETY IMPACT

Approval of this contract modification will allow Metro to implement recommendations to support the effective recruitment and retention of mission-critical positions. This proactive approach ensures safety of our employees, Metro customers, and the public at large.

FINANCIAL IMPACT

Upon Board approval, this action will amend the FY25 budget for \$3,477,500 under cost center 2314 Strategic Hiring, project 100002, task 01.01, General Overhead to fund the contract modification.

The cost center manager and the Chief People Officer will be accountable for budgeting the cost in FY25.

Impact to Budget

The source of funding will be administrative funds, that are not eligible for bus/rail operating expenses.

EQUITY PLATFORM

The services provided by the contractor will ensure Metro continues the equitable evaluation of hiring processes across all phases, includes continuous review of current job classifications for recruitment and retention purposes, and provides sustainable improvement recommendations to reduce vacancy rates across the agency. Additionally, this will ensure that Metro hires employees in a timely, proactive and strategic approach while maintaining all regulatory, safety, and Equal Employment Opportunity requirements, and delivering world-class transit service throughout Los Angeles County.

The Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal on the original contract and McKinsey & Company, Inc. did not make an SBE/DVBE commitment. However, for this modification, McKinsey & Company, Inc. made a 5.25% DVBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. This contract modification will ensure that Metro receives accelerated recruitment strategic aspiration support services in advance of new initiatives, regional events and expansion efforts impacting Metro's workforce.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation for the contract modification for human resource process improvements.

An option is to assign this responsibility in-house; however, due to the current vacancy factor, this is not recommended as Metro does not have sufficient staff available with expert-level knowledge needed and capacity to evaluate Metro's hiring process across all phases, continue the review of current job classifications, and provide improvement recommendations to reduce vacancy rates, while performing their current duties.

NEXT STEPS

Upon Board approval, staff will execute Modification No.1 to Contract No. PS108564000 with McKinsey to continue to provide recruitment strategic aspiration services.

ATTACHMENTS

Attachment A - Metro Preliminary Talent Diagnostics

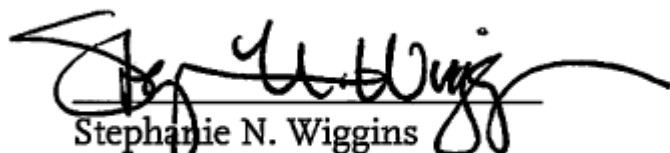
Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - DEOD Summary

Prepared by: Nancy Saravia, Deputy Executive Officer, Administration, (213) 922-1217
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Sandra Blanco-Sanchez, Senior Executive Officer, Special Programs, (213) 418-3102
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Reviewed by: Dawn Jackson-Perkins, Chief People Officer (Interim), (213) 418-3166



Stephanie N. Wiggins
Chief Executive Officer

Metro Talent Diagnostics – McKinsey Initial Summary

1. Initial talent diagnostics identified opportunities to improve hiring speed and volume as listed below:

**Decrease in average time to hire for non-contract roles**

From a FY24 baseline of 12-31 weeks

**Overall non-contract vacancy rate within 2 years**

Assuming full implementation and steady growth and attrition, compared to >20% rate today

**Accelerated timeline for promotions**

With a dedicated path, compared to FY24 baseline

2. Three change levers in categories were also identified:

- 1. Process Optimization:** Simplify, accelerate, and reduce the number of handoffs in Metro's standard recruitment and hiring process
- 2. Process Innovation:** Build on the potential process improvements by tailoring Metro's recruiting and hiring approach for internal and previously vetted external talent, including a dedicated process for promotions
- 3. Organize to deliver:** Support strategic workforce planning and improve collaboration between Metro's Talent Acquisition team and the departments it serves. Improve Metro's ability to adapt its recruitment and hiring strategies to new changes and growth

PROCUREMENT SUMMARY
RECRUITMENT STRATEGIC ASPIRATION SERVICES / PS108564000

1.	Contract Number: PS108564000			
2.	Contractor: McKinsey & Company, Inc. (McKinsey)			
3.	Mod. Work Description: Consultant support services for hiring process improvements, continued job classification analysis, execution of strategies to reduce vacancy rates and retain talent and extend the period of performance through 12/31/25.			
4.	Contract Work Description: Evaluate Metro's current structure and classifications, the hiring process and provide improvement recommendations to reduce vacancy rates			
5.	The following data is current as of: 11/12/24			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	7/1/24	Contract Award Amount:	\$497,500
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$0
	Original Complete Date:	6/30/25	Pending Modifications (including this action):	Not-to-Exceed (NTE) \$3,477,500
	Current Est. Complete Date:	12/31/25	Current Contract Value (with this action):	NTE \$3,975,000
7.	Contract Administrator: Annie Duong		Telephone Number: (213) 418-3048	
8.	Project Manager: Don Howey		Telephone Number: (213) 922-8867	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to provide consultant support services for hiring process improvements, continued job classification analysis, and execution of strategies to reduce vacancy rates and retain talent. This Modification will also extend the period of performance from June 30, 2025 through December 31, 2025.

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

On July 1, 2024, Metro awarded a one-year contract to McKinsey for recruitment strategic aspiration services.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), price analysis using historical pricing for similar services with other public agencies, and technical analysis. The ICE is based on the original negotiated contract rates. Staff negotiated a savings of \$372,500.

Proposal Amount	Metro ICE	Recommended Amount
\$3,850,000	\$3,477,500	\$3,477,500

CONTRACT MODIFICATION/CHANGE ORDER LOG

RECRUITMENT STRATEGIC ASPIRATION SERVICES / PS108564000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Consultant support services for hiring process improvements, continued job classification analysis, and execution of strategies to reduce vacancy rates and retain talent, and extend the period of performance through 12/31/25.	Pending	Pending	Not-to-Exceed (NTE) \$3,477,500
	Modification Total:			\$3,477,500
	Original Contract:		7/1/24	\$497,500
	Total:			NTE \$3,975,000

DEOD SUMMARY

RECRUITMENT STRATEGIC ASPIRATION SERVICES / PS1018564000

A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal on the original contract and McKinsey & Company, Inc. did not make an SBE/DVBE commitment. However, for this modification, McKinsey & Company, Inc. made a 5.25% DVBE commitment.

	DVBE Subcontractor	% Committed
1.	Patricio Systems LLC	5.25%
Total DVBE Commitment		5.25%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Recruitment Strategic Aspiration Services Contract Modification



Executive Management Committee
November 21, 2024

Staff Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 1 to Contract No. PS108564000 with McKinsey & Company, Inc. (McKinsey) to provide consultant support services for hiring process improvements, continued job classification analysis, and execution of strategies to reduce vacancy rates and retain talent, in an amount Not-to-Exceed (NTE) \$3,477,500, increasing the contract value from \$497,500 to \$3,975,000 and extend the period of performance from June 30, 2025, to December 31, 2025, and;
- B. AMEND the FY25 budget in the amount of \$3,477,500 to fund the contract modification.

Background

- In July 2024, McKinsey began work to evaluate Metro's hiring process and provided preliminary recommendations to:
 - ✓ Decrease the average time-to-hire
 - ✓ Decrease the overall non-contract vacancy rate
 - ✓ Accelerate timeline for promotions
- Metro anticipates more than 1,000+ recruitments will need to take place over the next three years to support major expansion projects, the Transit Ambassador transition, and the implementation of the Transit Community Public Safety Department, as well as managing for normal attrition
- The current process for filling vacancies ranges between 12-31 weeks per hire, depending on complexity of the recruitment
- Metro acknowledges that talent needs must be addressed with the following principals: process innovation, streamlining of resource planning, stakeholder engagement and buy-in, and prioritization of critical roles, resources and timelines

Recruitment Strategic Aspiration Services – Contract Mod



- This request will allow McKinsey to advance efforts with staff to optimize processes, innovate, track, and organize recruitment services into an implementation phase
- With McKinsey's support, Metro will:
 1. Establish an internal tactical team whose primary responsibility will be to implement a sustainable approach to address and mitigate the backlog of vacancies, significantly shortening the time to hire by more than 50% and lowering the vacancy rate to under 10% within the next two years
 2. Develop and implement a robust, dynamic planning tool to track, budget and forecast for attrition and vacancies, inclusive of hard-to-fill and high-turnover positions, layered with major project milestones, openings of rail lines, and new services and/or initiatives such as the Transit Community Public Safety Department and the Transit Ambassador transition
 3. Develop a promotion process that accelerates the administration of internal promotions up to 4x's faster



Board Report

File #: 2024-0765, File Type: Motion / Motion Response

Agenda Number: 16.

EXECUTIVE MANAGEMENT COMMITTEE OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: QUARTERLY UPDATE ON TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT (TCPSPD) IMPLEMENTATION PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Quarterly Update on the Transit Community Public Safety Department (TCPSPD) Implementation Plan; and
- B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to incorporate new job classifications into appropriate existing collective bargaining units, as determined by the CEO.

ISSUE

In alignment with Metro's mission and comprehensive safety and security framework, staff has commenced implementing the plan to stand up Metro's TCPSPD. This report serves as a status update to the Board.

BACKGROUND

At its June 2024 meeting, the Board adopted the TCPSPD Implementation Plan and approved the department's phased establishment over five years. The Board directed staff to report quarterly on the implementation progress.

Phase One (transition planning) activities include establishing a transition team, initiating executive recruitment of key personnel, starting with the Chief of Police position, initiating labor negotiations, and establishing a safety retirement plan with CalPERS, while facilitating community engagement to inform these efforts.

DISCUSSION

Following the Board's approval of the Implementation Plan, Metro's CEO assembled an interdepartmental task force to support the program rollout. This task force is composed of members of Metro's key departments, including Homeless Outreach Management and Engagement, Customer Experience, System Security and Law Enforcement, Chief People Office, Vendor/Contract

Management, the Office of the Chief of Staff, Office of Management and Budget, and the Office of the Inspector General. Additionally, the CEO brought on a consultant to \to oversee and coordinate all activities related to standing up the TCPSD. This team meets bi-weekly to achieve the work plan goals and objectives identified in the TCPSD Implementation Plan. A summary of updates from key components of the Phase 1 Work Plan are included below.

Transition Team Advisory Group

The initial steps toward establishing the TCPSD are well underway. The CEO has assembled an advisory board of highly qualified professionals to form the TCPSD Transition Team. This team will play a critical role in providing strategic guidance and supporting the transition to an in-house public safety department.

The advisory board's purpose is to support the TCPSD's transition through strategic advice on program development, training, and operational protocols. This team will support and guide Metro's leadership in developing a care-first public safety approach focused on reducing escalations, promoting trauma-informed responses, and aligning with Metro's public safety goals. The advisory board includes national experts from diverse fields, with extensive experience in law enforcement, mental health, social services, and public safety reform, (in alphabetical order):

- **Rosamaria Alamo:** Clinical social worker and USC professor with expertise in trauma-informed social services.
- **Carmen Best:** Former Seattle Police Chief known for her diversity and inclusion initiatives.
- **Maris Herold:** Award-winning Police Chief of Boulder, recognized for data-driven and reform-oriented approaches.
- **Scott Holder:** Retired Police Chief, led San Ramon's transition from County Sheriff services to its own police department.
- **Cecily Kahn:** Experienced psychologist specializing in mental health evaluations and therapeutic interventions.
- **Rick Ornelas:** Retired Sergeant with the Los Angeles School Police Department and public safety educator with USC's School of Social Work with a background in crisis intervention.
- **Connie L. Rice:** Civil rights activist and lawyer with experience working with Law Enforcement.
- **Jonathan Sherin, M.D., Ph.D.:** Mental health advocate focused on inclusive, community-based public health systems.

The advisory board is in the final stages of formalization. Members bring a wealth of expertise essential for crafting a comprehensive and sustainable transition plan for the TCPSD. Once convened, the team will begin monthly advisory sessions to review strategic planning, training design, and policy development, ensuring a smooth and effective transition to the new Metro TCPSD.

CalPERS Safety Retirement Benefits

Establishing a safety retirement plan is essential to successfully stand up TCPSD. Police and safety personnel serve in specialized roles that require specific pension plans designed for law enforcement. As TCPSD is a new department within the agency, the current pension plans offered are outside of the required safety category. CalPERS offers various pension categories that may be used to provide a safety pension plan for the new department. Staff submitted a new pension category questionnaire to CalPERS in August 2024 to initiate the inclusion of the Metro TCPSD Chief of Police position in the safety pension plan. This questionnaire is required to gain concurrence from CalPERS before safety positions within the TCPSD can qualify under the safety category pension plan.

In September 2024, CalPERS notified the agency that after reviewing the preliminary job duty statements for the Chief of Police position, CalPERS determined that the position does qualify as a safety position under Government Code Section 20424 of the Public Employees Retirement Law. With the CalPERS determination, staff has initiated the process to modify Metro's current CalPERS contract to ensure that employees in this new category will be added to the appropriate pension plan once hired. By Spring 2025, staff will present the final Contract Amendment to the Board of for approval. Once approved, the final amendment will also be submitted to the Public Transportation Services Corporation (PTSC) Board for their approval. The CalPERS contract modification will be finalized before the Chief of Police is hired.

Executive Recruitment

The first TCPSD hire will be the Chief of Police, who will report directly to the CEO. This leadership position will set the stage for subsequent efforts to recruit sworn and non-sworn TCPSD personnel. The ideal candidate for this position must not only hold Peace Officer Standards and Training (POST) certification but also embody visionary leadership and accessibility while fostering a culture of collaboration within a diverse and dynamic transit community. The candidate should demonstrate a deep commitment to diversity, equity, and inclusion, ensuring these principles are not only embraced but actively translated into tangible outcomes through values-based decision-making.

Moreover, the candidate must be well-versed in care-based strategies, recognizing the importance of a holistic approach to public safety. This includes prioritizing de-escalation, mental health awareness, and community-centered policing that fosters trust and mutual respect. A strong understanding of trauma-informed care, behavioral health resources, and the integration of social services into law enforcement practices will be essential in addressing the complex needs of the transit environment. The ability to engage meaningfully with transit riders, community partners, and other key stakeholders, while navigating the intersections of public safety, social services, and law enforcement will be critical to success in this role. These qualities are consistent with Metro's Public Safety Mission and Values Statements, as well as the Bias-Free Policing Policy.

Metro has retained a recruiter who specializes in public safety leadership positions. Metro interviewed three executive recruitment firms before selecting Public Sector Search and Consulting

(PSSC) firm to engage in the recruitment effort for the Chief of Police position. The firm specializes in recruiting police chiefs nationally and has knowledge and expertise in contemporary policing and recruitment methods. The firm is committed to diversity, equity and inclusion and maintains a strong placement rate of diverse candidates. PSSC has participated in various listening sessions and will speak individually with Board members; incorporating input from these events to advertise, market, and recruit candidates, which will be completed by the end of FY25 Q2. The candidates will be screened and vetted through a series of panel interviews which will be completed by the end of the FY25 Q3. The Chief of Police is expected to be onboarded at the start of FY25 Q4.

In support of the recruitment of the Chief position, Metro is currently hosting employee and customer listening sessions designed to create an open, inclusive environment where stakeholders can voice their perspectives on the qualities and leadership styles they value in a Chief for the TCPSPD. Metro also hosted a listening session with the business community. The goal is to gather valuable insights that will inform decision-making processes, foster collaboration, and ensure that diverse viewpoints are taken into account when shaping policies, strategies, or leadership roles.

Crisis Response Teams

Staff has initiated several key steps in the development of the crisis response program that will be housed in the TCSPD to support the provision of a care-based response to individuals suffering from mental crisis on the Metro system. Staff has conducted ride-alongs with the LAPD Homeless Outreach Proactive Engagement (HOPE) and LA County Sheriff's Transit Mental Evaluation Team (TMET), which represent one version of a law enforcement crisis response model that pairs clinicians with dressed-down officers. In August and September 2024, staff participated in their respective deployments, learning from the teams' deployment models, engagement tactics, safety protocols and roles/responsibilities.

Staff also completed a peer review in summer 2024 of several national Crisis Response and Intervention models. These evidence-based programs describe the efficacy of combining mental health resources with field-based engagements that are deployed through a dispatch center. They highlight the importance of integrating community stabilization facilities that offer various levels of care to support individuals in crisis. While none of the peer-reviewed models are specific to transit agencies, they offer detailed roadmaps for integration into Metro's TCPSPD.

Staff has also reached out to transit agencies nationally, like Austin, TX CapMetro and Oakland, CA BART, which currently deploy crisis response teams, to conduct additional peer agency reviews. Outreach to non-transit crisis response teams such as the CAHOOTS program in Eugene, OR, and our local LA County Department of Mental Health SMART team has also occurred during this period. The goal is to engage and shadow their teams, as well as hold in-depth discussions on their design model, method of implementation, operations, lessons learned, best practices, and exploration of outcomes.

An Inclusive Process

Metro's public safety mission calls for a holistic, equity, holistic and welcoming approach to public

safety. As such, it's important that the process to stand up the TCPSD be done by empowering both our employees and our customers to provide their input and feedback. Metro is also pursuing extensive public stakeholder engagement to gather input to determine what qualities, principles, and values Metro employees and customers find important for candidates being considered for this role. Recognizing that marginalized groups within communities that Metro serves are often underrepresented, targeted outreach efforts will be included to ensure all voices are heard, including Listening Sessions and gathering feedback from individuals at community events across the County. (Attachment A)

In addition, communicating with the community at large about Metro's plans to implement the TCPSD is a priority. Leading up to and immediately following the Board's vote to approve the TCPSD, the public relations team worked with reporters to ensure they had the most accurate information possible about the department - the reasons the decision was good for Metro, and how the implementation process would proceed. The result was a significant amount of neutral to positive media coverage recognizing Metro's bold step to address public safety on the system. Metro has also published articles on The Source and El Pasajero, as well as posts on social media to share the news with riders. Metro staff have also used social media to invite participation in listening sessions about the Chief of Police recruitment.

Emergency Security Operations Center (Metro Center)

Metro's current law enforcement and public safety response system is decentralized, with various personnel operating from different locations. While the surge created a unified command structure, the Metro Center will provide the necessary infrastructure to house it. Law enforcement contractors, security teams, field-based contractors, and Metro staff, including dispatchers, data analysts, and CCTV observers, all play distinct roles without a unified command center to coordinate their efforts. The System Security and Law Enforcement team relies on the Security Operations Center (SOC) as a dispatch hub, coordinating with the Rail Operations Center (ROC), Bus Operations Center (BOC), 911 emergency services, and handling direct calls for in-field support. However, with the use of contracted law enforcement, private security, and Ambassador services, there is no single, centralized dispatch location for these teams.

This lack of centralized command and communication poses challenges to efficient public safety responses across Metro's ecosystem. Establishing a cohesive command structure is critical for the success of the new TCPSD and will significantly improve public safety coordination system-wide. The upcoming Metro Center, slated for completion in early 2025, will address this issue by serving as a centralized hub for transportation emergencies and public safety operations. By bringing together key staff and resources in one location, the Metro Center will enhance communication and coordination between Metro's public safety personnel and regional partners, enabling a more efficient response to emergencies, serious incidents, and potential security threats.

The new facility will co-locate the Emergency Operations Center (EOC) and the SOC, providing 24/7 support for public safety operations related to bus and rail incidents, Metro facility protection, and daily connectivity to all transit systems. The Metro Center will centralize key TCPSD dispatch and operations personnel. It will also include areas dedicated to Emergency Management, Physical Security, Data Analytics, Cyber Security collaboration, and SOC activity to support bus and rail operations. This consolidation will not only enhance the agency's ability to manage day-to-day public

safety but will also support agency-wide and regional incidents, including major special events and future system expansions.

In addition to improving current operations, the Metro Center will play a pivotal role in supporting Metro's transition to its in-house police department by centralizing command and communications functions. This facility will enable Metro to streamline its public safety and emergency response efforts, enhancing its overall capacity to respond quickly and efficiently to emergencies while positioning the agency for future growth and system expansion.

Collective Bargaining

The TCPSD implementation will include the establishment of multiple job classifications for hundreds of new positions, including law enforcement officers, management, and administrative staff, among others. To allow for efficient collective bargaining concerning terms and conditions of employment, it may be necessary to quickly determine which existing collective bargaining units are appropriate to absorb the new classifications. Through ongoing labor relations and day-to-day administration, staff is deeply familiar with the specifications, duties, departments, geographical locations, and other distinctions and commonalities associated with existing job classifications for union-represented positions. Staff is in the process of developing new job classifications and specifications for positions associated with the TCPSD. As these new classifications are established, the CEO is well-positioned to fairly and efficiently determine the appropriate collective bargaining unit for each. In addition, the Collective Bargaining Agreements (CBA) for AFSCME and TCU were ratified last month, which allows staff to begin negotiations for supervisorial positions and crisis intervention positions, respectively. Negotiations with TEAMSTERS will commence once the current CBA negotiations are completed.

DETERMINATION OF SAFETY IMPACT

The TCPSD will improve safety on the Metro system as it will allow for a transit policing style of engaged visibility where officers are more visible across the system, thus increasing the feeling of safety for Metro riders and employees.

FINANCIAL IMPACT

This recommendation has no financial impact.

EQUITY PLATFORM

Metro recognizes that relationships between law enforcement and communities of color and other marginalized individuals have been strained due to unjust actions such as racial profiling and a disproportionate number of issuance of tickets and arrests of people of color. An in-house Transit Community Public Safety Department would empower the agency with the authority to implement safeguards, oversight, and training of officers based on agency priorities and values, promoting the equitable treatment of all riders with dignity and respect in accordance with the Board-approved Bias-Free Policing Policy. Furthermore, an in-house Transit Community Public Safety Department would allow for a transit policing style of engaged visibility where officers are more visible across the system, thus increasing the feeling of safety for Metro riders and employees.

Community Engagement during each phase of the Implementation Plan provides Metro with opportunities to establish and maintain positive relationships with transit riders and the broader community, taking into account their unique perspectives, diverse needs, and direct feedback. Metro will continue to conduct outreach activities, educational programs, and public safety campaigns to raise awareness and build public trust in the leadership and values of the TCPSD. The feedback gathered during each employee and community outreach event informs Metro as the department develops. Metro wants to understand employee and rider concerns and work collaboratively towards solutions.

By integrating employee and public feedback into the hiring process for the new TCPSD Chief of Police and development of the department, Metro will ensure a comprehensive approach to public safety that prioritizes care, compassion, and community collaboration. This holistic strategy not only addresses immediate safety concerns but also fosters equity and collaboration with marginalized communities to improve public safety on the transit system.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. Based on the In-House Public Safety Feasibility Study findings, transitioning to an in-house Transit Community Public Safety Department would enhance safety.

NEXT STEPS

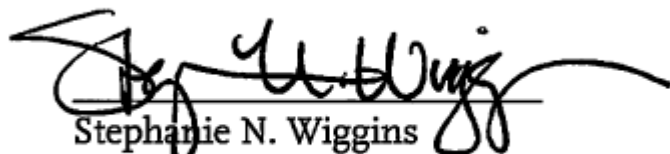
Staff will continue to actively engage employees and the public in the process of the implementation of the TCPSD. Staff will report back to the Board quarterly with progress updates.

ATTACHMENTS

Attachment A - Listening Sessions

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Stephanie N. Wiggins
Chief Executive Officer

Employee Listening Sessions

Metro first conducted listening sessions for employees. To encourage maximum participation, sessions are being held both in person and virtually, with thoughtful consideration given to the timing and locations to ensure accessibility for front-line staff and employees from all Divisions and departments.

The first listening session took place in September 2024 at the Rail Operations Control Center, where employees shared their insights and priorities for the new leadership role. Additional sessions have been held throughout September and October at various Metro locations, including Divisions and the headquarters building. The executive recruiter is participating in each session to facilitate discussions and document feedback, which will play a crucial role in shaping Metro's recruitment strategy for the Chief of Police position.

To further enhance employee engagement, Metro has introduced a QR code that allows staff to easily access a short survey, where they can provide additional feedback on the qualities and priorities they believe the TCPSD Chief of Police should exemplify. This survey has been communicated via the Metro Daily Brief and direct emails, offering another means for employees to share their input.

Additionally, in July 2024, Metro began an internal Interest List to provide Metro employees with an opportunity to become a sworn officer within the TCPSD. As of October 9, there have been 515 employees who have expressed interest in learning more about TCPSD positions. The employees range from bus operators, custodians, service attendants, customer service agents, transit security officers, supervisors, and managers.

Public Listening Sessions

The Public Safety Advisory Committee (PSAC) has hosted three Community Listening Sessions to engage with the public as of the date of submission of this report. The first Listening Session took place at Los Angeles Union Station with 25 attendees, and the second session was conducted virtually with approximately 40 people in attendance. The third Listening Session took place at the Michelle Obama Neighborhood Library in Long Beach on Saturday, October 26, with about 15 attendees. At these community listening sessions, the public had the opportunity to share their vision for Metro's new Chief of Police and Emergency Management. The public was asked to share the values, skills, and traits they believe are essential for the role. Their input will help shape the future of safety in the community and on Metro. In two special meetings that were scheduled, the PSAC members themselves had an opportunity to meet with the executive recruiter and provide their own feedback and comments related to the traits, skills, and values they believe should be considered when recruiting a new Chief. In addition to these listening sessions, the PSAC engaged with the public at tabling events across the County through the Fall. In August, the PSAC tabled at National Night Out in Sun Valley, Queer Mercado in East Los Angeles, CicLavia-Meet the Hollywoods in West Hollywood, Levitt Pavilion Summer Concert at MacArthur Park, and NoHo Farmers Market in North Hollywood. The PSAC also attended the Belmont Shore Car Show in Long Beach and the

Hispanic Heritage Festival in Inglewood in September, reaching 65-100 people per event. And finally in October, they attended CicLavia in the Heart of LA, and the Taste of Soul with an estimated attendance of over 10,000 at each event.

In addition to those listening sessions and tabling opportunities hosted by the Public Safety Advisory Committee, staff engaged various targeted groups to ensure we heard from a cross-section of people with diverse lived experiences within the County of LA.

In August 2024, the Community Advisory Committee (CAC) requested an update on current Metro initiatives to discuss the TCPSD and learn what progress had been completed so far. SSLE briefed on the implementation plan, the 5-year timeline, and the status, which included building the job specifications for the Chief of Police, gauging interests in current Metro staff on joining the TCPSD, and hiring the recruitment and transition teams. The CAC expressed excitement about Metro's vision for the TSCPSD and requested frequent updates on the progress and will be meeting with the facilitator to provide their own feedback for the recruitment of the Chief of Police and Emergency Management on November 20, 2024.

In September 2024, SSLE briefed the Technical Advisory Committee (TAC), which was the first time that the group requested a security presentation. The TAC requested an update on the TCPSD and wanted to understand how the organization would be different than current law enforcement and specifically asked to understand what type of oversight would be in place for this agency. SSLE explained that there would be a civilian oversight committee that would take the best practices of the current Metro advisory committees but also highlighted that the current committees would still have the same opportunities to provide feedback.

To round out the Listening Sessions, the facilitator also engaged with the business community in a listening session hosted by BizFed that yielded about 60 participants, approximately 45 faith based leaders at Metro's Faith Leaders Roundtable, 20 older adults during a listening session with On the Move Riders Program, about 25 participants at the Accessibility Advisory Committee meeting and about 25 members of the Women & Girls Governing Council. Staff will also be engaging the Youth Council on November 18 and the Aging and Disability Transportation Network in a meeting to be held in November, ensuring that we have a cross section of people with disabilities, women, youth and older adults.

**QUARTERLY UPDATE ON
TRANSIT COMMUNITY PUBLIC
SAFETY DEPARTMENT
(TCPSD) IMPLEMENTATION
PLAN**



TCPSD Implementation Plan

Develop a “care-first” public safety model that prioritizes de-escalation, mental health support, and community engagement over the next five years

Objectives:

- Enhance transit system safety for riders and employees
 - Provide a visible engaged presence on buses and trains
 - Fiscally sustainable
 - Accountability and transparency
-

Executive Recruitment for Chief of Police

- National recruitment to secure a Chief of Police who embodies Metro's values and commitment to diversity, equity, and inclusion
- Held listening sessions with employees, riders, community members, and the business community to gather diverse perspectives:
 - Multiple internal listening session with employees across various shifts
 - PSAC hosted three Community Listening Sessions to engage with the public
 - Listening sessions with the Technical Advisory Committee, Women and Girls Governing Council, Accessibility Advisory Council, Metro Youth Council, and Aging and Disability Transportation Network and a Business Community Listening Session with BizFed
- Feedback collected to inform the selection criteria and leadership qualities sought in the new TCPD Chief of Police

Transition Team Advisory Group

- Successfully implementing the TCPSD requires subject matter experts with specialized knowledge in public safety, care-based strategies, and transit operations to serve as the TCPSD Transition Team Advisory Group.
- These team members will support Metro in shaping TCPSD policies, training, and care-based practices, providing input and feedback at key milestones to ensure that the new public safety model aligns with Metro's strategic goals and public safety best practices.
- Advisory body comprised of experts from law enforcement, mental health, and social services
- Identified 8 out of 10 members

CalPERS Safety Retirement and Project Manager

- CalPERS approval received for Chief of Police position to be classified as a safety role under Government Code Section 20424
- Process initiated to modify Metro's CalPERS contract for TCPSD's inclusion in a specialized retirement plan for safety personnel, expected completion by Spring 2025
- Hired a dedicated project manager to oversee all TCPSD efforts

Crisis Intervention Teams

- **Crisis Intervention Focus:**

- Establishing teams within TCPSD to address mental health crises on Metro through a compassionate, non-policing approach

- **Learning from Peer Programs:**

- Staff ride-alongs with LAPD's Homeless Outreach Proactive Engagement (HOPE) and LA County Sheriff's Transit Mental Evaluation Team (TMET)
- Peer reviews of successful crisis intervention models like Eugene's CAHOOTS program, Austin's CapMetro, and Oakland's BART

- **Goals for Crisis Response:**

- Integrate mental health clinicians with first responders
- Develop a dispatch system for crisis response that connects individuals with stabilization facilities and community resources

Next Steps

- Continuation of public and employee engagement initiatives, including listening sessions - and Community Advisory Council Meeting (11/20).
- Ongoing recruitment for TCPSD Chief of Police
- Finalizing Transition Team Advisory Group
- Finalizing Metro's CalPERS contract amendment for TCPSD's inclusion in the safety retirement plan



Board Report

File #: 2024-0925, File Type: Rule / By-law

Agenda Number: 17.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 21, 2024

SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Community Advisory Council update; and
- B. APPROVING CAC's revisions to their Bylaws (Attachment A).

ISSUE

The Community Advisory Council (CAC) provides regular updates on its activities to the Board. This receive and file report serves as an update on CAC activities for the period April 19, 2024 - October 11, 2024. Typically, reporting on CAC activities is done quarterly; however, during this period the CAC needed two-thirds approval to forward their proposed Bylaws changes to the Board. Achieving this approval took longer than anticipated, which is why the report spans two quarters.

Per the CAC's bylaws Article VII, any revisions to the bylaws "are subject to Board approval" for implementing changes. Given that the CAC proposes various revisions to the current bylaws and proposes activation of two new Standing Committees, approval is required by the Metro Board. The new Standing Committees would parallel the Board's Planning and Programming Standing Committee and Operations, Safety and Customer Experience Standing Committee.

BACKGROUND

Per state statute, Metro must appoint a Citizens' Advisory Committee (CAC) whose membership "shall reflect a broad spectrum of interests and all geographic areas of the county." The CAC prefers to be referred to as the Community Advisory Council because it better reflects its constituency.

Per the bylaws adopted by the CAC, the group is to consult, obtain, and collect public input on matters of interest and concern to the community. It will communicate the CAC's recommendations concerning such issues to Metro. Issues may also be assigned to the CAC by Metro for its review, comment, and recommendation.

The CAC is currently comprised of 24 members. CAC Members are directly appointed by the Metro Board of Directors and serve at the pleasure of their appointing Director. Each voting Metro Board Director can appoint up to four appointees to serve on the CAC.

DISCUSSION

During this period, items that the CAC addressed include:

1. Support of Metro's Board motion to make the GoPass Program permanent.
2. Election of a new Executive Committee to serve for FY24/25 which began on July 1, 2024.
3. The CAC's desire to pursue changes to the language in the bylaws that address when the CAC shall hold meetings as noted in "Section VI: Meetings" (page 4 of Bylaws) and seeks to change the reference to "Board Clerk" from "Board Secretary" in "Article III: Officers, 3. Duties of Secretary."
4. Appointments of new members to the CAC by Chair Janice Hahn, 2nd Vice Chair Fernando Dutra, Director Karen Bass, Director Kathryn Barger, and Director Paul Krekorian.
5. Development of two new CAC Standing Committees, one focused on Planning and Programming and another on Operations, Safety, and Customer Experience (per CAC's bylaws guidance under Article V: Subcommittees, Item 2).

Please refer to Attachment B for a full summary of the CAC meetings held April 19, 2024 - October 11, 2024.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

The FY25 Budget includes \$88,800 in cost center number 7160, Community Relations, under project number 100035, Advisory Body Compensation, for the CAC member compensations.

Activation of two additional subcommittees could result in an increase cost of approximately \$28,800 that would be covered by the reallocation of funds in FY25. Since this is a multi-year activity, the cost center manager and Chief Customer Experience Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding are Measure R 1.5% Administration and Measure M 1.5% Administration, which are not eligible for bus and rail operating and capital expense.

EQUITY PLATFORM

CAC Members represent diverse ethnic and socio-economic backgrounds, viewpoints, perspectives, and priorities. Over recent years, the CAC has become increasingly diverse in terms of race/ethnicity, gender, and age. It comprises several members who utilize Metro and partially Metro-funded services (such as Access Services, local municipal operators' services, Metrolink, etc.) and regularly ride the Metro system. Additionally, some CAC members have disabilities, further increasing equitable representation among LA County's diverse population.

Of the 24-member advisory council, 73% identify as Black, Indigenous, or People of Color (BIPOC). In addition, there are seven women, representing 30%, and one member identifies as a transgender individual.

Continuing this trend, one of the new members appointed during this reporting period is a youth and a regular transit rider, while another new member appointed during this reporting period is an Asian-American.

Equity was at the forefront of the CAC's policy recommendations during this reporting period, as clearly demonstrated by the council's vote to support the GoPass Program, which provides free fares for K-12 and community college students, who tend to be low-income and from BIPOC communities.

Additionally, the CAC's recently proposed bylaws changes aim to increase accessibility and flexibility for CAC members regarding when they can convene their monthly CAC Meetings, as well as the opportunity for more CAC members to consider future service through leadership roles on the CAC's Executive Committee.

Lastly, the CAC's most recent discussions and expressed interest in forming additional CAC Committees (pending Metro Board approvals) reflect their latest efforts to provide more avenues and opportunities for their general membership and for the public to engage more deeply with the CAC in specific Metro matters, as well as more leadership development opportunities for the general membership within the CAC.

IMPLEMENTATION OF 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 community and lives through mobility and access to opportunity

Goal 4 - Transform LA County through regional collaboration and national leadership

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

The advisory input of the CAC to Metro supports Metro's Strategic Vision Goals, as outlined above, as per State statute that created the CAC and per their bylaws, the CAC's purview may be broad, and it is not required, nor has it been assigned a focus that is specific to one issue area or one concern for the agency.

NEXT STEPS

Revise the CAC Bylaws per the Board's approval or direction.

ATTACHMENTS

Attachment A - Proposed CAC Bylaws Changes

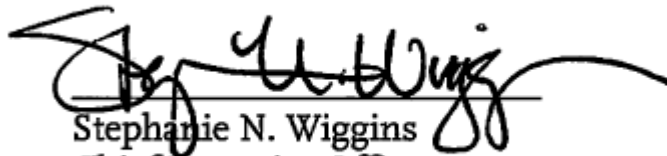
Attachment B - CAC's April through October Recap

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Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Proposed CAC Bylaws Changes (pending Metro Board approval) as approved by a 2/3rds vote at the September 25, CAC General Assembly Meeting. Bylaws changes require Board approval.

All proposed bylaws changes are highlighted in tracked changes.

Section/Article	Current Bylaws Language	Proposed Bylaws Change
Article VI: Meetings	<p>B. REGULAR MEETINGS: The CAC will hold regularly scheduled monthly meetings the fourth Wednesday of each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Wednesday or the day before the MTA Board meeting, or to any date suggested by the majority of the CAC membership.</p> <p>C. EXECUTIVE COMMITTEE MEETINGS: Regular meetings of the Executive Committee shall be held the first Friday each month and from time to time thereafter, unless such day is a holiday, in which case the meeting shall be held on the following Friday, or to any date suggested by the majority of the CAC membership.</p>	<p>B. REGULAR MEETINGS: The CAC will hold regularly scheduled monthly meetings during the fourth week of each month and from time to time thereafter, unless the scheduled meeting falls on a holiday, in which case the meeting may be held on the following week or the day before the MTA Board meeting, or on any date suggested by the majority of the CAC membership. The CAC in its discretion may hold a December meeting at any time during the month.</p> <p>C. EXECUTIVE COMMITTEE MEETINGS: The Executive Committee will hold regularly scheduled meetings during the first week of each month and from time to time thereafter, unless the scheduled meeting falls on a holiday, in which case the meeting may be held the following week, or on any date suggested by the majority of the CAC Executive Committee.</p>
Article III: Officers	Board Secretary	Board Clerk

ATTACHMENT B

CAC's April through October Recap

April 2024

On April 24, 2024, the CAC received an update on Metro's discounted fares and the Go Pass programs, for which the CAC expressed great enthusiasm, general support, and appreciation for Metro Board's motion to make the GoPass program permanent.

The CAC also received updates from the Office of Management and Budget regarding FY 25 budget development.

May 2024

At the May 22, 2024, General Assembly meeting, the CAC received an overview regarding Metro's comprehensive approach to public safety and updates on the Transit Ambassador Pilot Program. CAC members appreciated the presentation and were pleased that Metro is taking public safety seriously and with a human-centered approach. They expressed interest in receiving regular updates on this topic.

June 2024

Every June, the CAC elects a new executive committee to serve for the upcoming fiscal year that begins July 1, 2024. The new leaders will meet monthly to set CAC agendas for the General Assembly meetings following the CAC's annual work plan. The CAC convened on June 26, 2024, and elected its new Executive Committee members:

- **Art Montoya** was re-elected as Chair. He works in policy and enjoys serving his community and actively participates in civic activities. He is a husband and a son and has been a lifelong resident of Downey. Chair Montoya was appointed by Director Janice Hahn.
- **Elena Garza** was elected as Vice Chair. She previously served as Secretary on the CAC Executive Committee. Vice Chair Garza is a West Covina resident, an architecture student, and a regular transit rider who is very knowledgeable about public transportation issues. Vice Chair Garza was appointed by Director Tim Sandoval.
- **Chris Wilson** was elected Secretary. Secretary Wilson is a Harbor City resident passionate about transportation and infrastructure issues that affect Angelenos. Chair Janice Hahn appointed him.
- **Dalila Sotelo** was elected as Chair Emeritus. She resides in South Los Angeles and has her offices in Downtown Los Angeles. A native Angelina, she is particularly interested in public transit, transit-oriented community development, and the creation of affordable housing for all Angelenos. Director Karen Bass appointed Chair Emeritus Sotelo.

Additionally, the CAC received updates on Metro train interiors, focusing on the latest efforts and considerations related to sanitation and cleanliness. The CAC also received a brief update regarding TAP Plus.

July 2024

At the July 2024 General Assembly meeting, the CAC received updates from Metro's Office of Strategic Innovation (OSI) on the Mobility Wallet Pilot Program and highlights regarding Metro's Olympics/Paralympics planning efforts.

Proposed Bylaws Changes

Additionally, the CAC discussed proposed bylaws changes and the development of draft language for review and consideration at the August 2024 meeting.

The CAC has not revised its bylaws since March 2017. The bylaws include language that specifies when the CAC Executive Committee and General Assembly must meet. This rigidity does not allow for maximizing members' participation on alternate dates that might work better for the council members.

Bylaws "Section VI: Meetings" (page 4) state that:

- Executive Committee meetings shall be held on the first Friday of each month; and
- General Assembly meetings shall be held on the fourth Wednesday of the month.

Further, given the holiday season, meetings in December have often been challenging to convene. Hence, the CAC seeks greater flexibility for scheduling meetings in December.

The current CAC bylaws prescribe the days of each month on which the CAC can meet, which can be a limiting factor for some members interested in serving on the CAC or considering possible leadership roles in the future.

The new language changes are aimed at ensuring greater flexibility that addresses:

1. Executive Committee members to determine when they want to hold their meetings during the first week of each month.
2. General Assembly meetings are to be held anytime during the fourth week of each month.
3. More scheduling flexibility for meetings during the month of December.

Specific bylaws language changes were presented at the August 2024 General Assembly meeting for consideration.

August 2024

During the August 28, 2024, meeting, the General Assembly nearly approved the proposed new bylaws language changes aimed at ensuring greater flexibility in scheduling its meetings. Two motions were presented:

1. Changes to the Executive Committee meetings
2. Changes to the General Assembly meetings

These actions require a two-thirds vote from its membership roster. While the majority of the attendees voted in favor of these changes, the votes did not reflect the necessary two-thirds affirmative vote from its entire membership roster at the time of the vote, which would have required 15 aye votes. Motion 1 received 14 aye votes, and Motion 2 received 12.

Therefore, a new vote reflecting two-thirds membership approval is required. This vote was placed on the agenda for action at the September 25, 2024, General Assembly meeting.

September 2024

The General Assembly requested and received updates from the Metro Customer Care team, including information on how the team receives and processes customer complaints and inquiries.

Additionally, as mentioned above, the CAC's proposed bylaws changes were revisited for a vote and received the required two-thirds vote, allowing their changes to proceed to the Metro Board for review and consideration (see Attachment A for CAC's approved bylaws changes).

October 2024

The Executive Committee in October and expressed interest in forming two new standing committees:

1. Planning and Programming Committee, and
2. Operations, Safety and Customer Experience Committee

To stand up the committees, the Metro Board must first consider and approve them.

The Executive Committee is considering these proposed Committees as a vehicle for the CAC to more closely “mirror” and track the Metro Board of Directors Committees on these same subject matters (under [“Article V: Meetings” of CAC’s bylaws](#)) and as an avenue for CAC Members to take on more leadership roles.

New Committee Chairs

The Executive Committee also proposed new Chairs for each of these two committees to serve as CAC's designated liaison to each Metro Board of Directors' parallel committees: Planning and Programming and Operations, Safety and Customer Experience.

The Executive Committee further sees chairing these new committees as a development opportunity for members to consider a leadership role on the CAC Executive Committee eventually. Additionally, they may consider increasing the number of standing committees in the future to more closely mirror the Metro Board structure.

It is important to note that any CAC committees (including existing ones and if additional ones are formed) would be considered “compensation eligible” (pending individual CAC Members’ eligibility to participate in the compensation option).

Should the Metro Board approve the formation of the committees, the CAC will further define the purpose, goals and overall plan for each committee.

Membership Update

In September, one CAC Member resigned due to scheduling conflicts with work and six new members were appointed to the CAC to serve.

- **Kevin Shin** was appointed by Chair Janice Hahn. Member Shin resides in the Gateway Cities area and is particularly interested in active transportation matters.
- **Lorelei Bailey** was appointed by Director Fernando Dutra. Member Bailey resides in the Artesia area and has a keen interest in transit-oriented communities, the nexus between housing and transit, and active transportation matters.
- **Max Romero** was appointed by Director Kathryn Barger. Member Romero is a resident of the San Gabriel Valley and is the youngest CAC member. He is a regular and enthusiastic transit rider, often using multiple transit modes to travel across the County.
- **Paula Nazario** was appointed by Director Karen Bass. Her interests include enhancing transit safety, expanding transit lines and encouraging community engagement in urban planning efforts. She lives in South Los Angeles, is a regular transit rider and is very involved in her community.
- **Aaron Castillo-White** was also appointed by Director Karen Bass. He is a Los Angeles resident with a background in non-profit fundraising, partnership strategies, branding, and media strategy. He is interested in environmental and sustainability issues.
- **Doug Mensman** was appointed by Director Paul Krekorian. Member Mensman resides in Highland Park and has extensive knowledge and experience in local government with specific expertise in transportation and infrastructure policy matters.

The new members contribute to the CAC's broad geographic reach and representation from areas throughout LA County, and the recent appointments also increase the representation of Asian Americans, women, and youth on the council.

Community Advisory Council (CAC) Update

***Metro Executive
Management Committee
Meeting***

November 21, 2024



Approve CAC's Recommendations

A. Receive and File the Community Advisory Council (CAC) update for April 19, 2024, through October 11, 2024. (Attachment B)

B. Approve CAC's revisions to their Bylaws (Attachment A)

Per the CAC's bylaws Article VII, any revisions to the bylaws are subject to Board approval for implementing changes.

CAC is proposing various revisions to the current bylaws to create:

- Greater flexibility in when the CAC can schedule their meetings.

CAC is considering activation of two new Standing Committees that would parallel the Metro Board Committees:

- Planning and Programming
- Operations, Safety and Customer Experience



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Discussion

During this reporting period, items that the CAC addressed include:

- Support permanent GoPass Program
- Election of new Executive Committee members
- Appointments of new members to the CAC by Chair Janice Hahn, 2nd Vice Chair Fernando Dutra, Director Karen Bass, Director Kathryn Barger, and Director Paul Krekorian.
- Consideration of the development of two new CAC Standing Committees.



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THANK YOU!



Board Report

File #: 2024-0513, File Type: Policy

Agenda Number: 18.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 21, 2024

SUBJECT: ADVERTISING POLICY REVISIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the amended System Advertising Policy (Attachment A); and
- B. ADOPTING the amended Commercial Sponsorship and Adoption Policy (Attachment B).

ISSUE

To expand and expedite potential advertising and sponsorship revenues immediately, Metro can amend two policies governing advertising revenue programs: 1) the System Advertising Policy - focusing on content restrictions and 2) Commercial Sponsorship and Adoption Policy - focusing on duration restrictions. As the policies are solely managed by Metro, these revisions can be executed within three months from Board adoption and will afford immediate opportunities in increased advertising revenues.

BACKGROUND

On March 29, 2024, a Special Board Budget Workshop was held to provide the Board a comprehensive analysis of the projected financial outlook and a detailed assessment of the economic conditions in LA County that would impact Metro's operational program delivery. Staff presented cost growth drivers in Metro transit operations, infrastructure construction risks, capital program expansion, and other programs. Staff also presented alternatives to address increasing budget costs including opportunities in advertising, sponsorships, and beyond. Two potential policy revisions were identified that could generate additional revenues: the current System Advertising and Commercial Sponsorship and Adoption Policy.

Metro's initial advertising policy was adopted in 2000, and at that time its scope was limited to Metro's bus fleet. The policy was revised several times thereafter to include additional assets:

2005 - Include rapid transit bus vehicles

2008 - Include trains and stations

2017 - Include Orange Line bus vehicles

As a result of those revisions, Metro's advertising policy covers all Metro systemwide assets. The policy was also revised multiple times regarding advertising content:

2013 - Prohibited messages injurious to Metro's interests, ads from personal injury law firms, many of which targeted Metro passengers involved in bus accidents.

2013 - Included the exception for non-profit organizations to partner with a governmental agency in submitting advertising that advances the joint purpose of the non-profit organization and the governmental agency.

2017 - Prohibit e-cigarettes and vaping products, while adding digital platforms and channels web, mobile, and social media.

2023 - Clarified non-commercial advertising and removed requirement of co-sponsorship with a government agency.

Metro's Commercial Sponsorship and Adoption Policy was introduced and adopted in 2021 and has not seen any amendments or updates since then. The policy and program were introduced seeking to generate alternative long-term revenues recovering from post-pandemic Covid impact.

DISCUSSION

At the Special Board Budget Workshop, an overview of current and potential revenues governed by Metro policies & state laws, revenue potential, implementation timeline, and level of difficulty to achieve was presented. Four areas of focus were presented:

- 1) System Advertising Policy,
- 2) Commercial Sponsorship and Adoption Policy,
- 3) Expansion of current practice, and
- 4) CA Business & Professional Code §5405.6.

Changes in policies, state law, and expansion of practice may potentially earn Metro additional \$70M annually (\$2.1M from System Advertising Policy, \$11M from Commercial Sponsorship and Adoption Policy, \$20.5M from expansion of current practice, and \$35.5M from CA Business & Professional Code §5405.6), however, each area requires action in unique scope of work, internal and external coordination, state legislature, and additional contracts.

Policy or Law	Annual Potential Revenue	Timeframe	Difficulty
System Advertising	+ \$2.1M	3 months	Easy
Commercial Sponsorship	+ \$11.0M	6 months	Easy
Expansion of Practice	+ \$20.5M	12-24 months	Medium
CA Business & Professional Code § 5405.6	+ \$35.5M	24-36 months	Difficult

Expanding commercial system practices such as installing bank ATMs, providing merchandise vending machines, and activating temporary and event-based retail kiosks pose infrastructure challenges requiring station retrofitting, additional power & data, and more safety & security resources. Addressing the California Business & Professional Code §5405.6 -- which prohibit Metro from constructing outdoor advertising displays greater than 10 feet in width and length on agency property and right-of-way -- require amendment in state legislature, however, the Board has authority over the System Advertising and Commercial Sponsorship Policy.

Metro's Advertising and Sponsorship policies are limited by restrictions (detailed below) on advertising content, campaign duration, and approval process. These restrictions prevent the agency from realizing full earning potential and maximizing pre-World Cup, Super Bowl, Olympic and Paralympic Games, and long-term un-earmarked revenues. Addressing these two policies could increase annual advertising and sponsorship revenues by \$13.1M.

System Advertising Policy

Metro's current revenue advertising policy restricts advertising content, and campaign duration (dictated by sponsorship policy), amending the policy to ease restrictions could generate an additional \$2.1M annually. The key policy amendment is allowing Public Service Announcements (PSA) from Non-Profit organizations. Attachment C - *Policy Change Comparison*, provides a side-by-side comparison of current to recommended language. Along with advertising contractors, staff conducted a survey of other transit agencies and jurisdictions who currently allow the categories discussed in this report, and all transit agencies permit PSAs advertising content.

Ad Category	Additional Annual Revenue
Charter & Private Education Institutions	\$100,000
Public Service Announcements from Non-Profits	\$2,000,000
Beer and Wine, bars & grills, breweries, etc	\$2,750,000

Currently, public education institutions are permitted under the government advertising category as they receive public funding -- this allowance does not extend to charter and private education institutions. The purpose of this added language is to clearly state charter and private education institutions such as K-12 charter schools, for-profit and private education institutions are permissible in the new policy. Clarifying this category may generate an additional \$100,000 in annual ad revenues. The current policy does not include the category of *public service announcements and non-profits*. Legal Counsel has advised the allowance of this category with clear restrictions only permitting advertising content for services to treat or prevent illness; education and training services; services for low income, senior citizens, or people with disabilities; and museums with free

admission. Examples of content in this category includes community events and services by United Way, City of Hope Blood Drive, and food banks; fundraising efforts by Susan G. Komen, AIDS Walk, Wounded Warrior Project, Mothers Against Drunk Driving, to name a few. Allowing PSA ads may generate an additional \$1,500,000 on bus and \$500,000 on rail for total of \$2,000,000 annual ad revenue. The new policy language is below:

- **Public Service Announcements From Non-Profits** - Metro will accept paid promotional advertising by a nonprofit organization that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code the sole expressed purpose of which relates directly to: (1) the availability of services to prevent or treat illnesses; (2) the availability of education or training services; (3) the availability of services or programs that provide support to low income citizens, senior citizens or people with disabilities; or (4) patronage of museums that offer free admission to the public.

Commercial Sponsorship and Adoption Policy

Metro's current commercial sponsorship policy restricts campaign and sponsorship duration and is stymied by administrative and approval processes. Metro could generate an additional \$11M annual sponsorship revenues by amending the policy to streamline and expedite sponsorship business process. All Metro assets and services are eligible for commercial sponsorship including bus and rail lines, stations and transit centers, programs, and events.

Station/Service	Estimated Annual Sponsorship
Airport Metro Connector	\$1,500,000 - \$2,500,000
7 th Street/Metro Center	\$2,000,000
A Line	\$3,000,000
C Line	\$2,750,000
B Line	\$1,750,000
E Line	\$1,750,000

The current sponsorship policy requires board action for all sponsorship activities. To expedite business, staff recommends delegating some approval authority to CEO. The recommended policy amendments are 1) for the Board to retain approval authority for title sponsorships (naming rights); 2) to delegate authority to the CEO for all other sponsorships such as non-title sponsorships (Door Dash for Bike Share), short-term sponsorships, and long-term advertising campaigns lasting no longer than 18 months (Max/HBO at Culver City); 3) extend maximum sponsorship durations from ten to twenty years to secure larger revenue streams, place less impact to system changes & customer experience, and reduce administrative support; 4) and revise Compliance and Evaluation Panel to cabinet chiefs rather than cabinet staff (*Attachment B - Commercial Sponsorship and Adoption Policy 2025*).

Attachment C - Policy Change Comparison, provides a side-by-side comparison of current to recommended language. Key policy points are embedded into the policy language below:

Currently, *temporary* advertising or sponsorship activity is defined as 90 days -- the language amends the definition of *temporary* from 90 days to 18 months; additionally, the language amends

approval authority from board action (requiring 3-month process) to CEO approval authority (requiring 1-month process). The revised policy language below:

- ***Temporary*** is defined as any Sponsorship/Adoption/Advertising activity lasting up to eighteen months. All temporary commercial activity is within CEO's approval authority. However, any temporary activity affecting facility/station/service names and any short-term renaming/co-naming requires Board notification via board box memo.

Currently, *long-term* advertising or sponsorship is defined as any activity beyond 90-days -- the language amends the definition of *long-term* from 90-days to 19-months and amends the maximum length of sponsorships from 10-years to 15-years. There is no change in approval authority, the board will retain approval on all long-term commercial activities. The revised policy language below:

- ***Long-term*** is defined as any Sponsorship/Adoption/Advertising activity lasting greater than nineteen months with a maximum length of fifteen years. All long-term commercial activity require Board action.

Currently, *station renaming* is only defined as directly renaming a facility requiring official and operational name change (for example, renaming Pico Station to Kobe Bryant Station) - the additional language adds other techniques that do not change the official or operating name, but uses an additive technique (for example, Pico Station, Home of Kobe Bryant). The maximum duration for sponsorship renaming is again stated minimum 5-years to maximum 15-years. The revised policy language below:

- ***Station Renaming*** is defined as any Sponsorship/Adoption/Advertising activity that requires the renaming of a facility or station as part of its sponsorship plan; in addition, the renaming activity will impact the facility's official and operational name. Additive naming techniques such as 'Home of' or 'Presented by' that do not impact official and operational name, but may impact façade presentation, are also acceptable. Long-term station renaming requires a minimum five-year commitment to a maximum length of twenty years.

DETERMINATION OF SAFETY IMPACT

There is no safety impact by adopting this policy. Staff will manage the advertising and sponsorship program and ensure contractors work in compliance with Metro Safety policies and certifications.

FINANCIAL IMPACT

There is no negative financial nor budgetary impact by adopting these policy revisions. The policy revisions could allow Metro to generate additional operating-eligible revenues in the future.

EQUITY PLATFORM

Advertising and sponsorship revenues are an important supplemental revenue source supporting Metro's transportation operations. Additionally, the advertising program accepts multi-cultural and multi-language advertisements that provide alignment and inclusion of Metro's diverse communities.

Expansion of advertising content and permitting PSAs from non-profits may promote health awareness and treatment, education and training, and other services benefitting low-income riders, senior citizens, or people with disabilities. Advertising from museums and institutions with free admission will provide low-income, fixed income, and all transit riders with free and affordable leisure destinations accessible by transit.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the L.A. Metro organization. Current policies provide structure to responsibly manage the commercial advertising and sponsorship program, generating revenues that provide long-term supplemental revenue to support Metro's transportation operations.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the amended policies; however, this is not recommended. While there are some reputational and content control risks associated with expanding the range of acceptable advertisers, the financial upside provides significant opportunities for the agency. With the right safeguards in place-such as clear advertising content policies and approval processes-these risks can be managed while still achieving the financial benefits needed to support the agency's long-term goals.

The current policy does not include the category of beer and wine. Staff considered the allowance of this category with clear restrictions surrounding imagery (i.e. no imagery of open containers and consumption of beverages); only permissible at high transit-traffic stations and hubs; maximum occupancy on bus and rail fleet at any time; not permissible on Metro Bike Share assets; and to include warning language included in each advertising that must occupy at least 3% of the area of the advertisement, that:

"The legal age to purchase and consume alcohol in California is 21 years old. According to the Surgeon General, women should not drink alcoholic beverages during pregnancy because of the risk of birth defects. Consumption of alcoholic beverages impairs your ability to drive a car or operate machinery and may cause health problems."

Examples of content in this category include product advertising from alcoholic companies Anheuser-Busch Inc (Budweiser, Stella Artois), Molson Coors (Coors, Miller), Sutter Home Wineries, Barefoot Wineries, White Claw (Hard Seltzer), and Twisted Tea Brewing Company; food service retailers serving alcohol such as BJ's Restaurants & Brewhouse and The Redwood Bar & Grill, breweries such as Angel City Brewery and Duff Brewery and Beer Garden; and wineries such as San Antonio Wineries and Angeleno Wine Company. Further, other transit agencies across the country

allow for the advertisement of beer and wine.

Allowing beer, wine, and adjacent business (bar & grill, breweries, and wineries) advertising may generate an additional \$2,000,000 on bus and \$750,000 on rail for total of \$2,750,000 annual ad revenue. However, staff does not recommend inclusion of the category for beer and wine because 80% of Metro trips are in EFCs and this type of advertising increases exposure to unhealthy influences and promotes drinking in communities where access to alcohol is already high, often more accessible than healthy food options. These ad spaces could instead support positive community messages, school, medical care, job training, and community events, the \$2.7 million in added revenue is not worth the negative social impact on vulnerable communities and youth.

NEXT STEPS

Upon Board approval, staff will update related internal processes and procedures. Revised Policies will be distributed to advertising and sponsorship vendors and made publicly available for advertisers on Metro's website.

ATTACHMENTS

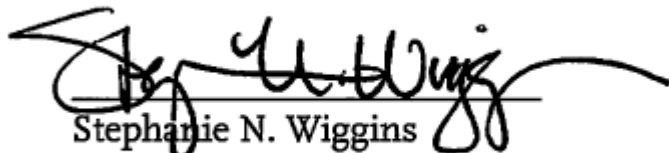
Attachment A - System Advertising Policy 2025

Attachment B - Commercial Sponsorship and Adoption Policy 2025

Attachment C - Policy Change Comparison

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Stephanie N. Wiggins
Chief Executive Officer



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COMMUNICATIONS System Advertising Policy 2025

(COM 6)

POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (Metro) has determined that allowing commercial advertising to be placed in designated areas on its properties, which includes the Metro bus and rail systems, is a responsible means of generating revenue by maximizing the use of Metro's capital investments. Further, informational advertising on Metro properties is a valuable means for Metro and other governmental entities to communicate with the public and advance specific governmental purposes.

POLICY PURPOSE

To clearly define the use of Metro's advertising space by fulfilling significant organizational goals as provided in this policy.

APPLICATION

This policy applies to all Metro employees, Board Members, consultants, vendors, and Metro system advertisers.

APPROVED: County Counsel or N/A

Department Head

ADOPTED: CEO

Effective Date: _____

Date of Last Review: _____



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1.0 GENERAL

The display of commercial advertising to generate revenue carries with it a responsibility to protect Metro from potential litigation, preserve its nonpublic forum status, and to recognize the potential association of advertising images with Metro services. The agency addresses these issues through the responsible, consistent, and viewpoint neutral application of its advertising policy.

The policy's purpose is to clearly define the use of Metro's advertising space fulfilling the following important goals:

- Maximize advertising revenue and preserving the value of the advertising space;
- Maintain a position of neutrality and preventing the appearance of favoritism or endorsement by Metro;
- Prevent the risk of imposing objectionable, inappropriate or harmful views on a captive audience;
- Preserve aesthetics and avoiding vandalism;
- Maximize ridership and maintaining a safe environment for riders and the public;
- Avoid claims of discrimination and maintaining a non-discriminatory environment for riders;
- Prevent any harm or abuse that may result from running objectionable, inappropriate or harmful advertisements;
- Reduce the diversion of resources from transit operations that is caused by objectionable, inappropriate or harmful advertisements;
- Preserve Metro's business reputation as a professional, effective, and efficient provider of public transit services.

Governmental entities may advance specific governmental purposes through advertising under this policy.

Los Angeles County contains significant tourism destinations accessible through public transportation, which may be promoted under this policy.

Metro uses designated areas on its properties to directly provide transit and agency information to the public.

2.0 POLICY

2.1 Permitted Advertising Content

Commercial Advertising

Metro will only accept paid commercial advertising that proposes, promotes, or solicits the sale, rent, lease, license, distribution or availability of goods, property,



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products, services, entertainment, or events that anticipate an exchange of monetary consideration commercial or proprietary interest, including advertising from tourism bureaus, chambers of commerce or similar organizations that promote the commercial interests of its members, and charter and private education institutions.

- A. Metro's policy that it will only accept commercial advertising applies regardless of whether the proponent is a commercial or nonprofit organization. To determine whether an ad qualifies as commercial, Metro considers the following non-exclusive factors: (a) whether a commercial product or service is apparent from the face of the ad; (b) whether the commercial product or service is incidental to the public interest content of the ad; (c) whether the sale of commercial products or services is the primary source of the advertiser's total annual revenue; and (d) whether the advertiser is a for-profit entity.
- B. This exclusion does not apply to Government Advertising below.

Public Service Announcements From Non-Profits.

Metro will accept paid promotional advertising by a nonprofit organization that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code the sole expressed purpose of which relates directly to: (1) the availability of services to prevent or treat illnesses; (2) the availability of education or training services; (3) the availability of services or programs that provide support to low income citizens, senior citizens or people with disabilities; or (4) patronage of museums that offer free admission to the public.

Government Advertising

Metro will accept advertising that advances specific government purposes from a federal, State of California, or Los Angeles County local governmental entity. The governmental entity must be clearly identified on the face of the advertising.

2.2 Prohibited Content and Subject Matter

Metro retains content control of advertising on the transit system by restricting content; content described below may not be displayed on the Metro transit system and/or agency assets:

- **Alcohol and Spirits** – Imagery of open or closed alcoholic containers or consumption of any alcohol and spirits is prohibited and may not be shown. Services and events for food and beverage, including alcohol and



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wine events may be shown if the image is compliant with the restrictions stated herein.

- **Tobacco, Vaping and Cannabis** – Imagery that portrays, simulates, or encourages recreational smoking, vaping, or ingesting of tobacco, cannabis, or similar products is prohibited. Services and events for cannabis products, services, and events are prohibited and may not be shown.
- **Illegal Activity** – Content that promotes or relates to an illegal activity
- **Violence** – Images, copy or concepts that promote guns/firearms or gun violence, or that depict weapons or other devices in an act of violence or harm on a person or animal, or contain any material that incites or encourages, or appears to incite or encourage, violence or violent behavior.
- **Obscene Matter** – Obscene matter as defined in the Los Angeles County Code, Chapter 13.17, Section 13.17.010, or sexually explicit material as defined in the Los Angeles County Code, Chapter 8.28, Section 8.28.010D.
- **Indecency** – Images, copy or concepts that describe, depict, suggest or represent sexual or excretory organs or activities in a manner that a reasonably prudent person, knowledgeable of Metro's ridership and using prevailing community standards, would find inappropriate for the public transit environment, including persons under the age of 18.
- **Adult Entertainment and Content** – Content that promotes or displays images associated with adult bookstores, video stores, dance clubs, or other adult entertainment or sexually-oriented establishments, telephone services, internet sites, films, video games, escort services, etc.
- **Adult Rated Media** – Adult/mature rated films, television, video games, or theatrical presentations, such as adult films rated "X" or "NC-17" or video games rated "AO."
- **Profanity** – Contains any profane language.
- **Political Speech** – Advertising that promotes or opposes (a) a political party; (b) any person or group of persons holding federal, state or local government elected office; (c) the election of any candidate or group of candidates for federal, state or local government offices; or (d) initiatives, referendums or other ballot measures.



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- **Public Issue Speech** – Advertising that primarily expresses or advocates an opinion, position or viewpoint on a matter of public debate about economic, political, public safety, religious or social issues. This exclusion does not apply to Government Advertising under 2.1.
- **Religion** – Promotes or opposes any identifiable or specific religion, religious viewpoint, belief, message, or practice.
- **Unsafe Transit Behavior** – Contains images, copy or concepts that depict unsafe behaviors aboard buses or trains, or in or around transit stations or railroad tracks.
- **Injurious to Metro's interests** – Promotes products, services or other concepts that are adverse to Metro's commercial or administrative interests. Prohibited content includes but is not limited to images, copy or concepts that actively denigrate public transportation.
- **Metro's Endorsement** – Contains images, copy or concepts that inaccurately state or imply Metro's endorsement of the subject of the advertisement.
- **Harmful or Disruptive to Transit System** – Contains material that is so objectionable as to be reasonably foreseeable that it will result in harm to, disruption of, or interference with the transportation system.
- **Symbols** - Miscellaneous characters, images or symbols used as a substitute for prohibited content.

2.3 Metro's Government Speech

The provisions of this policy do not apply to Metro's government speech, which includes advertising sponsored solely by Metro or by Metro jointly with another entity to communicate any message deemed appropriate by Metro.

2.4 Metro's Right of Rejection

Metro, and its advertising vendors, will screen and review all advertising content on the transit system, and in all contracts Metro reserves the right to:

- Reject any advertising content submitted for display on its properties; and/or
- To order the removal of any advertising posted on its properties.



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Decisions regarding the rejection or removal of advertising are made by the Metro Marketing Executive or their designee based upon the criteria in this policy.

Disclaimer of Endorsement: Metro's acceptance of an advertisement does not constitute express or implied endorsement of the content or message of the advertisement, including any person, organization, products, services, information or viewpoints contained therein, or of the advertisement sponsor itself.

2.5 Informational Advertising

Metro has several unique distribution channels at its disposal for disseminating transit information for which it incurs no “space” cost (the fee charged for advertising space). Informational advertising space is limited and reserved exclusively for Metro transit information. All messages and materials distributed by this means are prepared, approved and/or authorized by the Marketing Executive or their designee.

Acceptable information for these distribution channels is categorized as follows:

2.5.1 Transit Information

Transit information includes, but is not limited to: campaigns promoting ridership, service features and changes, fare information and changes, safety and security messages, maps and explanations of related transportation services.

2.5.2 Cross-Promotional Information

On an occasional basis and only when space is available, Metro's Marketing Department may use Metro's distribution channels to participate in cross-promotional opportunities (a cooperative partnership in which Metro and one or more entities work together with the goal of jointly promoting their respective services) that offer a direct opportunity to promote use of transit. Any materials distributed for this purpose must prominently include promotion of Metro services (e.g., Metro Ridership Promotion such as, “Go Metro to CicLAvia”). Metro is prohibited by law from donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro's Marketing Department, provide



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an equivalent or greater value in cross-promotional benefits (i.e. advertising space, editorial space, etc.).

2.5.3 “Added Value” Materials

On an occasional basis and only when space is available, Metro’s Marketing Department may use Metro’s distribution channels to provide “added value” materials to its riders. Such materials must present a specific and time-dated offer uniquely provided for Metro bus and Metro Rail riders (generally a money-saving discount) in which transit can be used to access the redemption point. Any materials distributed for this purpose must prominently include the Metro logo and other wording approved by Metro’s Marketing Department to indicate that the offer is specifically designed for Metro bus and Metro Rail riders. Metro is prohibited by law from simply donating advertising space to any entity for purposes that are not directly transit-related.

The outside organization involved must either bear the cost of producing such materials or, if approved by Metro’s Marketing Department, provide an equivalent or greater value in cross-promotional benefits (e.g., advertising space, editorial space, etc.). Any added value programs must be approved by the Marketing Executive, or their designee based upon the criteria in this policy statement.

2.6 Advertising Vendors

Metro may contract with outside vendors to sell and display advertising on its transit system and related properties for the sole purpose of generating revenue. Vendors for such contracts are solicited through competitive bids, which must conform to Metro’s procurement procedures and be approved by Metro’s Board of Directors.

Such agreements may dedicate up to, but no more than 90% of the available space covered by the contract for commercial advertising, reserving the remaining available space for Metro’s own transit-related information. This percentage of available space, and the remaining percentage of space held for Metro’s information, will be negotiated as part of any contract with an outside advertising space vendor.

2.7 Placement of Advertising

Locations for commercial advertising may include, but are not limited to: the exterior and interior of all Metro’s transit fleet (buses, trains, rideshare cars, and



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non-revenue cars); the exterior and interior of all Metro's stations and hubs (rail and bus stations, bus stops, and mobility hubs); digital channels (agency websites, mobile apps, and social media channels); printed materials (brochures, timetables); Metro property (buildings, facilities and parking structures); and any other location approved by Metro's Marketing Executive. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction. Specific locations and properties may be exempt and excluded, in which case Marketing will coordinate with the agency project manager as advertising inquiry arises.

2.7.1 Graphics on Window and Glass

To ensure the safety and security of passengers, operators and law enforcement officers, advertising displays which employ window graphics are restricted from fully obscuring the window surfaces on any Metro vehicles (trains, buses, ride share, and non-revenue vehicles). The front window, however, may not be covered in any manner.

If an advertising display employs window graphics, the materials must be perforated with a 50/50 coverage-to-visibility ratio. The perforated material applies to all glass surfaces such as vehicle windows, buildings windows, and glass elevators. Metro may provide materials and technical specifications to each vendor.

3.0 PROCEDURES

Action By:

Advertising Vendors

Action:

Sell, post and maintain all commercial advertising on Metro properties. All proposed transit advertising must be submitted to the Advertising Vendor for initial compliance review. The Advertising Vendor will perform a preliminary evaluation of the submission to assess its compliance with this policy. If, during its preliminary review of a proposed advertisement, the Advertising Vendor is unable to make a compliance determination, it will forward the submission to the Metro's advertising panel for further evaluation. The Advertising Vendor may at any time discuss with the entity proposing the advertisement one or more revisions to an advertisement, which, if undertaken, would bring the advertisement into conformity with this Advertising



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Policy. The Advertising Vendor will immediately remove any advertisement that Metro directs it to remove.

Metro Advertising Panel	Metro's advertising panel will review the proposed advertisement for compliance with the guidelines set forth in this policy and will direct the Advertising Vendor as to whether the proposed advertisement will be accepted. In the discretion of the advertising panel, any proposed transit advertising may be submitted to Metro's Marketing Executive for review.
Metro's Marketing Executive	Metro's Marketing Executive or designee will conduct a final review of proposed advertising at the request of Metro's advertising panel. The decision of the Marketing Executive to approve or reject any proposed advertising shall be final.
Metro Advertising Panel and Marketing Executive	Metro's advertising panel or the Marketing Executive may consult with other appropriate Metro employees, including Metro's legal counsel, at any time during the review process.

4.0 PROCEDURE HISTORY

03/23/00	Original policy adopted by Metro's Board of Directors.
01/27/05	Policy amended by Board of Directors to permit advertising on Metro Rapid vehicles.
09/26/08	Biennial review and update. Policy updated to include Board of Directors amendment to permit all forms of non-traditional advertising displays as well as advertising on rail car exteriors and other types of transit service with the exception of Orange Line vehicle exteriors.
6/27/13	Content Guidelines amended by Metro's Board of Directors to add an exception for non-profit organizations pertaining to the non-commercial advertising prohibition, and to expand language regarding various other types of prohibited content.



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- 12/5/13 Content guidelines amended by Metro's Board of Directors to prohibit messages that are injurious to Metro's interests and to clarify restrictions regarding vulgarity.
- 02/23/17 Review and update: Board approved, Feb. 23, 2017 (Item 40). Streamlined policy for an easier read; removed defined vinyl window graphics prohibitions: now just may not fully wrap a bus; added definitions; clarified outreach channels; may advertise on Orange Line vehicles; added items to advertising ban; removed "wine festival" advertising allowance; advertising may not engage in public debate.
- 04/27/2023 Significant Policy changes and edits including Elimination of government sponsored ad exception for non-commercial ads (Exception 2); clarification that Commercial Advertising is the only permitted form of advertising, unless advertiser is a federal, state, LA County governmental entity, or Metro; inclusion of: Revised Policy Purpose statement and objectives and Disclaimer of Endorsement; excludes advertising that "expresses or advocates an opinion, position or viewpoint on a matter of public debate"; and general reorganization and clarification.
- 09/24/2024 Significant Policy changes and edits including Elimination of government sponsored ad exception for non-commercial ads (Exception 2); clarification that Commercial Advertising is the only permitted form of advertising, unless advertiser is a federal, state, LA County governmental entity, or Metro; inclusion of: Revised Policy Purpose statement and objectives and Disclaimer of Endorsement; excludes advertising that "expresses or advocates an opinion, position or viewpoint on a matter of public debate"; and general reorganization and clarification.
- 11/21/2024 The addition of a new category, Public Service Announcements (PSAs) from nonprofit organization that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code the sole expressed purpose of which relates directly to: (1) the availability of services to prevent or treat illnesses; (2) the availability of education or training services; (3) the availability of services or programs that provide support to low income citizens, senior citizens or people with disabilities; or (4) patronage of museums that offer free admission to the public. Clearly stating education institutions and museums are permitted.

Commercial Sponsorship and Adoption Policy 2025

POLICY STATEMENT

Commercial Sponsorship and Adoption is a form of advertising in which entities will compensate Metro in order to be associated with certain Metro facilities, services, programs, or events. Compensation to Metro can include but is not limited to: monetary payments; resources and finance; payment-in-kind; value-in-kind to develop new facilities, services, programs, or events; or, funding to operate and enhance existing facilities, services, programs, or events.

Through implementation of the Commercial Sponsorship and Adoption Policy (“Policy”), Metro seeks to establish guidelines to execute a responsible and consistent process regarding Sponsorship and Adoption business activities. Metro’s Communications department administers the Commercial Sponsorship and Adoption Program (“Program”) as part of its overall responsibility of revenue-generating advertising and Metro’s overarching goal of partnering with businesses on activities that can increase mobility and brand awareness for customers in the Los Angeles region.

As sponsorship is a form of advertising, the Program will adhere to Metro’s System Advertising Policy (COM 6) and apply the same content restrictions in considering sponsors’ core business, brand, and services. Commercial Sponsorship and Adoption may impact Metro facilities, services, programs, amenities, or events. As Metro facilities, services, programs, and events have already been named, the program will also adhere to Metro’s Property Naming Policy (COM 11) and apply the same public outreach processes and principles pertaining to area location, neighborhood identity and system legibility in considering sponsors’ core business, brand, and services.

PURPOSE

Through implementation of this Policy, Metro seeks to establish guidelines regarding Commercial Sponsorship and Adoption of Metro services, facilities, amenities, programs, and events.

Goals and Principles

This Policy will set direction for how Metro plans and implements Commercial Sponsorship and Adoptions on the Metro system. Specific Program goals include, but are not limited to:

- **Generate long-term revenues to support agency programs and initiatives**

Metro has the fiscal responsibility to maximize the utilization of available resources effectively and efficiently to create long-term, agency-generated revenues. Furthermore, diversifying Metro's revenue sources prepares the agency for future economic shortfalls and unexpected agency impacts.

- **Enhance service and/or amenities that improve customer experience**

Partnerships with local businesses and entities may offset costs of desired customer amenities, such as technology (Wi-Fi, mobile charging stations), commerce (vending kiosks, retail), and convenience (food trucks, parcel pickup). These partnerships allow Metro to focus on operating a world-class transit system while specialist(s) provide amenities enhancing the customer experience.

- **Position corporate social responsibilities towards equity-focused communities**

Metro can create more opportunities to promote small, disadvantaged, and disabled veteran business enterprises through commercial programs by allowing them involvement in the system. Concurrently, corporate entities may provide equity opportunities to communities through Metro's program.

PROCESS AND PROCEDURE

Eligible Agency Assets

Metro is the transportation planner and coordinator, designer, builder, and operator of a large and expanding transit system. The infrastructure capital investment and other assets are significant within Metro's county-wide system of bus, rail, and other services; property portfolio; numerous facilities; programs and events. The various facilities, programs, and services that may be eligible for sponsorships and adoption are:

- **Facilities** – Any rail station or bus stop, parking lots and parking structures, regional facilities, maintenance buildings and other structures, Metro headquarters building, and any other property owned, leased, managed, or operated by Metro. Example facilities include Pico Station, Sierra Madre Villa parking structure, and El Monte bus station.
- **Transit Services** – Any light & heavy rail lines, bus service lines & routes, transitway service lines & routes, and any mode of transit service owned, leased, managed, or operated by Metro. Example transit services include A Line, E Line, and Dodgers Stadium Express.
- **Programs** – Selected established Metro-operated effort/initiative for the benefit of customers and communities that Metro serves, generally in the form of customer

service actions and functions. Example programs include Freeway Service Patrol and Metro Micro.

- **Events** – Selected one-time, seasonal, or annual event initiated, partnered with, coordinated by, or conducted by Metro. Example events include Older Adult Expo and Faith Leaders Roundtable.

Program Models

Metro will engage in two types of program models, Adoptions and Sponsorships. Within these two models, proposals may include customized packages of varying Customer Experience techniques and tactics; combine financial payments and value-in-kind amenities; or only provide financial payments or value-in-kind amenities. Metro defines amenities as selected resources, features, or utility that may provide additional enhancement to an established Metro facility, station, or stop. Examples amenities may include technologies such as mobile data and Wi-Fi services, commerce such as retail and vending machines, and convenience such as restrooms.

- **Adoption** - A partnership between Metro and a third party, which provides benefit to Metro riders in the form of sponsored amenities, services, equity opportunities, and customer experience improvements. In an Adoption, third parties may provide resources and/or financing, payment-in-kind, or value-in-kind to develop operating or new facilities, services, programs, or events. Examples: providing free Wi-Fi to a particular station, funding additional maintenance to a particular station.
- **Sponsorship** - A partnership between Metro and a third party, which provides benefit to Metro in the form of financial payments - revenues from sponsorships may be directed towards Metro programs and initiatives. In a Sponsorship, a third party may provide resources and funding, payment-in-kind, or value-in-kind to develop operating or new facilities, services, programs, or events. Examples: temporary station name take-over, long-term media buyouts of a particular station or facility.

Terms and Durations

Sponsorships and Adoptions can take on various forms of advertising in which companies contract with Metro to associate their name, identity and branding with facilities, services, programs or events. Metro may engage in Temporary and Long-Term Sponsorships/Adoptions that provide value and benefit both parties.

- **Temporary** is defined as any Sponsorship/Adoption/Advertising activity lasting up to eighteen months. All temporary commercial activity is within CEO's approval authority. However, any temporary activity affecting facility/station/service names and any short-term renaming/co-naming requires Board notification via board box

memo.

- **Long-term** is defined as any Sponsorship/Adoption/Advertising activity lasting greater than nineteen months with a maximum length of fifteen years. All long-term commercial activity require Board action.
- **Station Renaming** is defined as any Sponsorship/Adoption/Advertising activity that requires the renaming of a facility or station as part of its sponsorship plan; in addition, the renaming activity will impact the facility's official and operational name. Additive naming techniques such as 'Home of' or 'Presented by' that do not impact official and operational name, but may impact façade presentation, are also acceptable. Long-term station renaming requires a minimum five-year commitment to a maximum length of twenty years.

Eligibility and Criteria

In line with Metro's System Advertising Policy (COM 6), business entities selling products or services in the prohibited categories will not be considered for participation in the Program including Alcohol, Tobacco and Electronic Cigarettes, Adult Entertainment and Content, Arms/Guns and Weapons, Political Parties, Political Groups, Political Organizations, and Political Candidates or Campaigns, causes (including Religious Groups and Religious Associations, social advocacy groups, lobbyist, etc), or any other category prohibited by COM 6.

Metro shall consider Sponsorships and Adoptions with qualified entities meeting these criteria:

- Businesses already established in the U.S. or have fulfilled all legal requirements and compliance to establish a business within the United States;
- Businesses must establish current financial stability as well as financial stability for the five years prior to proposal submission;
- Businesses with current responsible practices and positive business history within the last five years prior to proposal submission;
- Businesses with satisfactory record of contractual performance within the last five years prior to proposal submission;
- Businesses must not have been awarded a Metro contract as a prime contractor six months prior to proposal submittal. Businesses will also not be considered for Metro contract as a prime contractor six months following proposal submittal.

Proposal Review Committee

A Proposal Review Committee will be established to review and vet each proposal submitted to the agency. The Proposal Review Committee will be managed by Customer Experience with concurrence from the Chief Customer Experience Officer, or their designee, and will be composed of stakeholder departments to provide feedback and advisory recommendations for Board review and approval. Committee members may include, but are not limited to the following:

- **Compliance Panel** - The Compliance Panel ensures interested sponsors are in compliance with Metro policies and neither discriminate nor pose a conflict of interest. The Compliance Panel does not score the proposal, instead providing review and comment on the sponsoree, the Compliance Panel may include the Chiefs or their designee from these cabinets:
 - Office of Civil Rights, Race, and Equity
 - Ethics
 - Legal Counsel
 - Vendor/Contract Management
 - Office of Management and Budget
- **Evaluation Panel** - The Evaluation Panel reviews and scores each proposal based on the Evaluation Criteria. The Evaluation Panel may be composed of scoring members, and non-scoring members that provide comments but do not participate in scoring; comments and recommendations are submitted to the CEO and Board for final review and approval, the Evaluation Panel may include the Chiefs or their designee from these cabinets:
 - Customer Experience
 - Countywide Planning
 - Program Management
 - Operations
 - Respective Asset or Program Owner

Evaluation and Criteria

If a business meets all Eligibility and Criteria, Metro will take into consideration the financial offers and implementation proposals. The Proposal Review Committee will score proposals based on the following evaluation criteria:

- Alignment with Metro's existing brand and agency mission, themes, and priorities
- Innovative sponsorship and business plan(s) that address value-transfers and potential customer experience enhancements
- Reach of cross promotion between Metro and Sponsor/Adoptee, providing Equity Opportunity activities for Metro communities and riders

- Financial offer, including total value and duration, payment options, and package offerings
- Determination of conflicts of interest based on other business activities with Metro

Corporate Responsibilities

All costs related to Sponsorship/Adoption activities of an existing facility, service, or program – including, but not limited to, the costs of replacing affected signage and customer information collateral, Metro materials, media materials, and Metro staff labor – shall be borne by the Adoptee/Sponsor.

Metro expects Sponsorship and Adoption partners to remain in good financial stability and to conduct responsible business practices for the duration of granted Sponsorship/Adoption. Metro may terminate granted Sponsorship/Adoption with partners who fails to maintain these financial and business requirements.

All granted Sponsorship/Adoption must respect and adhere to Metro's System Advertising Policy and Metro's Property Naming Policy.

Equity Opportunity and Community

Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County. Under its Equity Platform, Metro recognizes that access to opportunities – including housing, jobs, education, mobility, and healthy communities – is critical for enhanced quality of life. Metro also recognizes that vast disparities exist in access to opportunities and strives to identify and implement projects or programs that reduce and ultimately eliminate those disparities.

Sponsors must include Equity Opportunity in each proposal - which will be scored in the Evaluation Criteria; however, sponsors should consider the qualitative engagement rather than the quantitative engagement within their proposal. While Metro sponsorships will vary, all sponsorships must advance Metro's mission by supporting Equity Opportunity to:

- Increased access to opportunities
- Removal of barriers to access
- Partnership with local communities

Acceptable partnerships will vary. Examples include, but are not limited to:

1. Connecting communities to healthy food especially when they lack such options via the provision of gift cards to grocery stores or health snacks at a community event

2. Promoting safety in high injury areas via bike helmet or bike safety light giveaways
3. Supporting community events via hosting a Wi-Fi hot spots or cooling station

Process and Implementation

Metro may negotiate Sponsorships and Adoptions directly or contract with outside specialist(s) to liaise, negotiate and manage Sponsorships.

Metro's Right of Rejection

Metro and its authorized sponsorship specialist(s) will screen all proposals, Metro reserves the right to reject any Sponsorships submitted for consideration. Decisions regarding the rejection or termination of Sponsorships are made by Metro's Chief Customer Experience Officer or their designee based upon the criteria in this Policy.

System Integration

Metro has an established transit system with known nomenclature, customer information, and service names, thus, coordination with stakeholder departments will be critical to:

- Conclude acceptable enhancements to system facilities affecting customer experience - such as station identity and signage wayfinding.
- Establish reasonable implementation schedules and deliverables - such as those affecting operational logistics in stations, trains, and buses; fabrication logistics such as signage; and customer information materials.

Public Information

All granted Sponsorship/Adoption are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.), including monies paid to Metro.

Policy Change Comparison

System Advertising Policy

CURRENT LANGUAGE	RECOMMENDED CHANGES
<p>Metro will only accept paid commercial advertising that proposes, promotes, or solicits the sale, rent, lease, license, distribution or availability of goods, property, products, services, or events that anticipate an exchange of monetary consideration for the advertiser's commercial or proprietary interest, including advertising from tourism bureaus, chambers of commerce or similar organizations that promote the commercial interests of its members, and museums that offer free admission to the public.</p>	<p>Metro will only accept paid commercial advertising that proposes, promotes, or solicits the sale, rent, lease, license, distribution or availability of goods, property, products, services, <u>entertainment</u>, or events that anticipate an exchange of monetary consideration for the advertiser's commercial or proprietary interest, including advertising from tourism bureaus, chambers of commerce or similar organizations that promote the commercial interests of its members, <u>and charter and private education institutions</u>.</p>
<p>(NEW LANGUAGE)</p>	<p><u>Public Service Announcements From Non-Profits.</u></p> <p>Metro will accept paid promotional advertising by a nonprofit organization that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code the sole expressed purpose of which relates directly to: -(1) the availability of services to prevent or treat illnesses; (2) the availability of education or training services; (3) the availability of services or programs that provide support to low income citizens, senior citizens or people with disabilities; or (4) patronage of museums that offer free admission to the public.</p>

Commercial Sponsorship and Adoption Policy

CURRENT LANGUAGE	RECOMMENDED CHANGES
<p>Temporary – Sponsorship/Adoption/Advertising activity lasting up to ninety consecutive days — temporary commercial activity is within CEO’s approval authority. Contractor shall not allow or authorize any single advertiser to engage in Station Domination of a single station for a period of more than 90 consecutive days. Immediately following the period of Station Domination by an advertiser, said advertiser shall not be permitted to engage in Station Domination of that same station for at least 90 consecutive days.</p>	<p>Temporary is defined as any Sponsorship/Adoption/Advertising activity lasting up to ninety consecutive days <u>eighteen months</u>. All temporary commercial activity is within CEO’s approval authority. However, <u>any temporary activity affecting facility/station/service names and any requires Board notification: short-term renaming/co-naming requires Board notification via board box memo. while long-term renaming/co-naming requires Board approval.</u> Contractor shall not allow or authorize any single advertiser to engage in Station Domination of a single station for a period of more than 90 consecutive days. Immediately following the period of Station Domination by an advertiser, said advertiser shall not be permitted to engage in Station Domination of that same station for at least 90 consecutive days.</p>
<p>Long-term – Sponsorship/Adoption/Advertising activity lasting greater than ninety consecutive days with a maximum length of 10 years — all long-term commercial activity require Board reviewed and approval. The renaming of a facility or station requires a minimum five year commitment. Additionally, any activity affecting facility/station/service names requires Board notification: short-term renaming/conaming requires Board notification while long-term renaming/co-naming requires Board approval.</p>	<p>Long-term <u>is defined as a—ny</u> Sponsorship/Adoption/Advertising activity lasting greater than ninety consecutive days <u>nineteen months</u> with a maximum length of twenty<u>10</u> years. <u>—A</u>all long-term commercial activity require Board reviewed and approval<u>action</u>.</p>
<p>(NEW LANGUAGE)</p>	<p>Station Renaming is defined as any Sponsorship/Adoption/Advertising activity that requires the renaming of a facility or station as part of its sponsorship plan; in addition, the renaming activity will impact the facility’s official and operational name.</p>

	<p>Additive naming techniques such as 'Home of' or 'Presented by' that do not impact official and operational name, but may impact façade presentation, are also acceptable. Long-term station renaming requires a minimum five-year commitment to a maximum length of twenty years.</p>
<p>Proposal Review Committee A Proposal Review Committee will be established to review and vet each proposal submitted to the agency. The Proposal Review Committee will be managed by Marketing with concurrence from the Chief Communications Officer and will be composed of stakeholder departments to provide feedback and advisory recommendations for Board review and approval. Committee members may include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Compliance Panel - The Compliance Panel ensures interested sponsors are in compliance with Metro policies and neither discriminate nor pose a conflict of interest. The Compliance Panel does not score the proposal, instead providing review and comment on the sponsoree, the Compliance Panel may include: <ul style="list-style-type: none"> o Civil Rights o Ethics o Legal Counsel o Office of Inspector General o Vendor/Contract Management • Evaluation Panel - The Evaluation Panel reviews and scores each proposal based on the Evaluation Criteria. The Evaluation Panel may be composed of scoring members, and non-scoring members that provide comments but do not participate in scoring; comments and recommendations are submitted to the CEO and Board for final review and approval, the Evaluation Panel may include: 	<p>Proposal Review Committee A Proposal Review Committee will be established to review and vet each proposal submitted to the agency. The Proposal Review Committee will be managed by <u>Marketing Customer Experience</u> with concurrence from the Chief <u>Communications Customer Experience</u> Officer, <u>or their designee</u>, and will be composed of stakeholder departments to provide feedback and advisory recommendations for Board review and approval. Committee members may include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Compliance Panel - The Compliance Panel ensures interested sponsors are in compliance with Metro policies and neither discriminate nor pose a conflict of interest. The Compliance Panel does not score the proposal, instead providing review and comment on the sponsoree, the Compliance Panel may include <u>the Chiefs or their designee from these cabinets</u>: <ul style="list-style-type: none"> o <u>Office of</u> Civil Rights, <u>Race, and Equity</u> o Ethics o Legal Counsel o Office of Inspector General o Vendor/Contract Management o <u>Office of Management and Budget</u> • Evaluation Panel - The Evaluation Panel reviews and scores each proposal based on the Evaluation Criteria. The Evaluation Panel may be

<ul style="list-style-type: none"> o Communications (Arts & Design, Community Relations, Marketing, Public Relations) o Countywide Planning (Real Estate, Systemwide Design) o Customer Experience o Equity & Race o Respective Asset or Program Owner 	<p>composed of scoring members, and non-scoring members that provide comments but do not participate in scoring; comments and recommendations are submitted to the CEO and Board for final review and approval, the Evaluation Panel <u>may include the Chiefs or their designee from these cabinets:</u>may include:</p> <ul style="list-style-type: none"> o <u>Communications-Customer Experience</u>(Arts & Design, Community Relations, Marketing, Public Relations) o Countywide Planning-(Real Estate, Systemwide Design) <ul style="list-style-type: none"> ▪ <u>Customer Experience</u> o <u>Equity & RaceProgram Management</u> o <u>Operations</u> o Respective Asset or Program Owner
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Amendments to System Advertising Policy & Commercial Sponsorship and Adoption Policy

Background

In March 2024, OMB held a special Board Budget workshop to present upcoming financial outlook and options to offset budget gaps. The outlook included cost growth drivers and alternatives to address increasing budget costs including opportunities in advertising, sponsorships, and beyond.

- **Staff analyzed tactics including potential Metro policy changes, expansion of practice options, and addressing CA state laws.**
- **Considering timeline and difficulty of potential revenue streams, amending Metro's two commercial policies were deemed prudent for immediate revenue generation opportunities.**

POLICY HISTORY

- The Advertising Policy was introduced in 2000 and has seen numerous revisions addressing growing agency assets and permissible advertising content. It was most recently amended in 2023 to address non-commercial ad restrictions.
- The Commercial Sponsorship Policy was introduced in 2021 to offset revenue losses brought upon by Covid pandemic – it has not been amended since initial adoption.

Proposed Policy Amendments

SYSTEM ADVERTISING POLICY

- **Permit Public Service Announcements (PSAs) from 501(c)(3) Non-Profits:**
 - Ads promoting health or illness prevention, education and training, and community services. Potential revenue increase of \$2 million annually.

COMMERCIAL SPONSORSHIP POLICY

- **Sponsorship Duration and Scope:**
 - Revise short term definition from 90 days to 18 months.
 - Maximum sponsorship length extended from 10 to 15 years to secure more substantial, long-term funding.
 - Examples of short-term sponsorships include brand-sponsored events or temporary station sponsorships (e.g., 'Home of Kobe Bryant').
- **CEO Approval for Non-Title Sponsorships:**
 - Delegates approval of smaller, short-term sponsorships to the CEO, expediting process from 3 months to 1 month. Allows faster response to new sponsorship opportunities.
 - The Board retains approval authority on all name changes and long-term sponsorships.

Opportunities, Risks & Concerns

OPPORTUNITIES

- **Increased Revenue Potential:** Immediate new revenue sources through policy amendments; Total projected increase of \$13.1 million annually.
- **Large Event Revenue Opportunities:** Metro's ad and sponsorship reach can leverage major events like the World Cup, Super Bowl, and Olympics and Paralympics Games.
- **Community Engagement:** Allowing PSAs and non-profit ads could provide riders with valuable information on community services and events.

RISKS & CONCERNS

- **Transit Agencies National Survey:** Almost all transit agencies permit PSAs advertising on their system with none to little issues impacting customers or the agency.
- **Content Control on Political or Free Speak:** The ad policy's other restrictions are still in place and will continue to reject controversial topics such as political speech, public issue speech, religion, among others.

Recommendation

Approve amendment to the System Advertising Policy to allow public service announcements (PSAs) ad content with restrictions.

Approve amendment to the Commercial Sponsorship and Adoption Policy to right size short-term and long-term durations and streamline administrative approvals to secure higher revenue commitments and allow faster, flexible sponsorship approvals.



Board Report

File #: 2024-0992, File Type: Contract

Agenda Number: 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

**SUBJECT: COVERED CONTRACTORS/SUBRECIPIENTS DRUG & ALCOHOL COMPLIANCE
OVERSIGHT SERVICES**

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS123023000 to Byrnes & Associates to provide Workplace Drug & Alcohol Testing Program compliance oversight services in the Not-to-Exceed (NTE) amount of \$676,899 for the three-year base term, and \$225,633 for each of the two, one-year options, for a total combined NTE amount of \$1,128,165, effective February 1, 2025, subject to the resolution of any properly submitted protest, if any.

ISSUE

The current contract providing Workplace Drug & Alcohol Testing Program compliance oversight services expires January 31, 2025. To remain compliant with Federal Transit Administration (FTA) regulations regarding drug and alcohol safety oversight requirements, Metro requires the support services of an independent third-party consultant to administer Metro's Drug and Alcohol Oversight Program.

BACKGROUND

FTA regulation 49 CFR Part 655.81 states that "a recipient shall ensure that a subrecipient or contractor who receives 49 U.S.C 5307, 5309, or 5311 funds directly from the recipient complies with this part." Metro, as the direct recipient of FTA funds, is required to ensure that all covered contractors and subrecipients are compliant with FTA regulations 49 CFR Parts 40 and Part 655. Oversight services include reviewing covered contractor/subrecipients' drug and alcohol policies for FTA compliance, conducting audits for drug and alcohol programs, and ensuring appropriate pre-employment documentation is completed prior to performing safety-sensitive work, quarterly drug and alcohol reporting, annual reporting to the FTA, and various FTA-mandated drug and alcohol training for safety and compliance purposes.

DISCUSSION

On an annual basis, Metro, as the direct recipient of FTA funds, must certify to the FTA Regional Office that their covered contractors and subrecipients are in compliance with FTA regulation 49 CFR Part 40 and 655.81 requirements.

In addition to the annual certification, Metro must submit to FTA an annual Drug and Alcohol Management Information System Report for each covered contractor and subrecipient, which details the Department of Transportation/FTA authority drug and alcohol tests conducted throughout the prior calendar year. Further, Metro's covered contractor and subrecipient oversight contracts are subject to FTA's Triennial Review, FTA's National Drug and Alcohol Program audit, as well as other state or federal audits. Failure to maintain sufficient covered contractor and subrecipient oversight would result in findings and/or suspension of FTA funding.

Currently, Metro's Grants Management and Oversight staff oversees 20 subrecipients that are also subject to these FTA regulations. In addition, Metro's Well-Being Services' Drug and Alcohol Program staff currently oversees 23 covered contractors, with other covered contracts currently in the solicitation process. Additional procurements are anticipated to be released in the coming years that will further increase the number of covered contractors requiring oversight.

In order to ensure compliance with the FTA, a work plan was established that will allow the recommended consultant to focus on eight areas of significant concern with the administration and management of Metro's covered contractors and subrecipients' drug and alcohol testing programs:

1. Conduct annual FTA-look-alike audit for each covered contractor/subrecipient
2. Review the covered contractor/subrecipients' drug and alcohol policy for DOT & FTA compliance
3. Conduct audits of covered contractor/subrecipients' drug and alcohol programs
4. Ensure pre-employment documentation is provided before the first performance of a safety-sensitive function
5. Prepare quarterly Drug and Alcohol Management Information System look-alike reports
6. Prepare FTA's annual Drug and Alcohol Management Information System reporting
7. Ensure that the covered contractor/subrecipient conduct FTA-mandated trainings, such as Reasonable Suspicion and Drug Awareness
8. Provide a beginner Drug and Alcohol Program Manager Training

DETERMINATION OF SAFETY IMPACT

Award of this contract will allow Metro to remain compliant with federal regulation 49 CFR Parts 40 and 655 which ensure safety, not only to Metro employees, but to Metro customers and the public at large.

FINANCIAL IMPACT

FY25 funding in the amount of \$95,000 for this service is included in the FY25 budget in cost center 4440 (Grants Management and Oversight) under project 500002, task 49.01, Regional Grantee - FTA Administration, and funding in the amount of \$100,000 is included in cost center 2311 (HEAR & Well Being Services), under project 100001, General Overhead.

Since this is a multi-year, multi-department contract, the cost center managers, Chief People Officer, and Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds for project 500002, task 49.01 is a general fund of collected fees eligible for the administration of FTA subrecipient oversight, while project 100001 comes from various federal, state and local fund sources. Metro continues to enter into funding agreements with subrecipients, acting as the pass-through agency for organizations not able to directly apply for and receive federal funds. These pass-through funding agreements include a required administrative fee that is 5% of the federal award. The fee is invoiced and collected as agreements are executed.

EQUITY PLATFORM

The services provided by the contractor will ensure Metro maintains consistent oversight of all covered contractor and subrecipients' federally mandated drug and alcohol testing programs. Metro's covered contractors provide various disciplines of service -that help Metro to safely continue delivering world-class transit service throughout Los Angeles County, also supporting those in Equity Focus Communities , who rely on public transit for their daily needs. As Metro prepares for expansion efforts and for upcoming regional events, all newly procured covered contractors and subrecipients performing safety-sensitive work for Metro will be subject to the oversight services mentioned in this report.

The Diversity and Economic Opportunity Department did not establish a Small Business or Disabled Veteran's Business Enterprise goal for this solicitation due to the lack of small businesses that perform this service. ..Implementation_of_Strategic_Plan_Goals

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The award of this contract will ensure that all covered contractors and subrecipients performing safety-sensitive functions for Metro are compliant with federal regulations Parts 40 and 655.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to award the contract for Workplace Drug and Alcohol Testing Program compliance oversight services.

An option is to move the oversight responsibility in-house; however, this is not recommended as

Metro does not have a sufficient volume of staffing with expert-level regulatory knowledge needed to ensure compliance with drug and alcohol testing oversight as required by the FTA. Additionally, most transit agencies comparable in size to Metro contract this function out to a third party for efficiency and compliance purposes.

Additionally, staff does recommend award of this contract to ensure Metro's continued compliance with federal regulation 49 CFR Part 655, which requires that any covered contractor or subrecipient maintains a compliant drug and alcohol testing program. Also, because Metro is required to certify compliance on an annual basis, failure to comply with these regulations may impact Metro's receipt of federal funding.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS123023000 with Byrnes & Associates to provide Workplace Drug and Alcohol Testing Program compliance oversight services, effective February 1, 2025.

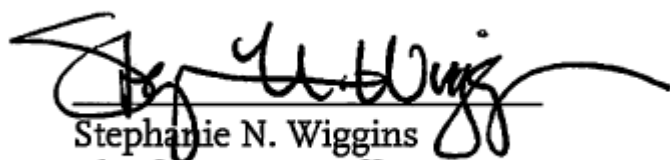
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

COVERED CONTRACTORS/SUBRECIPIENTS DRUG & ALCOHOL
COMPLIANCE OVERSIGHT SERVICES/PS123023000

1.	Contract Number: PS123023000	
2.	Recommended Vendor: Byrnes & Associates	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 02, 2024	
	B. Advertised/Publicized: July 02, 2024	
	C. Pre-Proposal Conference: July 11, 2024	
	D. Proposals Due: August 01, 2024	
	E. Pre-Qualification Completed: In process	
	F. Ethics Declaration Forms submitted to Ethics: August 16, 2024	
	G. Protest Period End Date: November 27, 2024	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 1
6.	Contract Administrator: Annie Duong	Telephone Number: (213) 418-3048
7.	Project Manager: Marisa King	Telephone Number: (213) 922-2734

A. Procurement Background

This Board Action is to approve Contract No. PS123023000 to provide Workplace Drug & Alcohol Testing Program compliance oversight services. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On July 2, 2024, Request for Proposal (RFP) No. PS123023 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/ Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement.

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

- Amendment No. 1, issued on July 23, 2024, updated the list of subrecipients providing service with FTA-funded buses included in the Scope of Services.
- Amendment No. 2, issued on July 29, 2024, revised the Scope of Services to incorporate additional well-being services.

A total of nine individuals representing eight firms downloaded the RFP and were included on the planholders list. A virtual pre-proposal conference was held on July 11, 2024, and was attended by one participant representing one firm. There were two questions received and responses were issued prior to the proposal due date.

One proposal was received from Byrnes & Associates by the proposal due date of August 1, 2024.

Since only one proposal was received, staff conducted a market survey of the planholders to determine why no other proposals were submitted. Responses were received from three firms and they included the following reasons:

- lacking the local resources to do business in California
- lacking the capability to fulfill the technical requirements of the RFP
- lacking resources to prepare the proposal

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 Countywide Planning and Development, Transportation Planning, and Helping Employees Access Resources (H.E.A.R.) and Well Being Services departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

Phase 1 Evaluation – Minimum Qualifications (Pass/Fail): To be responsive to the RFP minimum qualification requirements, the proposer must meet all of the following:

- Proposer must be a nationally certified substance abuse program administrator (C-SAPA) and said certification must be valid and active at the time of proposal submittal.
- Key personnel responsible for conducting audits, policy reviews, training or other functions related to 49 Code of Federal Regulation (CFR) Parts 40 and 655 must, at a minimum, be a nationally certified drug and alcohol program administrator with a specialty in transit (CDAPA-T) and must hold a current and valid certification in good standing.
- Proposer must have at least three years of experience serving as an instructor for the United States Department of Transportation's (DOT) Transportation Safety Institute for trainings related to 49 CFR Parts 40 and 655.

- Proposer has at least five years of relevant experience overseeing drug and alcohol testing programs mandated by the DOT and Federal Transit Administration (FTA) as an external consultant.
- Key personnel responsible for conducting audits, policy reviews, training or other functions, related to 40 CFR Parts 40 and 655, must have at least three years of relevant experience working with drug and alcohol testing regulations 49 CFR Parts 40 and 655.

Phase 2 Evaluation - Weighted Technical Evaluation. The proposer met the Minimum Qualifications (Pass/Fail) Criteria and was further evaluated based on the following evaluation criteria and weights:

- Experience and Qualifications of Firm/Team and Key Personnel 30%
- Training Conducted by Proposer/Key Personnel 30%
- Implementation/Planned Approach 20%
- Price Proposal 20%

Several factors were considered in developing these weights, giving the greatest importance to experience and qualifications of firm/team and key personnel and training conducted by proposer/key personnel.

From September 10, 2024, through September 23, 2024, the PET independently evaluated and scored the technical proposal. At the conclusion of the evaluation, the PET determined that Byrnes & Associates met all RFP requirements and was technically qualified to perform the work.

The following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Byrnes & Associates				
3	Experience and Qualifications of Firm/Team and Key Personnel	98.33	30.00%	29.50	
4	Training Conducted by Proposer/Key Personnel	90.83	30.00%	27.25	
5	Implementation/Planned Approach	91.10	20.00%	18.22	
6	Price Proposal	100.00	20.00%	20.00	
7	Total			94.97	1

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on a price analysis, Independent Cost Estimate (ICE), fact-finding, and technical analysis. Metro staff successfully negotiated a cost savings of \$35,328.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Byrnes & Associates	\$1,163,493	\$1,307,078	\$1,128,165

The variance between the recommended amount and the ICE is due to the proposer using single flat-rate pricing for the entire five-year contract term, inclusive of a three-year base term and two, one-year options; whereas, Metro's ICE included a 5% annual escalation rate for the base term and option years.

D. Background on Recommended Contractor

Byrnes & Associates, headquartered in New Port Richey, Florida, was established in 2013. It monitors transit agency compliance with FTA and DOT drug and alcohol testing regulations and provides various drug and alcohol testing and training programs for DOT, FTA, and Federal Motor Carrier Safety Administration covered employees.

Byrnes & Associates is a certified substance abuse program administrator and its subcontractor is a certified drug and alcohol program administrator with a specialty in transit.

Relevant transit agency clients include the USDOT and the Florida Department of Transportation. Currently, Byrnes & Associates is a subcontractor to the current administrator of Metro's Transportation Workplace Drug and Alcohol Testing Program and has been providing onsite and offsite drug and alcohol compliance audit services to Metro since 2019. Performance has been satisfactory.

DEOD SUMMARY

**COVERED CONTRACTORS/SUBRECIPIENTS DRUG & ALCOHOL COMPLIANCE
OVERSIGHT SERVICES/PS123023000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of small businesses that perform these services. Byrnes & Associates listed one non-certified firm to perform the services of this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability


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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Covered Contractors/Subrecipients Drug & Alcohol Testing Program Compliance Oversight Services

Staff Recommendation

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS123023000 to Byrnes & Associates to provide Workplace Drug & Alcohol Testing Program compliance oversight services in the Not-to-Exceed (NTE) amount of \$676,899 for the three-year base term, and \$225,633 for each of the two, one-year options, for a total combined NTE amount of \$1,128,165, effective February 1, 2025, subject to the resolution of any properly submitted protest, if any.

Evaluation Criteria and Evaluation Score – Single Proposer



Single Proposer Byrnes & Associates	Evaluation Criteria Factor Weight	Weighted Average Score
Experience and Qualifications of Firm/Team and Key Personnel	30.00%	29.50%
Training Conducted by Proposer/Key Personnel	30.00%	27.25%
Implementation/Planned Approach	20.00%	18.22%
Price Proposal	20.00%	20.00%
Total	100%	94.97%

Background



- As a direct recipient of FTA funds, Metro is required to ensure that all covered contractors and subrecipients are compliant with FTA regulations 49 CFR Parts 40 and Part 655
- Therefore, Metro must certify covered contractors/subrecipients for regulatory compliance on an annual basis
- Metro's covered contractors/subrecipients contracts are subject to:
 - ✓ Annual Drug & Alcohol Management Information System (DAMIS) reporting to the FTA
 - ✓ State/Federal agency audits:
 - ✓ CPUC
 - ✓ CHP
 - ✓ FTA Triennial Team
 - ✓ FTA National D&A Team
- Non-compliance can result in Metro's loss of federal funding

Compliance Oversight Services



Metro's Compliance Workplan ensures the following activities occur:

- Review of Metro procurements to determine safety-sensitive status for contractors
- Conduct annual FTA audit simulation
- Review of drug & alcohol policies/programs for regulatory compliance
- Receive & review “pre-employment” documentation, prior to first performance of safety-sensitive function
- Review of quarterly DAMIS simulation reports to ensure appropriate testing & spread
- Review annual DAMIS report, prior to FTA-submission



Board Report

File #: 2024-0815, File Type: Contract

Agenda Number: 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 21, 2024**

SUBJECT: TREE TRIMMING SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP1167960008370 to Mariposa Tree Management Inc., for tree trimming services throughout Metro bus and rail facilities, in the Not-To-Exceed (NTE) amount of \$1,925,190 for the three-year base period and \$1,183,600 for the one, two-year option, for a combined NTE amount of \$3,108,790, effective January 1, 2025; subject to resolution of any properly submitted protest(s), if any.

ISSUE

The existing contract for tree trimming services throughout Metro bus and rail facilities, excluding Metro G Line (Orange), expires December 31, 2024. A new contract award is required to avoid a lapse in service and continue performing tree trimming services, effective January 1, 2025.

BACKGROUND

At its October 2017 meeting, the Board authorized the CEO to award Contract No. OP838450003367 to Mariposa Tree Management, Inc., a five-year firm fixed unit rate contract, to provide as-needed tree trimming services throughout Metro bus and rail facilities systemwide, excluding Metro G Line (Orange). Under the existing contract, Mariposa Tree Management, Inc. has provided satisfactory tree trimming services throughout Metro bus and rail facilities, with the exception of the Metro G Line (Orange) tree trimming services performed under a separate contract. Mariposa Tree Management, Inc. is also actively working with the Diversity and Economic Opportunity Department (DEOD) to mitigate a 1.5% Small Business Enterprise (SBE) and 1.75% Disadvantaged Veteran Business Enterprise (DVBE) shortfall prior to the end of December 2024.

During the term of the existing contract, tree trimming services were expanded to include Union Station's Patsaouras Transit Plaza and West Portal, as well as the K Line (C/LAX) and Regional Connector expansion projects.

On November 14, 2023, the solicitation to provide tree trimming services throughout Metro bus and rail facilities systemwide was issued under the SBE Set Aside Program, where only Metro SBE

Certified firms can submit bids. On January 9, 2024, no bids were received, resulting in the cancellation of the solicitation. A subsequent market survey revealed that firms on the planholders' list, including the incumbent, were either not Metro SBE-Certified, missed the submission deadline, or found the work outside their area of expertise.

On May 17, 2024, a new solicitation to provide tree trimming services was issued as an open-competitive solicitation with the DEOD establishing a 22% SBE and 3% DVBE goal. On June 18, 2024, three bids were received, but only one bid was deemed responsive for meeting the SBE and DVBE mandatory goals. The second bid failed to meet the SBE goal, while the third bid failed to meet the DVBE goal.

DISCUSSION

Under the new contract recommended for award, the contractor is required to provide tall tree trimming services for approximately 9,900 trees over 13 feet in height throughout Metro bus and rail facilities. Metro bus and rail facilities currently consist of 143 miles of active and inactive Rights-of-Way (ROW), 19 Bus/Rail Divisions, 109 stations, 90 Traction Power Sub-Stations (TPSS), 60 Park and Ride Lots, as well as 39 Locations and Terminals. Trees up to 13 feet in height are covered under a separate landscape maintenance contract. The contractor is also required to provide proactive and as-needed maintenance services as directed by Metro staff, such as emergency services (e.g., clear Metro ROW from any fallen trees due to severe weather), vandalism or vehicular accidents, certified arborist services, stump removal, root pruning, and tree planting.

During the life of the new contract, the scope of services will increase to include an additional 967 trees for the Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extensions, and A Line (Blue) Foothill Extension Phase 2B system expansion projects as they become operational.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure that Metro's maintenance standards are met and the necessary tree trimming services are provided with prompt response times to deliver safe, quality, on-time, and reliable services.

FINANCIAL IMPACT

Funding of \$379,683 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 of Shared Mobility will be accountable for budgeting costs in future years.

Impact to Budget

The current funding source for this action includes bus and rail operating eligible sales tax funding, including Passenger Fares, Propositions A/C, Measure R/M, STA, and the Transportation

Development Act.

EQUITY PLATFORM

Tree trimming services improve bus and rail station cleanliness, ensure a clear line of sight to traffic/control signals, and mitigate service interruptions due to safety hazards associated with falling trees and tree branches. This will ensure safe working conditions for train operators and provide reliable service to all patrons. This is especially critical in Equity Focus Communities , where individuals often depend on public transportation as their primary means of travel.

As part of this solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on April 26, 2024. During this outreach event, staff provided detailed information regarding SBE Programs to encourage small business participation in competitive solicitations.

DEOD established a 22% SBE and 3% DVBE goal for this solicitation. Mariposa Tree Management, Inc. made a 22% SBE and 3% DVBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2; Deliver outstanding trip experiences for all users of transportation system within the Metro organization. Performing ongoing, as-needed tree trimming services will prolong the lifespan of rail/bus vehicle equipment by keeping ROWs free from obstructions. These services will ensure safe and clean conditions while enhancing Metro's customer experience and providing reliable operations systemwide.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, impacting Metro's system safety, cleanliness, and customer experience.

With the completion of a financial-based insourcing/outourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outourcing options for tree trimming services, among others. Based on the findings, tall tree trimming was not recommended for insourcing at this time, as this would require negotiating a new job classification with the union, hiring a certified arborist, and purchasing additional equipment, vehicles, and supplies.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP1167960008370 with Mariposa Tree Management, Inc., effective January 1, 2025, to provide the necessary tree trimming services throughout Metro facilities, excluding Metro G Line (Orange), which is covered under a separate maintenance contract.

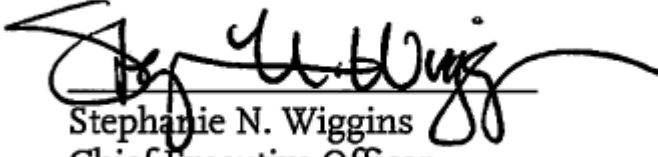
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Lena Babayan, Executive Officer, Operations Administration,
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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**TREE TRIMMING MAINTENANCE SERVICES (EXCLUDING G LINE) /
OP1167960008370**

1.	Contract Number: OP1167960008370	
2.	Recommended Vendor: Mariposa Tree Management Inc.	
3.	Type of Procurement (check one) : <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFIQ <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: May 17, 2024	
	B. Advertised/Publicized: May 18, 2024	
	C. Pre-Bid Conference: May 28, 2024	
	D. Bids Due: June 18, 2024	
	E. Pre-Qualification Completed: August 15, 2024	
	F. Ethics Declaration Forms submitted to Ethics: June 18, 2024	
	G. Protest Period End Date: November 22, 2024	
5.	Solicitations Picked up/Downloaded: 18	Bids Received: 3
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-2790
7.	Project Manager: Ruben Cardenas	Telephone Number: (213) 922- 5932

A. Procurement Background

This Board Action is to approve the award of Contract No. OP1167960008370 issued in support of tree trimming services for trees 13 feet and above in height for Metro properties systemwide within Los Angeles County, with the exception of the G Line (Orange Line), which is covered under a separate contract. Board approval of contract award is subject to the resolution of any properly submitted protest(s).

On November 14, 2023, Invitation for Bids (IFB) No. OP116796 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. This IFB was issued under the Small Business Set Aside Program which required that bidders be Metro Certified Small Business Enterprises (SBE) to be eligible to participate in this solicitation. No bids were received on the bid due date.

On May 17, 2024, the solicitation was re-issued as IFB No. OP116796(2) as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. Metro's Diversity & Economic Opportunity Department (DEOD) recommended a 22% SBE goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. Bidders were required to meet or exceed the SBE/DVBE goal at the time of proposal due date to be eligible for contract award. Further, the solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program which gives eligible LSBE bidders a 5% percent preference as a bid price reduction.

One (1) amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on May 29, 2024, amended section SP-18 Living Wage/Service Contract Worker Retention Policy of the sample contract

A virtual pre-bid conference was held on, May 28, 2024, with six firms in attendance and altogether eight attendees.

Eighteen firms downloaded the IFB and were included on Metro's planholders' list. Fourteen questions were received, and responses were released prior to the bid due date.

A total of three bids were received by the due date of June 18, 2024.

B. Evaluation of bids

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

1. Mario's Tree Service
2. Mariposa Tree Management Inc.
3. West Coast Arborists, Inc.

The recommended firm, Mariposa Tree Management Inc. (Mariposa), was the lowest bidder, and its bid was further evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness included meeting the minimum qualifications, such as years of experience of arboriculture, experience performing tree trimming and tree removal services for a large or private entity with facilities of comparable scale to Metro properties, and possession of required International Society of Arborists Arborist Certification to perform the required services. The bidder was also required to have at least one of the following licenses: State of California Contractor License for Specialty Tree Trimming, General Engineering Contractor, or General Building Contractor license. Mariposa was determined to be qualified to perform the required services based on meeting the IFB's minimum requirements.

The other two bids were determined to be non-responsive to the SBE/DVBE goals and therefore ineligible for contract award.

C. Price Analysis

The award amount has been determined to be fair and reasonable based on award to the lowest responsive, responsible bidder, adequate competition, price analysis,

and technical analysis. The recommended award amount of \$3,108,790 is 22% higher than the Independent Cost Estimate (ICE) primarily due to the difference in pricing for trimming trees over 40 feet. Metro's ICE was developed utilizing unit rates based on the average unit prices of the existing contracts for tree trimming services. The bid, however, reflects higher unit rates based on the costs for a larger crew size and the additional equipment needed to safely trim trees above 40 feet.

The recommended award amount is lower than the bid amount, due to a calculation error in the extended price of the bid. The firm fixed unit rates on the bid did not change, however, the correction to the calculation of the extended price resulted in the updated recommended award amount being lower than the bid amount as reflected in the table below.

	Bidder Name	Bid Amount	Metro ICE	Award Amount
1.	Mariposa Tree Management Inc.	\$3,123,690	\$2,540,400	\$3,108,790
2.	West Coast Arborists, Inc.	\$3,642,550		
3.	Mario's Tree Service	\$4,109,000		

D. Background on Recommended Contractor

The recommended firm, Mariposa Tree Management Inc. (Mariposa), has been providing tree pruning, tree trimming and tree removal services along with landscape, irrigation and water management services to Rancho Santa Fe and North County Coastal communities for over 45 years. It provides all types of tree care services including landscape design and installation services, irrigation repair and upgrade services, and services to improve the overall health and vigor of trees and landscapes. Mariposa has accounts with the City of Burbank, City of San Marino, City of Temecula, and City of Thousand Oaks.

Mariposa has been providing Tree Trimming Services to Metro since May of 2020 and performance has been satisfactory.

DEOD SUMMARY

**TREE TRIMMING MAINTENANCE SERVICES (EXCLUDING GLINE) /
OP1167960008370**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mariposa Tree Management Inc. made a 22% SBE and 3% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22% SBE 3% DVBE

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Far East Landscape and Maintenance, Inc.	11%	X	
2.	Wildscape Restoration, Inc. DBA Urban Greening	11%		X
	Total SBE Commitment	22%		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	LC Tree Service Inc.	3%		X
	Total DVBE Commitment	3%		

B. Local Small Business Preference Program (LSBE)

Mariposa Tree Management Inc., a non-LSBE prime, listed one LSBE subcontractor but did not subcontract a minimum of 30% of the total contract value to LSBE firms and is ineligible to receive the LSBE Preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

LW/SCWRP is applicable on Professional Service Contracts listed below that are \$25,000.00 or greater and have a contract term of three (3) months or more. The LW/SCWRP will apply to professional service contracts for Asphalt and Concrete Repair, Facility and Building Maintenance, Food Services, Janitorial and Custodial, Landscaping, Laundry Services, Moving Services, Office and Clerical (copier maintenance, facsimile maintenance, courier mailing, photographic, printing, collections), Parking Lot Management, Pest Control, Security, Street Sweeping, Towing, Trash Collection, Tree Trimming, Weed Abatement and Debris Removal; and any other Service or labor determined by Metro's Board of Director, Executive Management and DEOD, to meet the intent of this Policy.

DEOD Staff will input current Living Wage hourly rates during the development of the Board Report. The policy guidelines are applicable from conception to completion of the service contracts, including change order and modification work.

D. Prevailing Wage Applicability

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

E. Project Labor Agreement/Construction Careers Policy

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

Tree Trimming Services for Metro Transit Facilities

Contract No. OP1167960008370

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP1167960008370 to Mariposa Tree Management Inc., for tree trimming services throughout Metro bus and rail facilities, in the Not-To-Exceed (NTE) amount of \$1,925,190 for the three-year base period and \$1,183,600 for the one, two-year option, for a combined NTE amount of \$3,108,790, effective January 1, 2025; subject to resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION

AWARDEE - Mariposa Tree Management Inc

NUMBER OF BIDS - 3

- Mariposa Tree Management Inc. - \$3,108,790
- West Coast Arborists, Inc. - Non Responsive
- Mario's Tree Service – Non Responsive

DEOD COMMITMENT - 22% Small Business Enterprise (SBE) & 3% Disadvantaged Veteran Business Enterprise (DVBE)

ISSUE - The existing contract for tree trimming services throughout Metro bus and rail facilities, excluding Metro G Line (Orange), expires December 31, 2024. A new contract award is required to avoid a lapse in service and continue performing tree trimming services, effective January 1, 2025.

ISSUE & DISCUSSION

DISCUSSION - Under the new contract recommended for award, the contractor is required to provide tall tree trimming services for approximately 9,900 trees over 13 feet in height throughout Metro bus and rail facilities. Metro bus and rail facilities currently consist of 143 miles of active and inactive Rights-of-Way (ROW), 19 Bus/Rail Divisions, 109 stations, 90 Traction Power Sub-Stations (TPSS), 60 Park and Ride Lots, as well as 39 Locations and Terminals. Trees up to 13 feet in height are covered under a separate landscape maintenance contract. The contractor is also required to provide proactive and as-needed maintenance services as directed by Metro staff, such as emergency services (e.g., clear Metro ROW from any fallen trees due to severe weather), vandalism or vehicular accidents, certified arborist services, stump removal, root pruning, and tree planting.

ISSUE & DISCUSSION

DISCUSSION (Continued...)

During the life of the new contract, the scope of services will increase to include an additional 967 trees for the Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extensions, and A Line (Blue) Foothill Extension Phase 2B system expansion projects as they become operational.



Board Report

File #: 2024-0957, **File Type:** Contract

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: PICKUP TRUCKS WITH LADDER RACKS AND LIFTGATES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. DR123696000 for 15 pickup trucks with ladder racks and liftgates to Tom's Truck Center North County, LLC, the lowest responsive and responsible bidder, for a total contract amount of \$1,038,311.32, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the expansion of Metro-owned and operated pickup trucks with ladder racks and liftgates to support various Maintenance of Way (MOW) departments. The vehicles are needed to ensure that employees who maintain the growing Metro railway network have reliable equipment to perform daily maintenance and can respond to emergencies throughout Los Angeles County. With the increase of personnel to support rail expansion, vehicles need to be available to meet system integration milestones and timelines and support future maintenance needs. The pickup trucks will also be used to provide maintenance on Metro's rail tracks, which ensures that Metro meets all California Public Utility Commissions rules and regulations for track maintenance. The pickup trucks with ladder racks and liftgates are specialty vehicles that are not available utilizing the California State Contract procurement.

BACKGROUND

MOW requires 15 Pickup Trucks with ladder racks and liftgates to support rail maintenance, transportation, communication, and construction programs as rail services have expanded throughout Los Angeles County and continue to grow. The opening of the K-Line in 2022 is one of the latest examples of Metro's continued growth and interconnectivity between existing rail lines to accommodate rail line integration.. The MOW departments utilizing the trucks include Traction Power, Tracks, Signals, and Rail Communications. These departments will play a vital role in maintaining this new system and ensuring it remains in a state of good repair.

DISCUSSION

The award of this firm fixed price contract with Tom's Truck Center will allow the purchase of fifteen pickup trucks with ladder racks and liftgates for expansion. MOW relies on these pickup trucks to support rail maintenance and construction project management. These trucks will transport MOW staff, equipment, tools, and parts required to support the maintenance of rail tracks on the Metro Rail Lines and Stations. The work the MOW staff perform includes preventive maintenance and unscheduled repair of the tracks. These trucks will be used on all three shifts daily.

Environmental Impact

Metro is committed to promoting and using low-emission vehicles across the system, including in our non-revenue fleet. The new pickup trucks have efficient emissions systems that exceed the performance of prior-year models. Also, the new pickup trucks have newer, cleaner engines that do not exhibit the emissions of older engines due to normal wear and tear. The pickup trucks with ladder racks and liftgates are specialty vehicles that are not available with alternative powertrain options, such as CNG, hybrid or electric drive powertrains. Staff consulted dealerships to determine the availability of alternative fuels for these specialty vehicles and were informed that Ford may offer an alternative fuel option beginning in 2026 or after. No alternative fuel vehicle of this type is currently available. Metro is in the process of procuring 147 zero emission electric drive passenger vehicles through another procurement, since these vehicles are more readily available with zero emission powertrains.

Cost of Ownership

Due to lower maintenance costs, the pickup trucks will be cheaper to operate and maintain than others in our fleet. Metro will see a reduction in repair costs in the first 3 - 5 years of ownership since the vehicle procurement will include a bumper-to-bumper warranty for three years and up to five years for powertrain components.

DETERMINATION OF SAFETY IMPACT

Safe operation of the non-revenue vehicle fleet is paramount to the safety of the Metro employees that operate them. Excessive age and mileage of non-revenue vehicles will result in excessive wear of the vehicle's major systems, such as drive train, steering, suspension, and engine. The new pickup trucks are equipped with numerous technologically advanced safety features, including dynamic braking, emergency airbags, and antilock braking, making them safer to operate than older vehicles.

FINANCIAL IMPACT

The recommended award is \$1,038,311.32. This budget is contained within the Life of Project of Capital Project 205668 - MOW Non-Revenue Vehicles and Equipment. The budget for this procurement is in Cost Center 3790, Maintenance Administration, Account 53106, Acquisition of Service Vehicles.

Impact to Budget

The current source of funds for this action is the Transportation Development Act. This fund is eligible for use on capital and operating projects. The use of this fund maximizes the intended project

allocation given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide support equipment (pickup trucks) to ensure that the system remains in a state of good repair. Through increased maintenance and service reliability, MOW departments can continue to provide efficient and timely rail service as the system expands. These vehicles will be deployed throughout the rail service area, which will have a positive effect through increased maintenance and service reliability. Ensuring a state of good repair is crucial to system reliability and safety, directly impacting riders, particularly those from Equity Focus Communities, who primarily rely on transit to meet their daily needs.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation based on the lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The pickup trucks will help maintain the reliability of rail service and ensure that Metro customers can arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro rail operations.

ALTERNATIVES CONSIDERED

The alternative is to lease equipment with possible end-of-contract term costs for wear and tear, body damage, etc., resulting in costs exceeding vehicle ownership. Metro would also not be able to modify the vehicles and reassign them between the rail departments due to the complexity of each department's needs. This would also place Metro in a recurring contract to cycle vehicles from the vendor.

NEXT STEPS

Following the execution of the contract, the vendor will place an order for the vehicles and commence delivery upon receipt from the manufacturer. Delivery of all fifteen vehicles is scheduled for mid-year 2025.

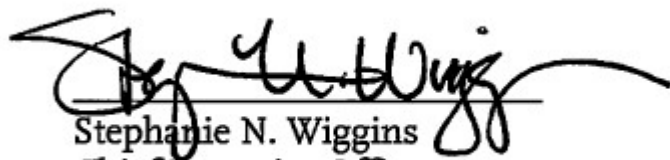
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared By: Alan Tang, Sr. Director, (562) 658-0231
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Matthew Dake, Deputy Chief Operations Officer (213) 922-4061

Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PICKUP TRUCKS WITH LADDER RACKS AND LIFTGATES /DR123696000

1.	Contract Number: DR123696000	
2.	Recommended Vendor: Tom's Truck Center North County, LLC	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 5/15/24	
	B. Advertised/Publicized: 5/15/24	
	C. Pre-Bid Conference: 5/22/24	
	D. Bids Due: 6/17/24	
	E. Pre-Qualification Completed: 7/10/24	
	F. Ethics Declaration Forms submitted to Ethics: 6/17/24	
	G. Protest Period End Date: 11/25/24	
5.	Solicitations Picked up/Downloaded: 7	Bids/Proposals Received: 4
6.	Contract Administrator: Anush Beglaryan	Telephone Number: (213) 418-3047
7.	Project Manager: Joe Guzman	Telephone Number: (562) 658-0232

A. Procurement Background

This Board Action is to approve Contract No. DR123696000 for the procurement of 15 pickup trucks with ladder racks and liftgates for the expansion of vehicles that support Metro's Maintenance of Way Department. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Invitation For Bids (IFB) No. DR123696 was issued on May 15, 2024 in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

One amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on June 3, 2024, revised the Scope of Services and Schedule of Quantities & Prices

A total of four bids were received on June 17, 2024.

B. Evaluation of Bids

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

1. Diversified Leasing
2. Elite Auto Network

3. Tom's Truck Center North County, LLC.
4. UAG Cerritos I, LLC.

The recommended firm, Tom's Truck Center North County, LLC., the lowest responsive and responsible bidder, was found to be in full compliance with the IFB's bid and technical requirements.

C. Price Analysis

The recommended bid price from Tom's Truck Center North County, LLC., has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), historical purchases, and the selection of the lowest responsive and responsible bidder. The recommended bid price of \$1,038,311.32 is 4.8% over the ICE of \$990,000.

	Bidder Name	Bid Amount	Metro ICE
1.	Tom's Truck Center North County, LLC.	\$1,038,311.32	\$990,000
2.	Diversified Leasing	\$1,078,021.71	
3.	UAG Cerritos I, LLC.	\$1,086,454.31	
4.	Elite Auto Network	\$1,341,291.08	

D. Background on Recommended Contractor

The recommended firm, Tom's Truck Center North County, LLC, has locations in Santa Ana and Santa Fe Springs, CA, and has been in business for over 70 years, resulting in experienced sales, service, and parts teams. Tom's Truck Center North County, LLC, is a full-service truck dealership offering a wide range of used trucks, commercial vehicles, commercial Electric Vehicles from GreenPower, REE, and the Class 8 Nikola product. Tom's Truck Center North County, LLC, also customizes any truck to meet customers' specific business needs and is an award-winning dealer and the only Isuzu dealer to have won the prestigious Ichiban ("Number 1" in Japanese) award every year since 1996.

DEOD SUMMARY

**PURCHASE PICKUP TRUCKS WITH LIFTGATE AND LADDER RACK /
DR123696000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. It is expected that Tom's Truck Center North County, LLC will perform the services of the 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 contract.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

PURCHASE PICKUP TRUCKS WITH LIFTGATE AND LADDER RACK



RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. DR123696 with Tom's Truck Center North County, LLC, the lowest responsive and responsible bidder for 15 pickup trucks with ladder rack and liftgate for a total of \$1,038,311.32 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION



AWARDEE - Tom's Truck Center North County, LLC.

NUMBER OF BIDS – 4

- Tom's Truck Center North County, LLC - \$1,038,311.32
- Diversified Leasing - \$1,078,021.71
- UAG Cerritos I, LLC - \$1,086,454.31
- Elite Auto Network - \$1,341,291.08

DEOD COMMITMENT – 0%

ISSUE - Expansion of Metro pickup truck fleet is required by Rail Maintenance of Way (MOW) to support the rail maintenance, transportation, communication, and construction programs. The trucks are needed to safely perform daily maintenance of the growing Metro Railway network and to respond to emergencies. The pickup trucks with ladder racks and liftgates are specialty vehicles that are not available utilizing the California State Contract procurement. No alternative power train, (CNG, hybrid or electric), options are available.

DISCUSSION - The award of this firm fixed price contract with Tom's Truck Center will allow the purchase of 15 pickup trucks with ladder rack and liftgate for expansion. The trucks are equipped with efficient emissions systems and numerous technologically advanced safety features, and cost less to operate and maintain compared with the current truck fleet.





Board Report

File #: 2024-0643, File Type: Contract

Agenda Number: 24.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: LIGHT RAIL VEHICLE DOOR DETECTION ENABLE SYSTEM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. OP123557000 to Hitachi Rail STS USA, Inc. (Hitachi) in the amount of \$24,444,798.94 to modify the onboard automatic train control (ATC) software on Metro's Light Rail Vehicles (LRVs) to only allow the doors on the platform side to open upon the vehicle berthing, subject to resolution of any properly submitted protest(s), if any;
- B. FIND that there is only a single source of procurement for the proprietary ATC system software and modifications set forth in Recommendation A above, and it is for the sole purpose of modifying, integrating, and testing the LRV ATC functionality on the A and E lines; and
- C. INCREASE the Life-of-Project (LOP) budget for the Correct Side Door Enable System Project by \$22,938,000, increasing the LOP budget from \$9,062,000 to \$32,000,000.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

All of the rail lines, both subway and light rail, operate an automated door control system at the station platform, except for the Metro A and E Lines, which operate on a manual door control system that requires the Train Operator to open the doors when the train comes to a stop at a station platform. However, there have been limited instances of train doors incorrectly opening on the non-platform side of the train. The California Public Utilities Commission (CPUC) has identified "correct side door" technology that reduces the chance for human error. To reduce the risk of train doors opening on the non-platform side, a contract award and an LOP budget increase are needed to implement a correct side door enabling system to ensure that only the platform side of the train door may open.

BACKGROUND

When train doors open on the non-platform side of the station, it may expose Metro passengers to bodily injury, including death. However, no accidents have occurred to date that resulted in passenger injury or fatality on the Metro system. In 2016, these risks came to the attention of the California Public Utilities Commission (CPUC), which recommended that Metro look into correct side door enable technology that reduces Train Operator error by preventing doors from incorrectly opening on the wrong side of the train at the station platform. Metro began seeking a correct side door enable system solution by initiating open competitive procurements. The first solicitation in 2018 did not produce any proposals, and the second solicitation in 2021 resulted in one unqualified bidder. In 2023, Operations Engineering staff reassessed the project scope, opting for a non-competitive solicitation with an Original Equipment Manufacturer (OEM) of correct side door enable system technology. In May 2024, Request for Proposal (RFP) No. OP123557 was issued as a non-competitive procurement to Hitachi Rail STS USA, Inc. (Hitachi) in accordance with Metro's Acquisition Policy and Procedures. The functional requirement for a similar system is included in the current version of the Metro Rail Design Criteria, and as a result, will be available on all future light rail transit projects.

DISCUSSION

Currently, Metro employs a similar safety system on all rail lines except the A and E Lines, which ensures that train doors only open when properly aligned with the correct side of the station platform. The project's scope is to install a crucial safety system on the A and E Lines that automatically detects which side of a platform is adjacent to a stopped train, allowing the train doors to open only on that side. This will prevent the unintended opening of doors on the non-platform or "wrong" side of the station. Additionally, the safety system will prevent a Train Operator from opening the train's doors if the train is not correctly positioned at a station. The project work is scheduled to be completed in the Fall of 2027.

The initial cost and LOP budget of a correct door detection enable system was estimated based on the existing technology in 2017, without using a more complex proprietary system, and within the scope of work identified. A re-scoping of the project had to be completed upon negotiation of Contract No. OP123557000, which resulted in a \$32,000,000 LOP budget now estimated to complete the project. Refer to Attachment C for the expenditure plan of capital project 205118 - Correct Side Door Opening.

DETERMINATION OF SAFETY IMPACT

The correct side door enable system is a safety improvement project. The award of this contract and the establishment of the LOP will eliminate the current risk of Train Operators inadvertently opening the door on the wrong side of the platform. The CPUC has also recommended the implementation of technology to reduce the chance of such errors.

FINANCIAL IMPACT

This action will increase the LOP budget by \$22,938,000, from \$9,062,000 to \$32,000,000 for capital project 205118-Correct Side Door Opening. The FY25 budget includes annual funding of \$536,797

for this project.

Since this is a multi-year project, the Project Manager will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of fund is Measure M Metro SGR 2%. This funding is eligible for Rail SGR Projects. Additional funding sources will be pursued as opportunities become available.

EQUITY PLATFORM

Metro is committed to maintaining transit assets and ensuring reliable and equitable transportation options for Metro riders. The equity benefits of this action improve passenger safety on the A and E Lines. These lines directly provide service to many Equity Focus Communities (EFCs) as well as to low-income riders, who are the primary users of the Metro transit system.

The A and E Lines serve communities with a high concentration of EFCs, including Westlake, Exposition Park, Central-Alameda, Huntington Park, Vermont-Slauson, Vermont, Knolls, Vermont-Vista, Watts, Willowbrook, Compton, Long Beach, and Wilmington. They also serve as transfer connections to other Metro rail lines and multiple bus lines. Implementation of this safety system ensures safe operations that benefit low-income riders.

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise or Disabled Veterans Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports Metro's Strategic Plan Goal to deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

The Board may choose not to award Contract No. OP123557000 and not establish a LOP budget for project 205118. Staff does not recommend this because incidents can occur, and the CPUC is recommending that Metro implements this safety system.

NEXT STEPS

Upon Board approval of the recommendations, staff will establish the LOP budget and execute Contract No. OP123557000 with Hitachi Rail for the Light Rail Vehicle Correct Side Door Enable System Project.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Project 205118 Expenditure Plan

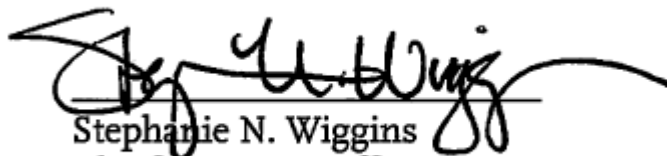
Prepared by:

Aderemi Omotayo, Deputy Executive Officer, Wayside Systems Engineering and Maintenance, (213) 922-3243

Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LIGHT RAIL VEHICLE CORRECT SIDE DOOR ENABLE SYSTEM / OP123557

1.	Contract Number: OP123557	
2.	Recommended Vendor: Hitachi Rail STS USA, Inc. (Hitachi)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 05-09-2024	
	B. Advertised/Publicized: N/A- Sole Source	
	C. Pre-Proposal Conference: N/A- Sole Source	
	D. Proposals Due: 07-12-2024	
	E. Pre-Qualification Completed: N/A- Sole Source	
	F. Conflict of Interest Form Submitted to Ethics: July 18, 2024	
	G. Protest Period End Date: 10/23/24	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Ani Pogossian	Telephone Number: (213) 922-2874
7.	Project Manager: Aderemi Omotayo	Telephone Number: (213) 922-3243

A. Procurement Background

This Board Action is to approve the award of Contract No. OP123557 to modify the car-borne automatic train control (ATC) software to read Radio-Frequency Identification (RFID) tag data. RFID tags need to be installed at the station platform and other wayside locations to determine which station the light rail vehicle (LRV) is approaching, which rail track the LRV is on, the LRV's position relative to the berthing location, and when a radio frequency change is necessary. The Door Enable System functions under this contract will only be installed on the A and E Lines, as a separate system already performs the Door Enable functions on the C (Green) and K (Crenshaw) Lines. Hitachi STS USA, Inc. (Hitachi), is the sole manufacturer and distributor of the car-borne ATC package including hardware and software in all Metro's light rail vehicles. The hardware and software are proprietary. The contract award is subject to resolution of any properly submitted protest(s), if any.

The contract type is Firm Fixed Price, and the work is expected to be completed by December 2027. The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veterans Business Enterprise (SBE/DVBE) participation goal for this Procurement due to lack of subcontracting opportunities.

The Light Rail Vehicle Correct Side Door Enable System procurement was solicited twice as an open competitive procurement. The first solicitation in 2018 did not produce any proposals, and the second solicitation in 2021 resulted in one unqualified bidder, with Hitachi as the subcontractor.

On May 9, 2024, Request for Proposals (RFP) No. OP123557 was issued as a non-competitive procurement to Hitachi in accordance with Metro's Acquisition Policy and Procedures. During the solicitation phase of this RFP, LACMTA issued three (3) amendments, and three (3) sets of clarifications, answering a total of twenty-one (21) questions received from the proposer.

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 17, 2024, added Special Provisions (SP)-21: California Transparency in Supply Chains Act.
- Amendment No. 2, issued on June 18, 2024, removed section 3.9.2 Construction Safety Supervisor and 6.6.6 Physical Barriers from the Scope of Work and revised General Conditions (GC-35) Rights in Technical Data, Patents and Copyrights.
- Amendment No. 3, issued on May 16, 2024, extended the proposal due date.
- Amendment No. 4, issued on August 5, 2024, BAFO.

One (1) proposer, Hitachi, responded to the RFP by the due date on July 12, 2024.

B. Evaluation of Proposal

This is a non-competitive sole source procurement for services that are available only from a single source due to data rights restrictions that preclude competition. This solicitation was evaluated in compliance with Metro's Acquisitions Policy and Procedures.

Metro's Project Manager (PM) performed a technical evaluation of the proposal in accordance with the RFP. The technical evaluation determined that Hitachi has the technical expertise and capabilities to perform the work as defined in the Scope of Work, as they are the Original Equipment Manufacturer (OEM) of the car-borne ATC package on all LRVs on Metro's property. The proposal required clarification and discussion which eventually resulted in a technically and commercially acceptable offer.

C. Cost Analysis

In accordance with LACMTA's Acquisition Policy and Procedures for a non-competitive acquisition, a cost analysis is required. Therefore, staff performed a cost analysis consisting of an assessment of the proposed cost elements and a comparison with the Independent Cost Estimate (ICE).

LACMTA's Independent Cost Estimate (ICE) amounted to \$28,500,000. This estimate covered various components inclusive of Material, Manufacturing, Installation and Engineering costs.

Hitachi's initial proposal was \$24,937,760. However, following clarifications and negotiations, a revised proposal was required.

In accordance with IP-06, titled "Amendment," Metro issued Amendment No. 4, requesting a Best and Final Offer (BAFO) from Hitachi. Hitachi responded with its revised Technical Proposal and Form 60. This resulted in a reduction from the initial proposal by \$492,961.06, bringing the Price Proposal down from \$24,937,760 to \$24,444,798.94.

The recommended price proposal from Hitachi totaling \$24,444,798.94 is 16.6% lower than the ICE. The primary difference between the ICE and the proposed amount is attributed to the ICE's inclusion of a 12% inflation adjustment for engineering and support labor. By removing the escalation factor from the ICE, the difference between the ICE and the lower proposed price is within 8.5%.

Proposer Name	Initial Proposal Amount	BAFO Proposal Amount	LACMTA ICE
Hitachi Rail STS USA, Inc.	\$24,937,760.00	\$24,444,798.94	\$28,500,000

Based on staff's cost analysis, it was determined that the final proposed price of \$24,444,798.94 was the best attainable value and is deemed fair and reasonable for the required work.

D. Background on Recommended Contractor

In 2015, Hitachi Ltd began acquiring all Ansaldo Transportation S.P.A related transportation companies. Due to this acquirement, the recommended firm, Hitachi Rail STS USA, Inc. was founded in 2019 and headquartered in Pittsburgh, Pennsylvania. Hitachi Rail is active around the world as a contractor and supplier of turnkey services and solutions and builds large projects for railway and mass transit systems for both passenger and freight systems. Their most recent and on-going contracts include LACMTA's HR-4000 Heavy Rail Vehicles Cab Signaling, P2550 Overhaul Cab Signaling, HR-5000 Heavy Rail Vehicles Cab Signaling, A650 Heavy Rail ATC Replacement Program and more.

DEOD SUMMARY

LIGHT RAIL VEHICLE CORRECT SIDE DOOR ENABLE SYSTEM / OP123557

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities for small businesses. Hitachi Rail STS USA, Inc. listed one major subcontractor to perform on this contract.

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

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. Project Labor Agreement/Construction Careers Policy

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

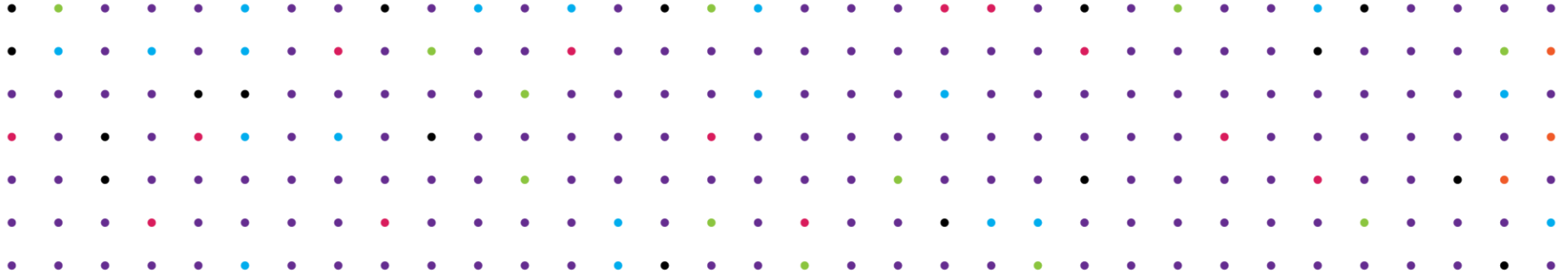
Capital Project 205118 Expenditure Plan
Correct Side Door Enable System

Use of Funds	FY25	FY26	FY27	FY28	Total
Contract No. OP123557000 Correct Side Door Enable System	\$ 6,000,000	\$ 6,000,000	\$ 6,000,000	\$ 6,444,799	\$ 24,444,799
Metro Workforces	\$ 950,000	\$ 950,000	\$ 950,000	\$ 950,000	\$ 3,800,000
Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance)	\$ 325,000	\$ 325,000	\$ 325,000	\$ 335,421	\$ 1,310,421
Contingency 10%					\$ 2,444,780

Yearly Cash Flow Forecast \$ 7,275,000 \$ 7,275,000 \$ 7,275,000 \$ 7,730,220 \$ 32,000,000

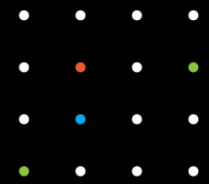
INFRASTRUCTURE, MAINTENANCE, AND ENGINEERING

LIGHT RAIL VEHICLE DOOR DETECTION ENABLE SYSTEM



Operations, Safety, & Customer Experience Committee Meeting
November 21, 2024

RECOMMENDATION



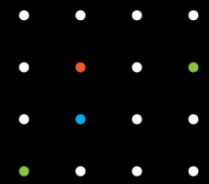
AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. OP123557000 to Hitachi Rail STS USA, Inc. (Hitachi) in the amount of \$24,444,798.94 to modify the onboard automatic train control (ATC) software on Metro's Light Rail Vehicles (LRVs) to only allow the doors on the platform side to open upon the vehicle berthing, subject to resolution of any properly submitted protest(s), if any; and
- B. FIND that there is only a single source of procurement for the proprietary ATC system software and modifications set forth in Recommendation A above, and it is for the sole purpose of modifying, integrating, and testing the LRV ATC functionality on the A and E lines, and;
- C. Increase the Life-of-Project (LOP) budget for the Correct Side Door Enable System Project by \$22,938,000, increasing the LOP budget from \$9,062,000 to \$32,000,000.



Metro

ISSUE & DISCUSSION



AWARDEE

Hitachi Rail STS USA

NUMBER OF PROPOSALS

One

DEOD COMMITMENT

Due to a lack of sub-contracting opportunities, no participation goal was recommended.

ISSUE

The Metro A and E Lines operate on a manual door control system, requiring the Train Operator to open the train doors upon stopping at a station. This system can result in the doors being opened on the wrong side, where there is no platform.

DISCUSSION

The project's scope is to install a crucial safety system on the A and E Lines that automatically detects which side of a platform is adjacent to a stopped train, and only allows the opening of those doors.





Board Report

File #: 2024-0511, File Type: Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

**SUBJECT: LIFE OF PROJECT INCREASE FOR P2000 LIGHT RAIL VEHICLE
MODERNIZATION/OVERHAUL PROJECT**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

INCREASE the Life of Project (LOP) budget for the P2000 Light Rail Vehicle (LRV) Midlife Modernization Project, Capital Project (CP) 206044, by \$20,053,926.00, increasing the total LOP budget from \$160,800,000.00 to \$180,853,926.00.

ISSUE

Contract No. OPP2000 directs Alstom Transportation Inc. to perform midlife modernization and replace critical components, including propulsion, brake, and train control systems on the 52 Siemens vehicles (P2000) to ensure they remain in a state of good repair through their intended design life. The existing LOP budget is insufficient to fund the negotiated and pending change orders required to complete the project, including potential claims still under discussion. The change orders are necessary for two reasons:

- 1) to mitigate external factors, including project extension approval due to various delays; and
- 2) address newly identified technical issues that emerged during the contract and require additional work that was not included in the original project scope

BACKGROUND

The P2000 LRVs were first put in revenue service back in July of 2000. The Midlife Modernization Project is essential based on the Original Equipment Manufacturer's (OEM) repair recommendation and per vehicle performance record assessment. The contract was awarded to Alstom Transportation at the March 2017 Board meeting. The Midlife Modernization Project is required by the Rail Fleet Management Plan FY2015-FY2040 which details Metro's forecasted rail services to ensure that the P2000 fleet is maintained in a state of good repair to support current and future ridership projections. The midlife modernization scopes include upgrade/renewal of the propulsion system, key brake system components, HVAC system, Electrical system, Communication system, Automatic Train Control System, and various other sub-systems to ensure the vehicles can continue to operate safely and to ensure their reliability and maintainability.

During the solicitation phase, the project team and contractors performed assessments of the P2000 fleet as thoroughly as possible without disassembling equipment. All interested parties received available documentation regarding the fleet configuration. However, some technical issues impacting performance were identified only after the vehicles were disassembled or when attempting to integrate new systems. Changes to the work scope were required to address the newly identified issues. The P-signal generator and dead battery start modules are two examples of previously unidentified obsolete components that required replacement to meet performance and reliability requirements. For such identified technical issues, change orders were executed to address them in a timely manner; more details are provided in the Discussion Section below.

Currently, the project is near 94% completion on production and only has three LRVs remaining for commissioning. However, the 49 modernized LRVs that are currently conditionally accepted are still under warranty phase which is expected to conclude in June of 2028.

DISCUSSION

Since the contract award of this project, change orders have been issued to address newly identified obsolescent components and systems impacting performance. Issuing change orders has helped to ensure the delivered LRVs are reliable and available for service.

The change orders are attributed to increased costs and COVID-related factors beyond Metro and Alstom's control. Additionally, these change orders addressed unforeseen technical issues that were out of the original project scope. The COVID pandemic adversely impacted critical travel for design review meetings with the contractor and key suppliers, witnessing critical tests, and supporting critical inspections. Additionally, the pandemic severely impacted the global supply chain and workforce availability. These COVID-related challenges resulted in numerous activities taking longer than originally planned and requiring additional contractor, Metro, and consultant resources to complete this project. This resulted in increases in project costs.

By resolving these issues, the change orders ensure that the P2000 LRVs are restored to a state of good repair and will be maintained at this standard for the remainder of their design life. Here are some of the change orders mentioned previously:

- 1) Since the P2000 LRVs been put in services starting year 2000, numerous configuration changes including wiring, reworks, and parts replacements were done by Operations. Hence, the P2000 LRVs are not in a consistent vehicle configuration per original design drawings, which required additional work to bring them up to the latest configuration. This is crucial so that the fleet is consistent and easier for future maintenance activities.
- 2) gsame reasons as in Point 1 aboveDoor issues - The contractor claims that door issues resulted from latent defects and were outside their work scope.
- 3) Time Impact Analysis 4 - Increase testing hours and scope from 1 LRV to 2 LRVs.
- 4) Time Impact Analysis 5 - No track access or any test cancelation that may affect the capability to perform the Validation &Verification (V&V) and Commissioning & Warranty activities

(validation test campaign, 4K Burn-in test, and 1k Burn-in test) that will drive the whole chain of events of Conditional Acceptance of each LRV.

- 5) Time Impact Analysis 9 - Performing the 1000-mile burn-in test in the first three LRVs after the 4000-mile test.

The current budget for the P2000 LRV Midlife Modernization Project will be exceeded due to the several unforeseen factors mentioned earlier that were not initially anticipated. Currently, there are only 7.2% (approximately \$11.5M) LOP remaining. With the additional required changes (see above five items), the project still requires \$20.05M to successfully complete the remaining tasks.

This funding is vital for advancing the integration process and ensuring that the P2000 systems are seamlessly incorporated into Regional Connector operations. Additionally, it will support the implementation of critical reliability improvements, address evolving operational demands, and maintain performance standards.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will positively impact safety, service quality, system reliability, performance, and overall customer satisfaction. A properly functioning LRV is required to safely operate Metro's rail service. Failing to approve this recommendation will have significant safety risks that severely impact the LRV's operational efficiency and long-term maintainability.

FINANCIAL IMPACT

Upon Board approval, the project LOP will be increased from \$160,800,000 to \$180,853,926 under CP 206044. The FY25 annual budget for this project is \$8,831,452, with an available LOP of \$19,717,618. The requested increase also includes an allocation for Project Contingencies, as detailed in Attachment A - Funding Expenditure Plan. This contingency allocation will enable staff to address any additional issues identified as we approach Contract Closeout.

Since this is a multi-year project, the Program Manager will ensure that this project is budgeted in future fiscal years.

Impact to Budget

The current budget for this action includes Proposition A, Measure M, and Federal 5337. These funds are eligible for rail operating and capital projects. Using these funding sources maximizes the allocation intent given fund guidelines and provisions.

EQUITY PLATFORM

The P2000 LRV Midlife Modernization/Overhaul Project enables the successful delivery of these vehicles on Metro's existing light rail vehicle lines, such as the A and E lines. These lines serve many Equity Focus Communities (EFCs), such as Downtown LA, Chinatown, Long Beach, and others. Having safe, reliable LRVs provides options to EFCs, which often rely on public transit to seamlessly commute to work, school, and other opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1.2 - Optimize the existing system's speed, reliability, and performance by revitalizing and upgrading Metro's transit assets. The completion and rollout of the P2000 LRVs are state-of-the-art assets that will significantly reduce trip disruptions on rail networks and improve the integrity of the overall network.

This goal is to ensure effective management of the increased budget with a focus on reliability enhancements. In addition, we have developed a forecast budget to monitor expenditures closely.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to approve the requested increase in LOP for this project. However, Metro staff do not recommend this alternative because it will impact the ability to complete the necessary modernization/overhaul for a reliable fleet. Staff explored all possible mitigation efforts, including considering performing some work in-house and allocating other funds/reserves to the project. However, the amount needed to complete the remaining works will still require board approval for additional LOP. The budget increase is not merely a financial adjustment but a strategic necessity to ensure the fleet's reliability and alignment with Metro agency expectations.

NEXT STEPS

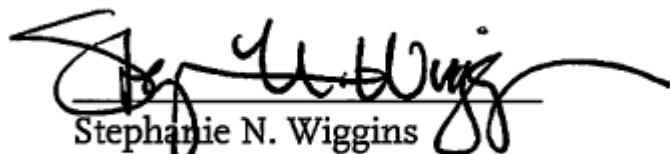
Metro will continue crucial work on the P2000 integration with the Regional Connector and implement the necessary changes to enhance system reliability. This funding is vital for advancing the integration process, ensuring that the P2000 systems are seamlessly incorporated into the Regional Connector operations. Additionally, it will support the implementation of critical reliability improvements, addressing evolving operational demands and maintaining performance standards.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Prepared by: Eduardo Maycotte, Senior Manager, Project Control (213) 922-3376
Annie Yang, Deputy Executive Officer, Rail Vehicle Acquisitions (213) 922-3254
Jesus Montes, Senior Executive Officer, Vehicle Acquisitions (213) 418-3277
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



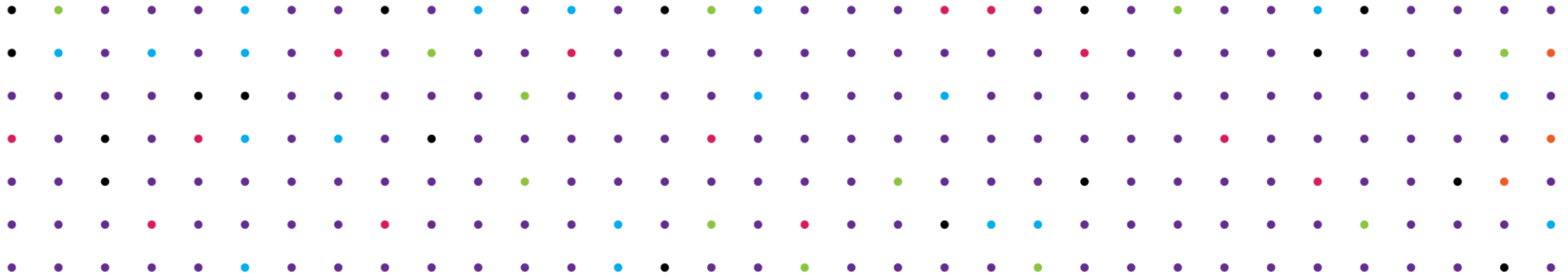
Stephanie N. Wiggins
Chief Executive Officer

Funding and Expenditure Plan

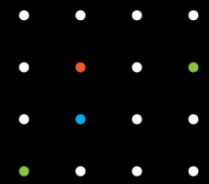
CP 206044 – P2000 LRV Midlife Modernization/Overhaul Project

Uses of Funds	ITD thru FY24	FY25	FY26	FY27	FY28	Total	% of Total
Midlife Overhaul 52 Siemens LRVs	\$118,990,145.32	\$28,025,870.00	\$11,152,745.83			\$158,168,761.15	87.46%
Professional Services	\$8,631,242.87	\$1,400,000.00	\$700,000.00	\$100,000.00	\$100,000.00	\$10,931,242.87	6.04%
MTA Administration	\$3,799,995.98	\$500,000.00	\$400,000.00	\$200,000.00	\$100,000.00	\$4,999,995.98	2.76%
Contingency	\$0.00	\$3,740,052.00	\$2,013,874.00	\$500,000.00	\$500,000.00	\$6,753,926.00	3.73%
Total Project Cost	\$131,421,384.17	\$33,665,922.00	\$14,266,619.83	\$800,000.00	\$700,000.00	\$180,853,926.00	100.00%
Sources of Funds							
Local (Prop A Rail 35%, MM SGR 2%) / State / Federal	\$131,421,384.17	\$33,665,922.00	\$14,266,619.83	\$800,000.00	\$700,000.00	\$180,853,926.00	100.00%
Total Project Funding	\$131,421,384.17	\$33,665,922.00	\$14,266,619.83	\$800,000.00	\$700,000.00	\$180,853,926.00	100.00%

CP 206044 P2000 LRV MIDLIFE MODERNIZATION/OVERHAUL PROJECT



ISSUE & DISCUSSION



PROJECT : CP 206044 P2000 LRV MIDLIFE MODERNIZATION/OVERHAUL PROJECT

AWARDEE: Alstom Transportation Inc.

NUMBER OF BIDS: 2

DEOD COMMITMENT: N/A, FTA's TVM (Transit Vehicle Manufacturer) Commitment applies

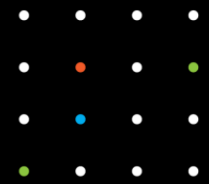
FORECASTED COMPLETION DATE: June 2028 (Including Warranty)

CURRENT STATUS: In Production/Commissioning/Warranty phases.

- 46 of 52 LRVs Conditionally Accepted (88%) and ready for service
- 3 LRV's at Commissioning stage (LA Metro Site)
- 3 LRV's At Alstom's Mare Island Final Assembly Site



ISSUE & DISCUSSION



ISSUE

Contract was awarded to Alstom in March 2017 with Board approval with initial completion of NTP+ 55 months. Project had to be extended due to various change orders and pandemic.

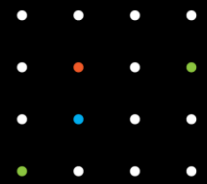
Current LOP budget is insufficient to:

- Fund negotiated/pending Change Orders to complete the project including potential claims.
- Fund related costs with Contractor, Consultants and Metro Staff up to Project Completion.

DISCUSSION

- Change Orders were necessary due to two primary reasons: external factors such as COVID-related delays and unforeseen technical issues emerged that required additional work.
- Change Orders include upgraded components, additional testing, and improvements in ensuring safety and operational efficiency to meet evolving standards and operational demands.
- Due to COVID pandemic, Metro had to extend the support from the Contractor, Consultants and Metro Staff to ensure Project Completion.

RECOMMENDATION



INCREASE the Life of Project (LOP) Budget for the P2000 LRV MIDLIFE MODERNIZATION/OVERHAUL PROJECT, CP 206044, by \$20,053,926.00, increasing the Life of Project from \$160,800,000.00 to \$180,853,926.00, this increase will allow to execute the required Change Orders and staff support to ensure P2000 LRV fleet remain in a State of Good Repair through their intended design life.



Board Report

File #: 2024-0478, File Type: Contract

Agenda Number: 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: REPLACE G-LINE OPPORTUNITY CHARGERS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 24 with New Flyer of America in the not-to-exceed amount of \$7,938,707 under Contract No. OP28367-001, to procure seven on-route opportunity chargers, replace the same number of chargers installed on the G-Line Bus Rapid Transit (BRT) line and include a Service Level Agreement to ensure reliability and availability, increasing the total contract value from \$66,460,743 to \$74,399,450. This Contract Modification does not increase the Life of Project (LOP) budget of \$80,003,282.

ISSUE

The G-Line charging infrastructure is experiencing significant reliability and availability issues, adversely impacting Metro's Operations and Service. For the majority of 2024, four of the eight opportunity chargers were out of service. This has resulted in Metro periodically needing to substitute Battery Electric Buses (BEBs) with Compressed Natural Gas (CNG) buses, fueled with renewable natural gas, to maintain service.

The primary issue is that neither the industry nor the technology had matured when the G-Line was converted to zero-emission operations in 2021. As a result, there were significant initial integration issues between the chargers and the BEBs.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A) to convert the Orange Line (G Line) to a full Zero Emission (ZE) operation. That same month, New Flyer of America (New Flyer) was awarded a contract to deliver forty 60-foot articulated Battery Electric Buses and eight opportunity chargers to service the G-Line: two chargers each for the Chatsworth and Canoga Stations and four more chargers for the North Hollywood Station. New Flyer subcontracted the procurement and delivery of the chargers to Siemens. Although Siemens is a well-established company in the transit industry, its entry into the EV charging field under its eMobility division was relatively recent at the time of the subcontract.

Full battery electric bus service on the G Line commenced in January 2021, while all the opportunity chargers were installed in October 2021. In June 2021, one of the North Hollywood Station chargers was permanently damaged when it was struck by one of Metro's buses.

Numerous obsolescence and technical issues have plagued the system. Nonetheless, Metro and the contractor were generally able to mitigate the issues and keep the chargers operational until the start of 2024, when the chargers began developing technical challenges that could not be resolved. As of July 31, 2024, four chargers were permanently offline (one due to the collision and three for technical issues). The remaining chargers have experienced intermittent issues impacting their performance and availability. Specifically,

- The equipment is not fully compatible with the operating environment, resulting in numerous out-of-service periods due to rain and warm weather;
- The diagnostic system is not fully developed, not allowing for local troubleshooting and repairs;
- The vendor's technical staff was not fully trained, requiring support from non-local engineers; and
- The supply chain is not fully developed, leading to parts shortages.

Further, Metro included procurement of the chargers with the bus solicitation. Metro later learned that the existing reliability and availability provisions were insufficient to hold the contractor accountable for ensuring the chargers performed according to Metro's requirements.

The obsolescence of the equipment makes troubleshooting, part replacement, and repairs very challenging, limiting the availability of the chargers for service and causing range anxiety for operators.

DISCUSSION

New Flyer proposed Heliox as the replacement charger supplier. Metro staff reviewed the recommendation to ensure proposed chargers will meet G-Line operational requirements. Through outreach with other transit agencies, staff has reviewed performance, reliability, technical support, and approved these chargers as replacements. Staff recommends replacing the seven obsolescent Siemens chargers experiencing technical issues with more technically mature Heliox chargers. The eighth charger will be replaced via warranty with a similar Heliox charger. This charger was deemed unrepairable and decommissioned by New Flyer. In a previous agreement, New Flyer agreed to replace the charger as part of the warranty coverage.

Heliox was founded in 2009, and its core business is delivering charging systems for public transport. In 2023, Siemens ceased manufacturing its own chargers and procured Heliox to manufacture its chargers. As of that year, they have delivered and installed over 1600 DC rapid chargers. Further, Heliox's North American headquarters is in Atlanta, Georgia, and includes design, training, and manufacturing units. Therefore, trained and experienced Heliox staff should be more readily available to support Metro's ZE operating system. Supply chain issues should also be mitigated since the chargers are manufactured domestically. Although there are other charger vendors, there are very few whose core business is delivering charging systems for public transport and have a domestic

manufacturing, design, and training presence.

Staff also recommends procuring a Service Level Agreement (SLA) for all eight new chargers within the change order to ensure qualified and experienced staff are available to troubleshoot and repair the equipment and maintain a high level of reliability and availability. The SLA incorporates lessons learned from the existing contract. It includes performance requirements to ensure that qualified and trained staff are available to respond expeditiously to ensure equipment availability and reliability. For example, the SLA requires 97% availability of the chargers for the contractor to receive 100% of the scheduled milestone payment. Lesser charger availability will result in lesser amounts being paid.

Metro conducted negotiations with New Flyer to secure a prorated credit for the remaining, unused warranty life as the existing chargers are replaced. This consideration reflects Metro's commitment to fiscal responsibility, ensuring that the value of the underutilized equipment is accounted for within the overall contract modification. By securing this credit, Metro aims to maximize cost efficiency while transitioning to a more reliable, technically mature charging infrastructure.

DETERMINATION OF SAFETY IMPACT

The recommendations support the successful operation of the G Line and the 40 New Flyer 60-foot BEBs. Adopting this recommendation will provide operators with dependable on-route charging, which will reduce operator range anxiety and ensure reliable operation of the equipment.

FINANCIAL IMPACT

Total LOP funding of \$80,003,282 is included in Cost Center 3320-Vehicle Technology, under project 201073, with an LOP available of \$11,681,039. The FY25 annual budget is \$2,067,838. This action is within the project LOP.

Since this is a multi-year contract, the Cost Center Manager will be responsible for ensuring that future year funding is programmed.

Impact to Budget

The current source of funds for this action is Measure R 35%. This funding is not eligible for bus and rail operating projects. The use of this fund meets the project allocation intent, given approved provisions and guidelines.

EQUITY PLATFORM

The G Line provides dedicated rapid transit bus service to many Equity Focus Communities (EFCs) on a 17.7-mile route from Chatsworth Station to North Hollywood Station in the San Fernando Valley. The line services roughly 97 High Need or Very High Need EFCs with the following demographics:

- 61% percent of households within the line's EFCs are low-income.
- 12% are zero-vehicle households.
- 81% of the population is Black, Indigenous, and People of Color (BIPOC).

As previously noted, reduced charger availability impacts Metro's ability to operate BEBs on the G Line, necessitating that Metro deploy CNG vehicles to meet service levels. These impacts reduce service reliability and create greater pollution within these EFCs. Renewable Natural Gas (RNG) powered CNG buses can generate up to 0.75 metric tons of carbon monoxide per year, and the short duration of time with RNG-powered buses used on the G Line produced a portion of this amount per bus.

New Flyer of America, Inc., a Transit Vehicle Manufacturer (TVM), is listed on the Federal Transit Administration's (FTA) list of eligible TVMs and submitted its overall Disadvantaged Business Enterprise (DBE) goal of 4.01% to FTA for FY25. TVMs submit overall DBE goals and report participation directly to FTA annually.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports 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

An alternative to the proposed new chargers is to continue using the current obsolescent chargers on the G Line. This option is not viable due to significant operational challenges, including limited support from OEM vendors and difficulties in procuring necessary repair parts. Additionally, as technology advances, these chargers will become incompatible with newer buses equipped with updated charging protocols.

Another option is to enforce the warranty, but Staff does not recommend due to a lack of Service Level Agreement (SLA) in place with the current chargers, therefore, the contractor is not incentivized to quickly and permanently resolve issues.

NEXT STEPS

Upon Board approval, staff will execute the Contract Modification to purchase and install chargers for North Hollywood, Chatsworth, and Canoga.

ATTACHMENTS

Attachment A - Board Motion 50 Strategic Plan for Metro's Transition to Zero Emission Buses
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

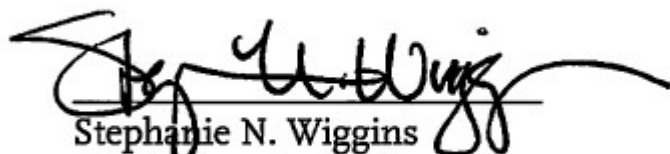
Prepared by:

Daniel Surmenian, Senior Manager, Project Control, (213) 922-5830
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Debra Avila, Deputy Chief, Vendor/Contract Management, (213) 418-3051

Reviewed by:

Conan Cheung, Chief Operations Officer, 213-418-3034



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 #: 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.

PROCUREMENT SUMMARY

REPLACE G-LINE OPPORTUNITY CHAGERS/OP28367-001

1.	Contract Number: OP28367-001		
2.	Contractor: New Flyer of America, Inc. (NFA)		
3.	Mod. Work Description: Procure seven (7) on-route opportunity chargers and replace same number of chargers installed on the G-Line Bus Rapid Transit (BRT) line.		
4.	Contract Work Description: Procure 60' Low-Floor ZE transit buses		
5.	The following data is current as of: 11/8/2024		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/27/17	Contract Award Amount: \$51,211,033
	Notice to Proceed (NTP):	11/15/17	Total of Modifications Approved: \$15,249,710
	Original Complete Date:	09/16/19	Pending Modifications (including this action): \$7,938,707
	Current Est. Complete Date:	11/30/2030	Current Contract Value (with this action): \$74,399,450
7.	Contract Administrator: Antonio Monreal		Telephone Number: (213) 922-4679
8.	Project Manager: Daniel Surmenian		Telephone Number: (213) 922-5830

A. Procurement Background

This Board action is to approve Contract Modification No. 24 to procure seven (7) on-route opportunity chargers, replace same number of chargers installed on the G-Line Bus Rapid Transit (BRT) line, and include a Service Level Agreement to ensure reliability and availability, in the not-to-exceed amount of \$7,938,707, including tax and delivery.

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

On July 27, 2017, the Board awarded Contract No. OP28367-001 to New Flyer of America, Inc., to manufacture and deliver thirty-five (35) sixty-foot (60') ZE transit buses in the Not-To-Exceed amount of \$51,211,033. Refer to Attachment B – Contract Modification /Change Order Log for a list of pending and negotiated change orders.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on independent cost estimate (ICE), technical analysis, cost analysis, fact finding and negotiations. Metro staff successfully negotiated cost savings in the amount of \$968,478.

Original Proposal Amount	Metro ICE	Recommended Not-to-Exceed Amount
\$8,907,185	\$8,074,722	\$7,938,707

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG
REPLACE G-LINE OPPORTUNITY CHARGERS /OP28367-001

Mod No.	Description	Status (approved or pending)	Date	\$ Amount
1	Add 5 option buses to base order and increase authorization for optional configuration	Approved	3/30/18	\$7,371,287.00
2	Pilot buses battery capacity upgrade from 250kWh to 320 kWh	Approved	8/30/18	\$226,384.00
3	Upgrade battery capacity from 250kWh to 320 kWh for 27 production buses	Approved	10/25/18	\$2,792,074.05
4	Optional Bus Configurations	Approved	11/13/18	\$485,933.00
5	Update Special Provision-38 Terms	Approved	1/9/19	\$0
6	Training Aids and E-Learning Modules	Approved	8/13/19	\$1,514,419.00
7	Modify Bus Configurations	Approved	10/23/19	\$(30,107.00)
8	Modify project delivery terms	Approved	10/29/19	\$0
9	Modify contract payment terms	Approved	2/25/20	\$0
10	Depot charging equipment changes	Approved	2/27/20	\$26,017.34
11	Upgrade of 4 on-route charging equipment	Approved	6/1/20	\$853,869.00
12	Update changes on Pricing Forms	Approved	6/23/20	\$0
13	Modify project delivery terms	Approved	7/13/20	\$0
14	Procure 8 additional units of depot charging equipment	Approved	8/27/20	\$1,138,133.00
15	Additional special tools	Approved	8/27/20	\$4,240.00
16	Pantograph Upgrade for Canoga & Chatsworth Stations	Approved	12/1/20	\$46,619.00
17	Additional Special Tools	Approved	12/15/20	\$10,975.00
18	Chatsworth Electrical Service	Approved	2/1/21	\$89,603.00
19	Modify Period of Performance to 6/30/2021	Approved	3/31/21	\$0
20	Centre Axle Toolkits	Approved	3/31/22	\$32,384.28
21	Charge Management System	Approved	8/19/22	\$684,431.59
22	Siemens EVC3 Software License	Approved	9/13/22	\$3,447.36
23	Technical Specifications Clarifications	Approved	12/22/22	\$0
24	Procure 7 Chargers for G-Line and Service Level Agreements	Pending	TBD	\$7,938,707.00
	Modification Total:			\$23,188,417.00
	Original Contract:			\$51,211,033.00
	Total:			\$74,399,450.00

DEOD SUMMARY

REPLACE G-LINE OPPORTUNITY CHARGERS/OP28367-001

A. Small Business Participation

New Flyer of America, Inc., a Transit Vehicle Manufacturer (TVM), is listed on the Federal Transit Administration's (FTA) list of eligible TVMs and submitted its overall Disadvantaged Business Enterprise (DBE) goal of 4.01% to FTA for FY25, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

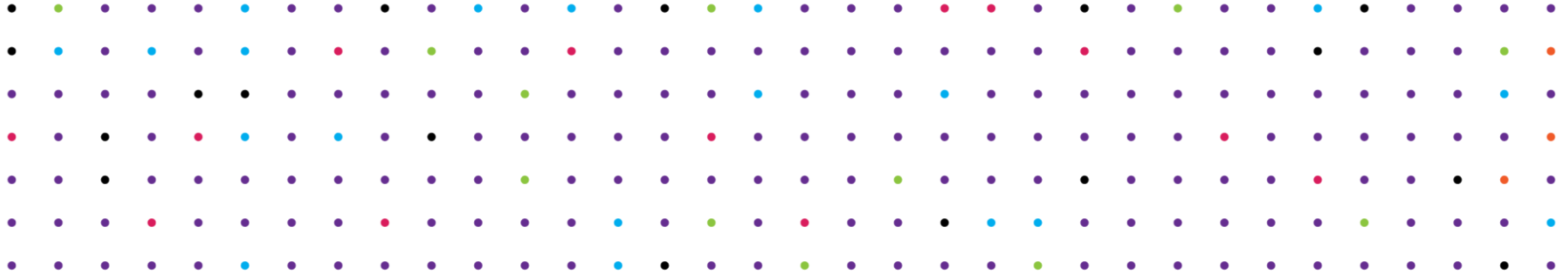
C. Prevailing Wage Applicability

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

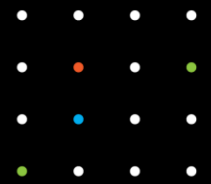
D. Project Labor Agreement/Construction Careers Policy

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

REPLACE G-LINE OPPORTUNITY CHARGERS

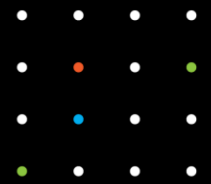


RECOMMENDATION



AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 24 with New Flyer of America in the not-to-exceed amount of \$7,938,707 under Contract No. OP28367-001, to procure seven on-route opportunity chargers, replace the same number of chargers installed on the G-Line Bus Rapid Transit (BRT) line, and include a Service Level Agreement to ensure reliability and availability, increasing the total contract value from \$66,460,743 to \$74,399,450. This Contract Modification does not increase the Life of Project (LOP) budget of \$80,003,282.

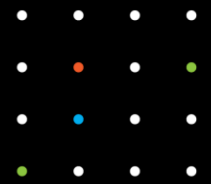
ISSUE



The G-Line chargers are experiencing significant reliability and availability issues, due primarily to lack of design maturity at time of procurement, adversely, impacting Metro's Operations and Service. Examples of issues include:

- Chargers are no longer fully supported by vendors
- Chargers are not fully compatible with operating environment
- Diagnostic capabilities are not fully developed, impacting ability to troubleshoot
- Supply chain does not fully support current chargers due to obsolescence, resulting in long lead times and part shortages

DISCUSSION



Staff recommends replacing the seven (7) obsolete Siemens chargers with more technically mature Heliox chargers.

Contract to include Service Level Agreement (SLA):

- To ensure qualified and experienced staff are available to troubleshoot, repair and maintain equipment in high State of Good Repair
- To incentivize the contractor to ensure that chargers are consistently reliable and available for Metro's operation





Board Report

File #: 2024-0495, File Type: Contract

Agenda Number: 27.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SERVICES AND TAXI VOUCHER FUND REIMBURSEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed price Contract No. PS121478000 to International Institute of Los Angeles (IILA) to provide the Low Income Fare is Easy (LIFE) Program administration services for all regions in Los Angeles County and Not-to-Exceed (NTE) in the amount of \$9,569,484 for the three-year base period, \$3,545,396 for the first option year, and \$3,694,533 for the second option year, for a total combined NTE contract value of \$16,809,413, effective on January 1, 2025, subject to the resolution of properly submitted protest(s), if any;
- B. PASS-THROUGH the payment of up to \$5,345,624 for taxi voucher reimbursements over the three-year base period and two, one-year options. These pass-through costs shall be payable under Contract No. PS1214178000, for a total combined NTE contract value of \$22,155,037; and
- C. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE

In April 2024, staff issued a Request for Proposals to acquire community-based organization(s) or firm(s) with administrative and outreach experience, to oversee and manage more than 150 non-profit and governmental partner agencies within assigned service areas to support Metro's LIFE program. The LIFE program provides transportation subsidies to low-income individuals within Los Angeles County in the form of either a 20-ride benefit option, discounts on 15 transit agency partners, or in certain circumstances, a 4-ride bus/rail card or taxi service provision through LIFE Limited.

The current contract for the LIFE Program Administrator Services expires December 31, 2024. The authorization of this professional services contract is necessary to support the ongoing and seamless administration of the LIFE program and serve program beneficiaries.

Additionally, each year, the LIFE Program provides transportation subsidies, such as taxi vouchers,

to individuals with short-term and immediate need for transit services who are otherwise unable to use fixed route transit. Taxi vouchers and their required reimbursements to taxi providers are managed by the LIFE Program Administrator and are distributed to the rider through approved agencies such as hospitals and shelters to provide trips categorized by mobility or health limitations, urgency, or safety.

Board approval will allow the continued funding of the LIFE program's taxi transportation voucher component and services in Los Angeles County by providing reimbursements to the LIFE program Administrator who administers the vouchers.

BACKGROUND

Community Based Organizations (CBOs) have played a pivotal role in administering and providing transportation assistance to those most in need throughout Los Angeles County. Since the 1992 Los Angeles Uprising, CBOs like FAME Assistance Corporation, partnered with Metro's predecessor, Los Angeles County Transportation Commission, to launch Operation Food Basket, to provide \$7 dollar taxi coupons to residents in hard hit areas. In 1993, the Metro Board approved community-based service goals, which included that "the MTA will work with community and other groups to plan and develop community-based services. These services will be defined as improving mobility options at the community level or providing opportunities for community groups to participate in the provision of transportation services in an entrepreneurial manner." CBOs went on to administer in 1993 the Immediate Needs Transportation Program (bus tokens) and in 2008 the Rider Relief Transportation Program (discounted weekly and monthly passes).

In 2017,) the Metro board approved a recommendation for a new low-income fare subsidy program, the Low Income Fare is Easy Program (LIFE), to replace the Rider Relief Transportation Program (RRTP) and Immediate Needs Transportation Program (INTP). The consolidation and expansion of these two fare subsidy programs would ultimately increase subsidies and transit benefits to our low-income riders who need it the most. In May 2017, LIFE was approved by Metro's Board of Directors to provide transportation assistance to low-income and transit dependent riders in Los Angeles County. In 2019, Metro awarded two competitively procured contracts to FAME Assistance Corporation and the International Institute of Los Angeles (IILA) to administer LIFE program services and manage partner agencies within their respective areas.

For the last five years, each organization's responsibilities included securely distributing transportation subsidy vouchers, screening for patron eligibility, record keeping, training, outreach, and establishing procedures for distributing transportation subsidies (taxi coupons, 4-Ride tickets). There are approximately 500 non-profit and governmental agencies participating in the LIFE network, working with the LIFE Program Administrators. Individuals can apply at any of the participating agencies in their area and, once they meet the established low-income criteria, start receiving their subsidy. The subsidies are provided via the following options: 90-day pass for new participants, monthly 20 regional rides, discounts on 15 participating transit agencies, and in some instances, 4-Ride or taxi coupons to individuals with short term and immediate needs, which are distributed to riders through approved agencies, such as hospitals and shelters.

In September 2021, the Metro Board approved Motion 40 that requested the expansion and enhancement of the LIFE Program to alleviate financial impacts on low-income riders. From October

2021 through December 2022, Metro and LIFE Program administrators employed strategic actions that led to streamlining and enhancing the LIFE Program, increasing enrollments, and furthering access to public transit for low-income riders. This included partnering with LA County agencies, like Department of Public Social Services (DPSS), conducting monthly pop-up events, marketing, and increasing the number of non-profit and governmental agencies in the LIFE network. In November 2022, as a result, the Program met its enrollment goal to double participants and increased the program to 182,172 participants. Today, there are 396,123 total LIFE participants. Administrators continue to implement a robust public outreach program that ensures Metro increases enrollments into the Program yearly.

DISCUSSION

The LIFE program is a means-tested fare subsidy program premised on the concept of Metro partnerships with community-based organizations to identify and enroll individuals eligible for reduced fare discounts or other transit subsidies. The LIFE program is a consolidation of Metro's prior programs, including the Independent Rider Relief Transportation Program (RRTP) and the Immediate Needs Transportation Program (INTP).

The LIFE Program Administrator's Role

The LIFE Program Administrator, acting on Metro's behalf, is responsible for ensuring that their partner agencies are following established eligibility verification, validation, and enrollment guidelines, as well as the documentation, security, and inventory management of any and all Metro-provided fare media. They are also responsible for enrolling new customers. Finally, they are required to provide support for the implementation of Metro's marketing and outreach plans within their respective regions.

All regions in Los Angeles County are expected to include 150 partner non-profit or governmental agencies that will contract with the administrator to provide the "ground level" support of Metro's LIFE program.

The administrator will regularly provide Metro with program data and is responsible for implementing any program revisions based on Metro input, as well as implementing special or demonstration projects requested by Metro. They must also recruit additional partner agencies.

In FY24, the LIFE Program administrators and agency partners enrolled 112,877 customers into the program. Enrollments average around 2000 per week with administrators processing over 250 daily applications (online portal, customer centers, DPSS, mail, events). Additionally in FY24 they have distributed more than 35,000 taxi vouchers to residents throughout Los Angeles County. The total value of the taxi vouchers is \$11 per ride or an up to \$100 variable value voucher for special circumstances that must meet program requirements. Riders have expressed appreciation for this assistance to close the first/last mile gap to help them get to medical appointments, shelters, food banks, and government appointments (social security, Department of Public Social Services (DPSS) Department of Motor Vehicles (DMV), etc.

International Institute of Los Angeles

For over a century, International Institute of Los Angeles (IILA) has served residents of Los Angeles County through essential social services and contributed to the strength and diversity of LA communities. IILA was initially founded in 1914 as a branch of the YWCA (Young Women's Christian Association) to assist immigrant women and girls with adjusting to life in the United States. After becoming its own non-profit organization in 1936, IILA expanded its services to address the wider needs of immigrant families and LA County residents at large. The agency has since grown to offer immigration legal services, case management for refugees and survivors of human trafficking, nutrition and childcare for preschool-aged children, and job placement assistance.

Since 1992, IILA has partnered with LA Metro to help Angelenos access public and subsidized transportation services, empowering thousands with the mobility needed to grow and thrive in Los Angeles. Today, IILA serves over 55,000 clients each year (within the several programs) and collaborates with many community-based organizations to meet the changing needs of Southern California. IILA currently has offices in El Monte, South LA, and Glendale. They intend to open an office in the Northeast San Fernando Valley.

DETERMINATION OF SAFETY IMPACT

Metro Board adoption of these staff recommendations would have no adverse impact on Metro or the regional transit system's safety.

FINANCIAL IMPACT

The funding of \$3,161,427.11 for LIFE Program administrative services is included in the FY25 Budget in Cost Center Number 2315, LIFE Program, under Project Number 410021, LIFE Program.

Since this is a multi-year contract, the cost center manager and Chief Customer Experience Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding are Proposition C 40%, Measure M 2% Americans with Disabilities Act (ADA) Paratransit/Metro Discounts, and Job Access and Reverse Commute (JARC) federal grant. Proposition C 40% is eligible for bus and rail operating or capital expenses while Measure M 2% ADA Paratransit/Metro Discounts and JARC are earmarked for paratransit operations, fare subsidies for seniors, students, and eligible low-income individuals.

EQUITY PLATFORM

Reduced-fare transit programs, like LIFE, are Metro's investment in social mobility and an important tool to assist in the fight against income and health inequality. These programs, which include enrollments, outreach, partnerships with Community Based Organizations (CBOs), and taxi vouchers for individuals with short-term/immediate transit needs, make Metro more accessible to riders facing financial and other barriers, while providing financial relief from the ever rising cost of living.

If awarded, the contract 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. Proceeding with this change will greatly benefit some of our most high need riders' mobility and access to opportunities. In addition, it would prevent any program disruption and increase equitable service to a large geographical region of LA County, and boost enrollments, outreach, partnerships with CBOs, and LIFE boardings.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of staff recommendations supports Strategic Plan Goal 3 to: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to award a contract to IILA for LIFE program administration. Staff does not recommend such an action as it would negatively impact LIFE Program participants in the all regions of Los Angeles County. In order to achieve Board directed goals to continue to enhance and expand services, as well provide a level of service for all of Los Angeles County, the program administrator contract should be adopted. 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 approval by the Board, staff will execute Contract No. PS121478000 with IILA to provide LIFE Program administration services for all regions of Los Angeles County. Staff will also coordinate with the LIFE Administrator on providing knowledge and trainings to existing and new CBOs on administering the LIFE program.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

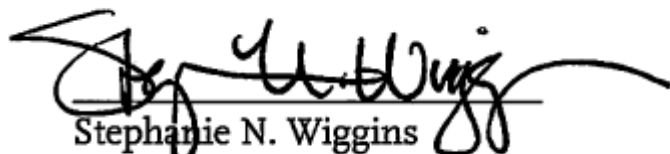
Prepared by: Michael Cortez, Director LIFE Program, (213) 418-3423

Devon Deming, Deputy Executive Officer, Fare Programs, (213)-922-7957

Monica Bouldin, Deputy Chief Customer Experience Officer, (213)-922-4081

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LOW INCOME FARE IS EASY (LIFE) PROGRAM
ADMINISTRATOR SERVICES / PS121478000**

1.	Contract Number: PS121478000 (Northwest, Southwest, & Southeast Regions)	
2.	Recommended Vendor: International Institute of Los Angeles	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 15, 2024	
	B. Advertised/Publicized: April 15, 2024	
	C. Pre-Proposal Conference: April 24, 2024	
	D. Proposals Due: June 14, 2024	
	E. Pre-Qualification Completed: September 30, 2024	
	F. Conflict of Interest Form Submitted to Ethics: June 25, 2024	
	G. Protest Period End Date: November 27, 2024	
5.	Solicitations Downloaded: 30	Bids/Proposals Received: 2 - Northwest Region 2 - Southwest Region 1 - Southeast Region
6.	Contract Administrator: Ernesto N. De Guzman	Telephone Number: (213) 922-7267
7.	Project Manager: Michael Cortez	Telephone Number: (213)-418-3423

A. Procurement Background

This Board Action is to approve the award of Contract No. PS121478000 to provide program administrator services for the Metro Low Income Fare is Easy (LIFE) Program for the Northwest, Southwest, and Southeast Los Angeles regions. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On April 15, 2024, Request for Proposals (RFP) No. PS121478 was released as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity and Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of subcontracting opportunities.

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

- Amendment No. 1, issued on April 16, 2024, removed the "DRAFT" watermarks that were inadvertently included in the solicitation documents.
- Amendment No. 2, issued on May 8, 2024, clarified the number of regions for which proposers may submit proposals.
- Amendment No. 3, issued on May 22, 2024, extended the Proposal due date to June 14, 2024.

A total of 30 downloads of the RFP were included in the plan holder's list. A virtual pre-proposal conference was held on April 24, 2024 and was attended by two participants representing one firm. Six questions were received during the questions and answers phase and responses were provided prior to the proposal due date.

On June 14, 2024, Metro received a total of 5 proposals from the firms listed below, in alphabetical order by region:

Northwest Region

1. AV Transportation Services
2. International Institute of Los Angeles

Southwest Region

1. International Institute of Los Angeles
2. South Los Angeles Community Development and Empowerment Corporation (SLACDEC)

Southeast Region

1. International Institute of Los Angeles

Fly Like an Eagle Outreach, Inc. was deemed non-responsive as its proposal did not address the specific submittal requirements.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Office of Equity and Race, Office of Management and Budget, TAP Technical Systems, and Customer Experience departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | | |
|---|---|-----|
| • | Qualifications of Firm | 30% |
| • | Demonstrated Understanding of the Requirements of the Statement of Work | 40% |
| • | Cost Proposal | 30% |

Several factors were considered when developing these weights, giving the greatest importance to demonstrated understanding of the requirements of the statement of work.

During the period of July 8, 2024 through September 23, 2024, the PET independently evaluated and scored the technical proposals. In August 2024, staff conducted discussions and requested clarifications from all 3 proposers. Based on the proposal evaluations and clarifications, the PET determined that International Institute of Los Angeles was the top ranked firm for the Northwest, Southwest and Southeast regions.

The following is the summary of the PET scores:

Northwest Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	International Institute of Los Angeles (IILA)				
3	Qualifications of Firm	95.83	30.00%	28.75	
4	Demonstrated Understanding of the Statement of Work	90.00	40.00%	36.00	
5	Cost Proposal	100.00	30.00%	30.00	
6	Total		100.00%	94.75	1
7	AV Transportation Services				
8	Qualifications of Firm	45.83	30.00%	13.75	
9	Demonstrated Understanding of the Statement of Work	70.00	40.00%	28.00	
10	Cost Proposal	91.27	30.00%	27.38	
11	Total		100.00%	69.13	2

Southwest Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	International Institute of Los Angeles (IILA)				
3	Qualifications of Firm	95.83	30.00%	28.75	
4	Demonstrated Understanding of the Statement of Work	90.00	40.00%	36.00	
5	Cost Proposal	80.92	30.00%	24.28	
6	Total		100.00%	89.03	1
7	South Los Angeles Community Development and Empowerment Corporation (SLACDEC)				
8	Qualifications of Firm	61.67	30.00%	18.50	
9	Demonstrated Understanding of the Statement of Work	47.50	40.00%	19.00	

10	Cost Proposal	100.00	30.00%	30.00	
11	Total		100.00%	67.50	2

Southeast Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	International Institute of Los Angeles (IILA)				
3	Qualifications of Firm	95.83	30.00%	28.75	
4	Demonstrated Understanding of the Statement of Work	90.00	40.00%	36.00	
5	Cost Proposal	100.00	30.00%	30.00	
6	Total		100.00%	94.75	1

C. Price Analysis

Northwest Region

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, an Independent Cost Estimate (ICE), technical analysis, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	International Institute of Los Angeles (IILA)	\$5,350,797	\$6,949,233	\$5,350,797
2.	AV Transportation Services	\$5,862,024		

Southwest Region

The recommended price has been determined to be fair and reasonable based on price analysis, historical pricing, ICE, technical analysis, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	International Institute of Los Angeles (IILA)	\$5,919,721	\$6,949,233	\$5,919,721
2.	South Los Angeles Community Development and Empowerment Corporation (SLACDEC)	\$4,791,241		

Southeast Region

The recommended price has been determined to be fair and reasonable based on price analysis, historical pricing, ICE, technical analysis, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	International Institute of Los Angeles (IILA)	\$5,538,894	\$6,355,325	\$5,538,895

D. Background on Recommended Contractor

The International Institute of Los Angeles (IILA) was founded in 1914 and has been a partner with Metro in administering the Immediate Needs Transportation Program since 1993. IILA's work has been focused on serving the underserved and vulnerable families in the County of Los Angeles. Throughout the years, IILA has helped hundreds of thousands of immigrants and other low-income residents overcome the barriers they face in becoming contributing members of society.

DEOD SUMMARY

**LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SERVICES /
PS121478000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. It is expected that the International Institute of Los Angeles (IILA) is performing 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 contract.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Low Income Fare is Easy (LIFE) Program Administrator Services and Taxi Voucher Fund Reimbursement

November/December 2024



Metro

Background

Community Based Program Administration

- > **1992** - FAME, with support from other CBOs like IILA, worked with LACTC to launch Operation Food Basket (OFB) to provide \$7 dollar taxi coupons to residents in hard hit areas from LA Uprising.
- > **1993** - OFB changed to the Immediate Needs Program (INTP), providing tokens for individual transit trips, and Metro Board adopted community-based goals.
- > **2008** - FAME, IILA and HSA launched the Rider Relief Transportation Program (RRTP) to provide discounts on passes.
- > **2017** - Metro adopted the Low-Income Fare is Easy Program (LIFE) to combine INTP And RRTP.
- > **2018** Metro Board Awards LIFE Program Administrative Services Contract.



"The MTA will work with community and other groups to plan and develop community-based services. These services will be defined as improving mobility options at the community level or providing opportunities for community groups to participate in the provision of transportation services in an entrepreneurial manner."

Taxi Ride Voucher Program Expands

■ **Social services:** Agencies assisting the needy throughout the county will distribute passes for free trips to doctors' offices, food banks and shelters.

By TRACEY KAPLAN
TIMES STAFF WRITER

Administrator Services

The LIFE Program Administrator Responsibilities

- Implement a robust outreach plan countywide, especially in equity focused communities, to invite new customers to enroll
- Recruit and manage 150+partner agencies per region and ensure they are following established eligibility verification, validation, and enrollment guidelines.
- Documentation, security, and inventory management of all Metro-provided fare media (Taxi coupons, TAP cards).

Administrative services today include

- 14 full time and 3 part time staff
- 3 IILA Offices: 1968 W. Adams Blvd (South LA), 9060 Telstar Avenue, Suite 223 (El Monte), 3800 La Crescenta Ave, Suite 208 (Glendale)
- 267 agencies assisting with enrollments
- 104 agencies distributing taxi program services.
- 12 taxi company partnerships
- 91 agencies providing 4-ride tickets
- 21 DPSS offices assisting with enrollment
- Over 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 310,217 enrollees in the program since September 2021, representing 340.6 % towards attainment of the Board's goal of doubling enrollment and bringing the total LIFE program participants over 400,000.



Procurement Evaluation

NORTHWEST REGION EVALUATION CRITERIA	MAXIMUM POINTS	INTERNATIONAL INSTITUTE OF LOS ANGELES (IILA)	AV TRANSPORTATION SERVICES
Qualifications of Firm	30	28.75	13.75
Demonstrated Understanding of the Requirements of the SOW	40	36.00	28.00
Cost Proposal	30	30.00	27.38
Total Score	100	94.75	69.13

Procurement Evaluation

SOUTHWEST REGION EVALUATION CRITERIA	MAXIMUM POINTS	INTERNATIONAL INSTITUTE OF LOS ANGELES (IILA)	SOUTH LA COMMUNITY DEVELOPMENT AND EMPOWERMENT CORPORATION
Qualifications of Firm	30	28.75	18.50
Demonstrated Understanding of the Requirements of the SOW	40	36.00	19.00
Cost Proposal	30	24.28	30.00
Total Score	100	89.03	67.50

SOUTHEAST REGION EVALUATION CRITERIA	MAXIMUM POINTS	INTERNATIONAL INSTITUTE OF LOS ANGELES (IILA)
Qualifications of Firm	30	28.75
Demonstrated Understanding of the Requirements of the SOW	40	36.00
Cost Proposal	30	30.00
Total Score	100	94.75

Next Steps

- > Award New Administrative Services Contract
- > Staff will coordinate with the LIFE Administrator on providing knowledge and trainings to existing and new CBOs on administering the LIFE program.





Board Report

File #: 2024-0535, File Type: Contract

Agenda Number: 28.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 21, 2024**

SUBJECT: TRANSIT AMBASSADOR PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 7 to Contract No. PS88001001 with Strive Well-Being Inc. to continue to provide Transit Ambassador Pilot Program services while staff transitions the Ambassador Program in-house, in the amount of \$6,500,000, increasing the current three-year base Not-to-Exceed (NTE) contract value from \$24,103,235 to \$30,603,235; and
- B. AMENDING the FY25 Budget by \$1,500,000 to pay for additional Ambassador presence to support the agency's efforts to increase visible presence of uniformed personnel.

ISSUE

Transit Ambassador Pilot Program Contract No. PS88001001 awarded to Strive Well-Being (Strive) has been called upon to deploy additional Ambassador staff to meet the Agency's safety and security needs. Staff is requesting an increase in contract authority for Strive to continue operations through the end of fiscal year 2025, while staff transitions the Ambassador Program in-house. Staff is also requesting a \$1,500,000 increase to the FY25 Ambassador budget to cover enhanced deployments to support the agency efforts to increase visible presence of uniformed personnel. Resources were not added to the budget when the surge was implemented.

BACKGROUND

In 2022, the Board authorized Metro to create a Pilot Transit Ambassador Program that would introduce a uniformed, unarmed, and visible presence on the Metro system while providing care-based, in-person assistance to riders, with the primary objective of enhancing the overall customer experience. Following a competitive procurement process, the Board awarded contracts to Strive Well-Being Inc. (Strive) in the amount of \$15,876,242 for the three-year base pilot (Contract No. PS88001001) and RMI International Inc. (RMI) in the amount of \$55,400,768 for the three-year base pilot (Contract No. PS88001000) at its June 2022 meeting.

In September 2022, Metro began deploying Ambassador teams across the system as they were hired and trained. On March 6, 2023, with 300 Ambassadors trained, Metro officially launched the program. It quickly became an important part of Metro's public safety ecosystem, alongside homeless outreach teams, Metro transit security officers, and contracted law enforcement and security. In September 2023, the Board received a staff presentation evaluating the first year of the program and approved a staff recommendation to make the Ambassador Program permanent and bring it in-house.

In March 2024, the Board approved Modification No. 5 to Contract No. PS88001001 with Strive, increasing the three-year base pilot from \$16,403,235 to \$23,603,235 to continue to provide Pilot Transit Ambassador Services until the program is brought in house.

DISCUSSION

Since the Board approved the recommendation to bring the Ambassador program in-house, the Metro Ambassador Program team has been addressing areas for program improvement identified in the October 2023 evaluation, including additional training, deployment strategies and communications tools. In addition, the Metro Ambassador Program team is working with the Chief People Office on steps necessary to bring the Ambassador program in-house, including standard Metro job specifications, a hiring plan and union representation. This process timeline is dependent upon ongoing contract negotiations with the labor unions.

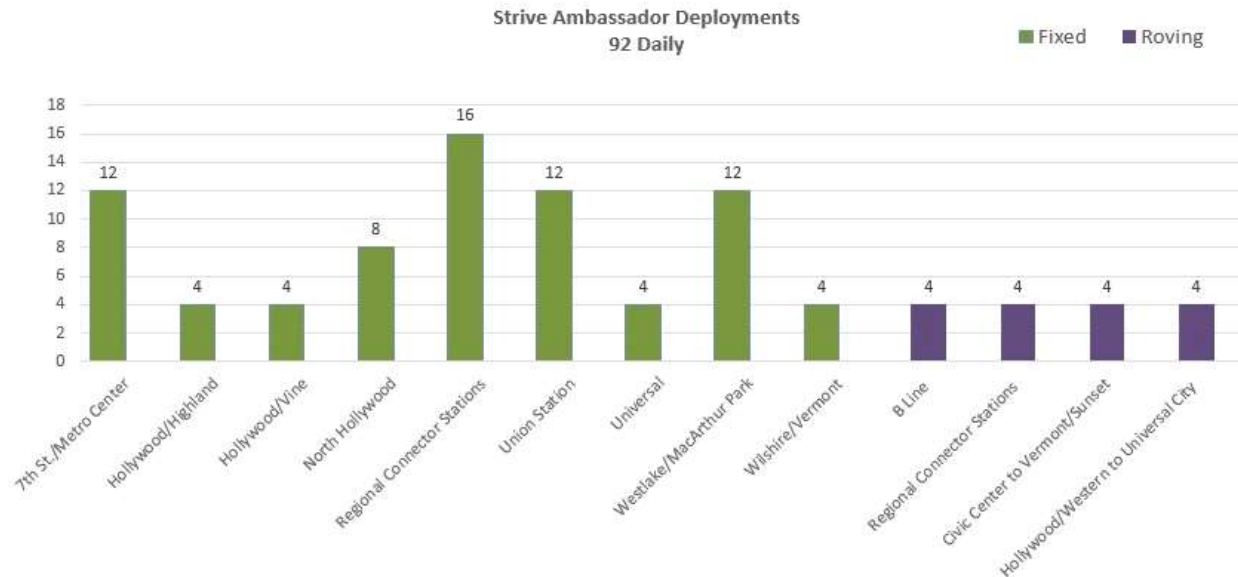
Concurrently, the Metro system experienced acts of significant violence in the spring and summer. As a result, the directed surge efforts of visible uniformed personnel across the system to keep employees and riders safe. Starting in May 2024, the Metro Ambassador Program Team deployed an additional 52 Ambassadors during peak hours across two, 4-hour shifts with the goal of increasing Ambassador visibility at key locations. Staff have successfully deployed, on average, 45 additional Ambassadors daily to remain fixed throughout the system providing more support for riders.

Deploying an additional 52 Ambassadors daily requires funding to cover staffing time of 1,456 hours weekly or about 5,900 hours monthly. If fully staffed, there is an estimated cost of \$325,000 per month for increased Ambassadors during surges. All surge deployments are staffed using overtime (OT), the average OT fully burdened hourly rate is \$55.00 per hour. The total cost for operating the Ambassador Surge from May 2024 through October 2024 was approximately \$1.5M.

- May 2024: \$31,000
- June 2024: \$310,049
- July 2024: \$295,496
- August 2024: \$317,479
- September 2024: \$254,478
- October 2024: \$290,000
- Total: \$1,500,000

Currently, Strive has been tasked with deploying a total of 92 Ambassadors daily, with 72 dedicated

to the B/D Line and 20 dedicated to the A/E Line stations (see chart below for a breakdown of these deployments by fixed versus roving assignments).



Impacts of Ambassador fixed post and Narcan use for fiscal year 2025 (July through present):

- 11 lives saved at Westlake/MacArthur Park station through the administration of Narcan.
- 6 lives saved at 7th Metro Center through the administration of Narcan.
- 3 lives saved at Union Station through the administration of Narcan.
- 8 lives saved at North Hollywood through the administration of Narcan.

Securing additional contract authority for the Strive Well-Being contract is crucial to supporting key Agency safety and customer experience initiatives and support Metro customers.

With continued investment, Metro can ensure that key stations across the system remain fully staffed, allowing for consistent support during peak times and special events without compromising service quality across the system. This will help maintain the progress made in increasing Ambassador visibility and improving the overall transit experience for all riders while Metro works to bring the program in-house.

DETERMINATION OF SAFETY IMPACT

The approval of the recommendation will positively impact the perception of public safety on the transit system. The staff recommendations will allow Metro to continue to manage the Transit Ambassador Pilot Program services. Ambassadors serve as a layer within Metro's overall public safety ecosystem in connection with Metro's system security, law enforcement, crisis response teams, and homeless outreach.

FINANCIAL IMPACT

Upon Board approval of the recommendations, the contract authority for Contract No. PS88001001 will be increased by \$6,500,000 to a NTE amount of \$30,603,235 until the program is brought in-house, and \$1,500,000 will be added to the FY25 Budget under Cost Center 5420, Customer Programs and Services, Project 300040- Rail Operations Management and Admin. and Project 306006- Systemwide Bus Operations Management and Admin.

Since this is a multi-year contract/project, the cost center manager and Chief Customer Experience Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding are operating eligible federal, state, and local resources, which are eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

The Transit Ambassador Pilot Program deployment model assigns additional unarmed staff to work in high need areas, including bus stops/stations and rail stations serving Equity Focus Communities (EFCs), Low-income households, Black, Indigenous, and other People of Color (BIPOC) residents; and Households with no access to a car. In response to growing calls for reforms, the Transit Ambassador Pilot Program emphasizes compassion and a culture of care, treating all transit riders, employees, and community members with dignity and respect.

Most riders agree that seeing Ambassadors on Metro makes them feel safer; this number increases with people of color (Asian/Pacific Islanders - 70%, Hispanics/Latinos - 68%, women - 66%, and households with lower income - 66%; Source - Ambassador Program Survey, July-Aug 2023).

The program also provides opportunities for community engagement with Community Based Organization (CBOs) partners. The current contractors successfully collaborate with local CBOs by assisting in the personal development training to engage with BIPOC, low-income households, people with disabilities, and other marginalized groups and recruiting Ambassadors to ensure a diverse and inclusive workforce. Ambassador recruitment includes outreach to communities of color, individuals with disabilities, older adults, and those facing barriers to employment.

Strive is a Metro-certified Small Business with a history of serving Los Angeles County and has demonstrated their awareness of the Metro transit system.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations will support Vision 2028 Strategic Goal #2 - Deliver outstanding trip experiences for all users of the transportation system and will support the agency's implementation of 2022 Customer Experience Plan Goals - a coordinated, comprehensive Transit Ambassador Program provides a visible Metro safety resource for customers and demonstrates to communities that Metro is investing in improving the quality of commutes via the transit system. A successful Transit Ambassador Pilot Program provides Metro with a flexible workforce of trained, uniformed, unarmed

personnel on the system to welcome back former transit riders to the system and encourage customers to choose transit as they move around LA County.

ALTERNATIVES CONSIDERED

The Board could consider not authorizing Recommendation A, however, , such action would require an immediate reduction of Ambassador deployment across the system as additional riding and fixed teams have been deployed to B and D line stations to support these necessary enhancements. This alternative is not recommended as it is not responsive to Metro's goal to improve the customer experience and provide Motion 26.2 investments in public safety program initiatives.

The Board could consider not authorizing Recommendation B, however there will be a shortfall in the Ambassador Program fiscal 2025 budget.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 7 to Contract No. PS88001001 with Strive Well-Being Inc. to continue to provide Transit Ambassador Pilot Program services while staff transitions the Ambassador Program in-house.

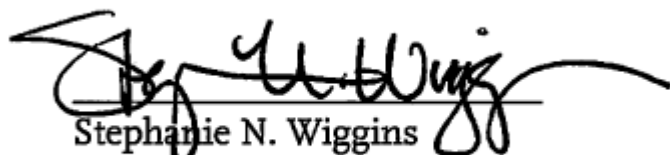
Staff are currently preparing to report to the Board with an Ambassador Program in-house transition plan update in the third quarter of fiscal year 2025.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Metro Ambassador Surge Deployments Summary

Prepared by: Vanessa Smith, Executive Officer, Customer Care, (213) 922-7009
Karen Parks, Senior Director, Special Projects, (213) 922-4612
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim),
(213) 922-4471

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


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TRANSIT AMBASSADOR PILOT PROGRAM/PS88001001

1.	Contract Number: PS88001001			
2.	Contractor: Strive Well-Being Inc.			
3.	Mod. Work Description: Continue Transit Ambassador Pilot Program services through 8/31/25, while staff transitions the Ambassador Program in-house.			
4.	Contract Work Description: Transit ambassador services			
5.	The following data is current as of: 10/9/24			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$15,876,242
	6/23/22			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$8,226,993
	N/A			
	Original Complete Date:		Pending Modifications (including this action):	\$6,500,000
	8/31/25			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$30,603,235
	8/31/25			
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Karen Parks		Telephone Number: (213) 922-4612	

A. Procurement Background

This Board Action is to approve Contract Modification No. 7 issued to continue Transit Ambassador Pilot Program services through August 31, 2025, while staff transitions the Ambassador Program in-house.

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

On June 23, 2022, the Board awarded a three-year base, and two, one-year options, contract to Strive Well-Being Inc. to provide a pilot Transit Ambassador Services Program.

A total of six 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 the firm's fixed unit rates that were established and evaluated as part of the competitive contract awarded in June 2022. The independent cost estimate (ICE) is based on the original negotiated contract rates.

Proposal Amount	Metro ICE	Recommended Amount
\$6,500,000	\$6,500,000	\$6,500,000

CONTRACT MODIFICATION/CHANGE ORDER LOG
TRANSIT AMBASSADOR PILOT PROGRAM/PS88001001

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Retention clause reserved.	Approved	11/21/22	\$0
2	SP-20 Drug Free Workplace Policy added and scope of services revised to include duties and responsibilities for ambassadors, field supervisors and program managers.	Approved	3/14/23	\$0
3	Source naloxone (Narcan) and provide field staff with Narcan training as part of the Transit Ambassador Pilot Program for Year 1 of the base term and increases to commercial liability limits.	Approved	4/17/23	\$26,993
4	Additional ambassador staff to provide coverage at the three new Regional Connector stations.	Approved	2/2/24	\$500,000
5	Continue Transit Ambassador Pilot Program services.	Approved	3/28/24	\$7,200,000
6	Continue Transit Ambassador Pilot Program services.	Approved	10/1/24	\$500,000
7	Continue Transit Ambassador Pilot Program services through 8/31/25 while staff transitions the Ambassador Program in-house.	Pending	Pending	\$6,500,000
	Modification Total:			\$14,726,993
	Original Contract:		6/23/22	\$15,876,242
	Total:			\$30,603,235

DEOD SUMMARY**TRANSIT AMBASSADOR PILOT PROGRAM/PS88001001****A. Small Business Participation**

Strive Well-Being Inc. (Strive), a Small Business (SB) Prime, made a 100% Small Business Enterprise (SBE) commitment on this contract. The project is 89% complete and Strive is meeting the commitment with 100% SBE participation.

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
----------------------------------	-----------------	-------------------------------------	-----------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Strive Well-Being Inc. (SB Prime)	100%	100%
	Total	100%	100%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this Modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$24.54 per hour (\$18.59 base + \$5.95 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

Metro Ambassador Surge Deployments Summary

Starting in May 2024, surge deployments were introduced in phases as indicated below, and teams were redeployed as needed to assist with service disruptions and special events.

Phase 1. Additional 20 Ambassadors daily (began 5/25/2024)

- Cesar Chavez Bus Plaza – 4 additional daily
- A/E Line - Pico Station – 4 additional daily
- E Line – Downtown Santa Monica – 4 additional daily
- E Line - La Cienega/Culver City Stations – 4 additional daily
- North Hollywood – 4 additional daily

Phase 2. Additional 48 Ambassadors daily (began 6/7/2024)

- Cesar Chavez Bus Plaza – 4 additional daily
- A/E Line - Pico Station – 4 additional daily
- E Line – Downtown Santa Monica – 4 additional daily
- E Line - La Cienega/Culver City Stations – 4 additional daily
- North Hollywood – 4 additional daily
- J Line - Harbor Gateway Transit Ctr – 4 additional daily
- Willowbrook/Rosa Parks – 8 additional daily
- C Line - Norwalk Station – 8 additional daily
- C Line – Aviation/LAX – 4 additional daily
- Supervisors - 4 additional daily

Phase 3. Additional 52 Ambassadors daily (began 6/28/2024 - 10/17/2024)

- Cesar Chavez Bus Plaza – 4 additional daily
- A/E Line - Pico Station – 4 additional daily
- E Line – Downtown Santa Monica – 4 additional daily
- E Line - La Cienega/Culver City Stations – 4 additional daily
- E Line - East LA Civic Center – 4 additional daily
- J Line - Harbor Gateway Transit Ctr – 4 additional daily
- Willowbrook/Rosa Parks – 8 additional daily
- C Line - Norwalk Station – 8 additional daily
- C Line – Aviation/LAX – 4 additional daily
- J Line – El Monte Station – 4 additional daily
- Supervisors - 4 additional daily

Transit Ambassador Pilot Program & Services

November 21, 2024



Recommendation

- A. AUTHORIZE the Chief Executive Officer to execute Modification No. 7 to Contract No. PS88001001 with Strive Well-Being Inc. to continue to provide Transit Ambassador Pilot Program services, while staff transitions the Ambassador Program in-house, in the amount of \$6,500,000, increasing the current three-year base Not-to-Exceed (NTE) contract value from \$24,103,235 to \$30,603,235; and
- B. AMEND the FY25 Budget by \$1,500,000 to pay for increased visible presence of Ambassador personnel deployed systemwide from May 2024 – October 2024.

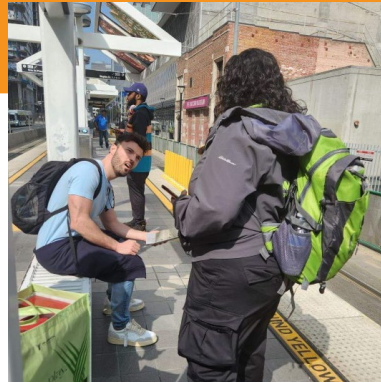
In-House Transition

Progress has been made to bring the Metro Ambassador Program in-house since the Board's October 2023 approval:

- Addressing areas for program improvement including additional training, deployment strategies and communications tools.
- Working with the Chief People Office on steps necessary to bring the Ambassador program in-house, including standard Metro job specifications and a hiring plan
- This process timeline is dependent on ongoing contract negotiations with the labor unions.

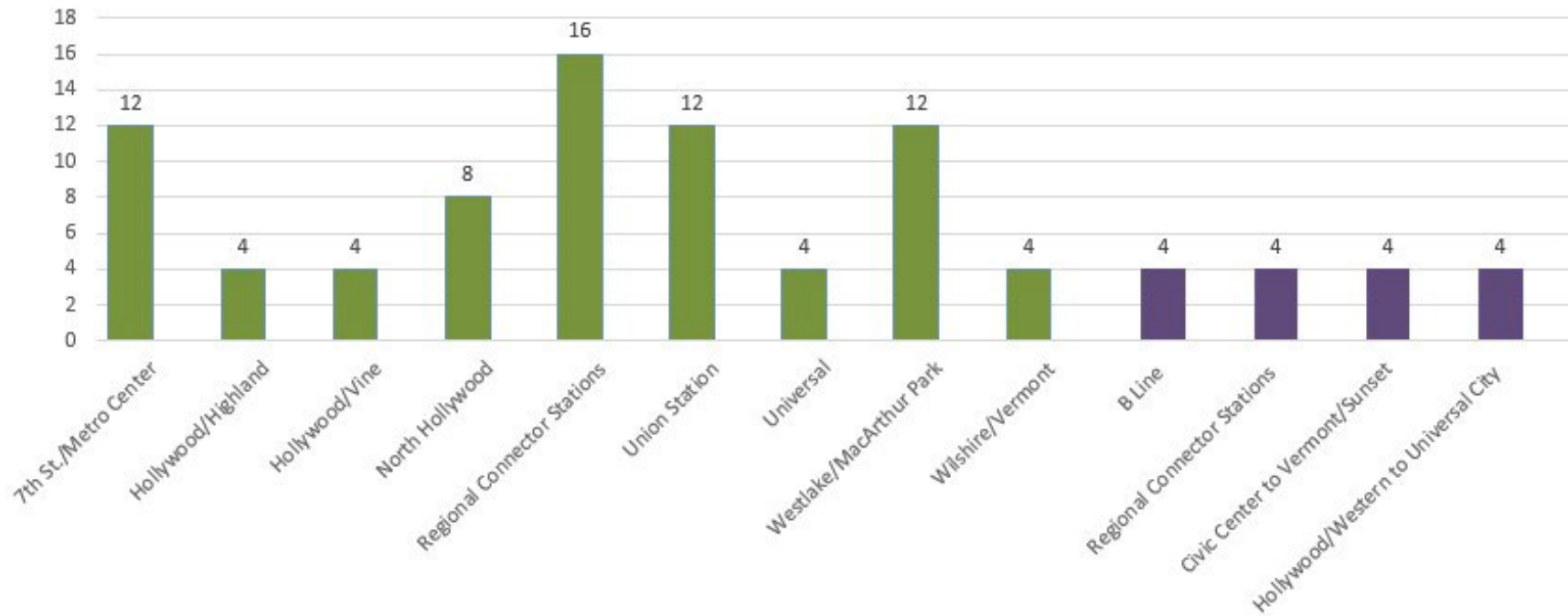
For this reason, Staff requires additional contract authority to keep Strive Ambassadors on the system until negotiations can be completed and the transition can occur. Currently, Strive deploys a total of 92 Ambassadors daily.

Current Strive Deployments



Strive Ambassador Deployments
92 Daily

■ Fixed ■ Roving



Ambassador Surge Operation

Responding to significant acts of violence in the Spring and Summer of 2024, the Ambassadors team conducted a surge of visible uniformed personnel across the system to keep employees and riders safe.

Goal: High Ambassador Visibility

Deployed an additional 52 additional Ambassadors daily during peak times across two 4-hour shift.

Hours:

M – F: two 4-hour shifts.

AM Shift: 6am – 10am (4 hours)

PM Shift: 3pm – 7pm (4 hours)

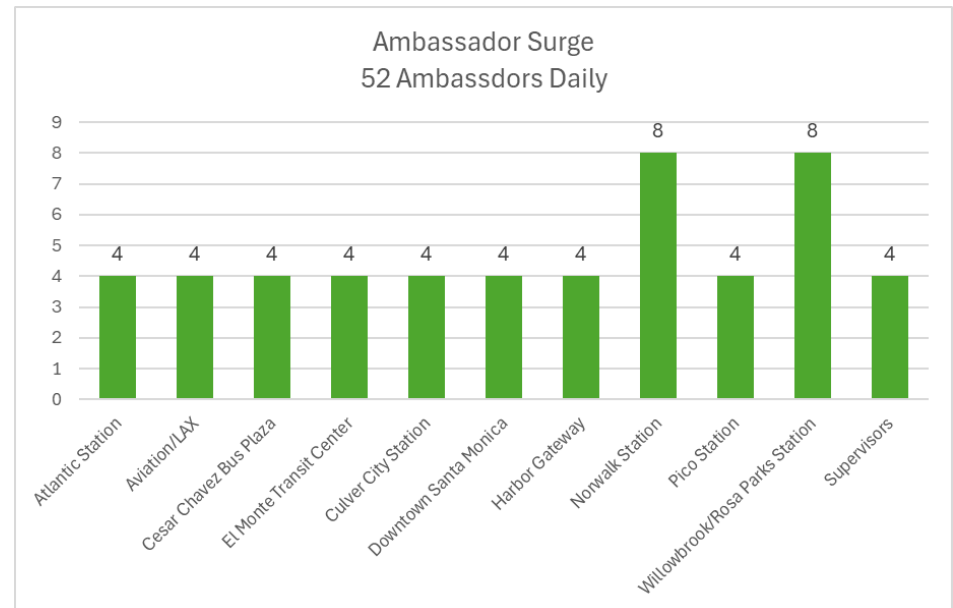
Sat & Sun: two 4-hour shifts.

AM Shift: 7:30am – 11:30am (4 hours)

PM Shift: 3pm – 7pm (4 hours)

Period: May 2024 through October 2024

Cost: \$1.5M beyond the annual Ambassador budget.



FY2025 - Impacts of Fixed Post and Narcan Use

**Westlake MacArthur
Park Station**



11 lives saved at Westlake/MacArthur Park station through administration of Narcan.

**7th Street
Metro Center**



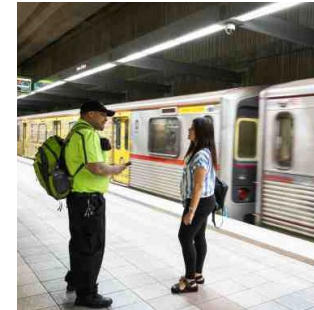
6 lives saved at 7th Metro Center through administration of Narcan.

**Los Angeles
Union Station**



3 lives saved at Union Station through administration of Narcan.

**North Hollywood
Station**



8 lives saved at North Hollywood through administration of Narcan.

Next Steps

Upon Board approval, staff will:

- Execute Modification No. 7 to Contract No. PS88001001 with Strive Well-Being Inc. to continue to provide Transit Ambassador Pilot Program services while staff transitions the Ambassador Program in-house.
- Report to the Board with an Ambassador Program in-house transition plan in the third quarter of FY2025.



Board Report

File #: 2024-0989, File Type: Contract

Agenda Number: 29.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 21, 2024

SUBJECT: METRO MICRO PILOT SERVICES

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943001 for the Metro Micro Contracted Services - North Region to Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc. to provide on-demand Microtransit operations services in the Not-to-Exceed (NTE) amount of \$45,008,012.36 for the three-year base term and \$47,058,021.47 for the three-year option term, for a total combined NTE amount of \$92,066,033.83, effective December 16, 2024, subject to the resolution of all properly submitted protest(s), if any; and
- B. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943002 for the Metro Micro Contracted Services - South Region to Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc. to provide on-demand Microtransit operations services in the NTE amount of \$21,002,472.24 for the three-year base term and \$21,951,012.21 for the three-year option term, for a total combined NTE amount of \$42,953,484.45, effective December 16, 2024, subject to the resolution of properly submitted protest(s), if any.

ISSUE

When initially proposed, the goal for the average cost per ride was \$20-\$25. However, as of September 2023, the average cost per ride was \$42 - more than four times the average cost per ride on the Metro bus system. At \$42 per ride, the program's sustainability becomes a challenge. At its September 2023 meeting, the Board approved the extension of the current Micro Transit contract until March 2025 to allow staff time to move forward with a new operational business model to improve overall performance and support a more sustainable on-demand transit service program. As indicated in the Next Steps of the September 2023 Board report, Metro has developed a new business model for an optimized Microtransit Pilot Program (MTP), with the goal of a more cost competitive solution and efficient operation.

The current MicroTransit contract provides for both customized software services, and operation of

service, with Metro providing the drivers/operators. Under the new model, the software solution and operation of service have been separated into two individual contracts to allow for operational control and financial sustainability. In addition, Metro will no longer be providing the drivers/operators/supervisors. This Board action seeks to obtain approval for contract award for the operation of service only with the contract for the software solution anticipated for award in January 2025.

BACKGROUND

MicroTransit combines technology and operational approaches to provide flexible, on-demand transit service. Passengers using MicroTransit enjoy flexible pick-up and drop-off locations and times. Instead of using a fixed schedule and route for each driver and vehicle, customers seeking to travel within a service zone are matched with drivers using a smartphone application, phone dispatch service, and/or website.

The MTP has faced several challenges, such as an unsuited business model and the impact of COVID-19. Despite these challenges, staff recognized the program's potential benefits and recommended to the Board in September 2023, extending the pilot to more accurately assess its effectiveness. As part of the Board's approval at the same meeting, the Board passed Motion 42 for the MicroTransit Pilot Project (see Attachment A) by Directors Najarian, Butts, Dutra, Hahn, Barger, and Horvath, which highlighted the challenge of achieving the goal of \$20-25 per trip. It also directed specific actions, including optimizing zones, implementing operational changes, increasing marketing efforts, and discontinuing the introductory fare of \$1.00 and integrating existing discount programs with the \$2.50 fare, in order to improve costs towards this target to ensuring program sustainability.

Since October 2023, MTP has implemented continuous improvements through external promotion opportunities, adjustments in zone frequency, and time snapping, as well as internal operational changes to enhance operator availability and reduce overtime costs. These efforts include adjusting the fare to \$2.50 per passenger, increasing vehicle availability and utilizing enhanced software features to monitor and coach operator performance in real time. As a result, the cost per revenue hour decreased by 30%, from \$147 to \$101. Coupled with an increase in ridership, the cost per ride has dropped by 39%, from \$47.74 (June 2023) to \$29.06 as of Q2 FY24.

In order to continue reducing the cost per revenue hour and cost per ride while enhancing availability and reliability, a Side Letter of Agreement was negotiated with SMART-TD in December 2023, allowing for contracted operations of Metro Micro under the new model. In exchange, two contracted bus lines, 167 and 501, were brought in-house, which equates to 44 new full-time SMART operators. In addition, current Metro Micro operators have an expedited path to start training as part-time bus operators at Metro Operations Central Instruction and/or be offered employment opportunities with the new Contractor. Metro Micro AFSCME Supervisors will be able to bid for other positions in bus and rail operations.

Metro issued a new solicitation for the new operating model on April 23, 2024, seeking to meet the KPIs outlined in Motion 42. The current MicroTransit business model includes operation of the

service and customized software services, while Metro provides the drivers/operators. Under the new operating model, the Contractor is responsible for operation of service which includes utilizing their own drivers/operators, while the software services are being procured separately as described below.

DISCUSSION

Under this operation of service contract, the Contractor will be responsible for:

- Drivers/Operators and supervisory staff (Metro will no longer be providing these personnel)
- Vehicles, including maintenance and insurance
- Vehicle storage and operating facility

Staff revised the Metro service area zones, dividing the eight service area zones into two geographical regions, North Region and South Region (see Attachment B). The regions were developed to encourage competition from different operating firms. Under the revised operating model, each region will be serviced by a single service contract for performing vehicle operations and supplying operators to run the service.

Under this new Metro Micro business model (Metro Micro Contract Services), the Contractor will be required to provide the management, operation, supervision, vehicle fleet, fueling and vehicle maintenance/repair, vehicle storage, facility security, vehicle surveillance software and cameras, and fleet operators. The Contractor will also be required to provide recruiting, training, alcohol and drug testing, and certifications for drivers/operators to comply with state, county and federal regulations to operate Metro Micro service. In addition, the Contractor will provide on-site, dedicated management personnel providing oversight of the operations and reporting to Metro staff.

As noted above, this solicitation split Metro's Micro existing eight (8) zones into two (2) geographical regions. The North Region consists of five (5) zones, which are predominantly located in the north-east and north-west areas of Los Angeles County, which include the El Monte Zone, Altadena/Pasadena/Sierra Madre Zone, Highland Park/Eagle Rock/Glendale Zone, North Hollywood/Burbank Zone, and Northwest San Fernando Valley Zone. The South Region consists of three (3) zones that are predominantly located in the southwest area of Los Angeles County, which include: Watts/Compton Zone, LAX/Inglewood Zone and UCLA/Westwood/VA Medical Center Zone. Each region has a contract term of a three-year base term and a three-year option.

In this revised operating model, Metro's direct labor costs for the recruiting and hiring of new drivers/operators and supervisory personnel for the eight microtransit zones have shifted to the Contractor. This results in the first-year combined average (North and South Region) Revenue Service Hour (RSH) rate of \$82.35 as proposed by the recommended proposer for the operations of all eight Metro Micro zones. This represents a savings of \$15.78 (or 16%) compared to the current operating RSH rate of \$98.13 (which excludes the cost for the current software license and support), resulting in an estimated savings of \$3,992,437 in the first year.

As Table 1 - Cost Comparison outlines below, the six other proposals received for this solicitation proposed RSH Rates ranging from \$101.44 to \$147.88, which would be 3% to 50% higher than the

current Micro RSH Rate. Additionally, based on the current Passenger Per Vehicle Hour (PVH) of 3.4 under the new operating model, the combined cost per trip is \$24.77 with this successful proposer, achieving our goal of \$20.00-25.00 per RSH. Based on other proposals received, the range of cost per trip resulted in \$29.84 to \$43.49 which is significantly higher than successful proposer.

Table 1- Cost Comparison

NORTH

	Existing Contract	Nomad	MV	MV (Alternate)	Southland
Best and Final Offers (Base + Option)	N/A	\$92,066,033.83	\$141,758,111.80	\$142,551,286.47	\$112,596,202.34
Revenue Service Hour (RSH) Rate	\$98.13	\$81.62	\$115.30	\$118.34	\$101.44
Cost per Trip	\$29.00	\$24.01	\$33.91	\$34.81	\$29.84

SOUTH

	Existing Contract	Nomad	MV	MV (Alternate)
Best and Final Offers (Base + Option)	N/A	\$42,953,484.45	\$82,911,703.10	\$77,499,048.32
Revenue Service Hour (RSH) Rate	\$98.13	\$83.95	\$147.88	\$137.61
Cost per Trip	\$29.00	\$24.69	\$43.49	\$40.47

RSH Rate based on 1st Year and current Passenger Per Vehicle (PVH) Load 3.4)

*Target Cost per Trip = \$20.00 - \$25.00

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity and meeting Metro's standards by providing as-needed, on-call transit service while providing a proactive approach to maintenance needs to ensure delivery of safe, clean, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Initial funding for these new contracts in the combined amount of \$11,948,563 for the remainder of FY25 is allocated under Cost Center 3595 - Microtransit Operations, Project 309001, Operations Department Strategic Initiatives.

Since these are multi-year contracts, the Executive Officer, Transit Operations - Strategic Initiatives will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes Proposition C 40%. This funding source is eligible for bus operations.

EQUITY PLATFORM

Metro Micro's daily operations aim to increase overall ridership and access to important needs such as employment, education, health care, and basic necessities. The project covers a variety of zones, all of which serve EFCs, and some of which are mostly made up of identified EFCs. Even in zones without a high proportion of EFCs, an evaluation done in 2023 found that the proportion of Metro Micro trips that occur in EFCs is higher in every zone than the proportion of transit trips or overall person-trips. One of the goals of the project was to provide an on-demand service in lower-income areas where the market forces driving for-profit transportation network companies (TNCs) make them less likely to pick up rides despite relatively low car ownership and other indicators of high transit propensity; the high uptake of Metro Micro in EFCs suggests that this aim has somewhat succeeded.

Staff will develop appropriate equity program goals for Metro Micro once results are available from the 2024 On-Board Customer Experience Survey. Staff will compare the results of the 2024 survey with previous surveys and identify any additional program modifications to further Metro's Equity Platform.

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for the North and South Regions for this solicitation. Six of the seven proposals submitted failed to meet the goal, including the recommended proposer Nomad Transit, LLC (Nomad) who made a 0.73% DBE commitment for the North Region and a 0.77% DBE commitment for the South Region.

On August 9, 2024, DEOD notified Circuit Transit and Nomad Transit, LLC that they were determined to be non-responsive for failure to meet the 20% DBE goal, and failure to demonstrate adequate Good Faith Efforts (GFE). Under federal regulations and Metro Administrative Code, proposers that fail GFE evaluations are afforded the opportunity of an administrative reconsideration conducted by Metro's Ethics Department. Both Circuit Transit and Nomad Transit, LLC requested Reconsideration Hearings and the hearings were held on August 21, 2024, and August 26, 2024, respectively.

During their hearings, both Circuit Transit and Nomad Transit, LLC presented evidence to support their position that adequate GFE had been made. Evidence submitted in support of adequate GFE is governed by specific criteria and a process which does not consider, for example, an individual proposer's previously achieved goal (i.e., whether they achieved 1% or 19%) or a proposer's cost estimate. Metro's Ethics Department provided a Reconsideration Officer (RO) to review the requirements of each category, DEOD's initial evaluation, and all forms and evidence submitted by the Proposers.

On September 5, 2024, Metro's RO issued the Reconsideration Hearing Opinions for both Proposers.

In the case of Circuit Transit, the RO determined that Circuit Transit did not demonstrate sufficient

GFE and as such on September 13, 2024, they were notified that they were determined to be non-responsive for failing to meet the DBE goal and not demonstrating that they made sufficient GFE. Circuit Transit was therefore eliminated from further consideration.

In the case of Nomad Transit, LLC, the RO determined that Nomad demonstrated GFE and was deemed to have passed GFE. The Living Wage/Service Contract Worker Retention Policy (LW/SCWRP) is applicable in this contract. Nomad Transit, LLC's proposed hourly rate for Drivers/Operators is \$28.28 and the proposed hourly rate for Mechanics / Maintenance is \$28.00 for the first year with escalating rates for remaining years. The proposed hourly rates exceed Metro's applicable Living Wage rate of \$24.73 by \$3.55 per hour for Drivers/Operators; and exceeds by \$3.27 per hour for Mechanics/ Maintenance. DEOD staff will monitor the overall compliance with the policy.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Micro supports strategic plan goals #1.2 and 2.3: Metro Micro is an investment in a world-class transportation system that is reliable, convenient, and attractive to more customers for more trips. Metro Micro continues to improve customer satisfaction at customer touchpoints by offering an accessible, flexible service that better adapts to customer demand and needs.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendations. This alternative would cease revenue service operations for the communities and neighborhoods that utilize Metro Micro service for essential trips, including:

- Loss of access to transit for nearly 350,000 residents, including in EFCs and first/last mile connections, as currently 19% of Metro Micro customers connect to fixed route transit using the program
- Loss of potential new customers, as 11% of Metro Micro customers are new to Metro
- Loss of a well-liked transit service with a 4.8 out of 5 customer rating

NEXT STEPS

Upon approval by the Board, staff will execute the contracts for the North Region and South Regions, respectively, with Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.

The software services portion of the contract was issued under a separate solicitation, RFP No. PS124278(2) Metro Micro Software Services on September 30, 2024, and expected to go to the Board for approval in January 2025. The software services will provide passengers the ability to book rides and the operator to receive the driving instructions for picking up passengers.

ATTACHMENTS

Attachment A - Motion 42

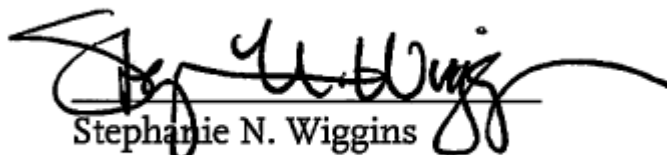
Attachment B - Metro Micro Service Area Zones

Attachment C - Procurement Summary

Attachment D - DEOD Summary

Prepared by: Roxane Marquez, Director Finance & Administration, (213) 922-4147
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 (213) 418-3233
 Debra Avila, Deputy Chief Vendor/Contract Management Officer,
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Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

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

File #: 2023-0638, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING SEPTEMBER 28, 2023

Motion by:

DIRECTORS NAJARIAN, BUTTS, DUTRA, HAHN, AND BARGER

Related to Item 42: MicroTransit Pilot Project - Part B

Launched in 2020, the Micro Transit Pilot Program provides flexible, on-demand transit service in 8 Micro Transit Zones throughout Los Angeles County. The goal of the program includes focusing on the customer experience and ease of use, improving connections to the larger Metro system and local and regional operators by providing improved 1st mile/last mile connections, providing better service where fixed routes performed poorly, as well as addressing inequities in the availability and affordability of on-demand ride-hailing services in communities of color and areas with lower median incomes. The program is a quality option that is safe, clean, and comfortable in areas with more limited transit options, especially in Equity Focused Communities (EFCs).

When initially proposed, the goal for the cost per ride was \$20.00-25.00. The current cost is an average of \$42.00 per ride - more than 4 times the cost per rider on our fixed-route bus lines. At \$42.00 per ride, the program's sustainability becomes a challenge. Ridership performance by zone ranges from a high of just over 500 per day to a low of 115 per day. If the goal is to continue this service, the program must be sustainable and operational changes are necessary.

A driving factor in the cost per ride is Passengers per Vehicle per Hour (PVH). The PVH is based on demand which impacts performance and cost. The PVH program goal is 5-7 riders per vehicle per hour to meet the cost goals of \$20.00-\$25.00 per ride. The current average PVH for the program is 2.5-3.9.

The current request is for a one-year contract extension with an additional 6-month extension, if necessary. Staff is recommending making several operational changes to improve performance and address costs including streamlining operating hours, raising fares to \$2.50, (currently at \$1.00 - lower than Metro's base fare) shifting operating costs to capital costs and discontinuing or curtailing service in low performing zones in June 2024. Factors that need to be considered when discontinuing or curtailing a line should be based on data driven metrics and Key Performance Indicators (KPI) such as: PVH, average daily trips per week, maximum wait time, on-time performance, first/last mile connection rates, vehicle no-shows/excess demand, length of trips, percentage of stand-alone trips, and trips transferring to/from fixed-route services. Additionally, between now and June, information is needed on the characteristics of those zones which perform well and those that do not.

File #: 2023-0638, **File Type:** Motion / Motion Response**Agenda Number:**

SUBJECT: MICROTRANSIT PILOT PROJECT MOTION**RECOMMENDATION**

APPROVE Motion by Directors Najarian, Butts, Dutra, Hahn, and Barger that the Board direct the CEO to:

- A. Return to the Board by June 2024 with the recommendation of which zones are proposed to be discontinued or curtailed and to request the additional 6-month extension. The recommendation should include a thorough analysis of all zones with data driven metrics and KPIs outlined above, including data on demographics, as well as a plan of action that would address how service would be provided in discontinued zones where fixed bus routes were discontinued, and how the cost savings would be reinvested in operations including improving Micro Transit service in the remaining zones. Additionally, a review of the program should be presented which includes key characteristics of high performing and poorly performing zones, and how to increase the number of passengers linking Micro Transit and fixed route service.
- B. Implement those operational changes that could improve performance in low performing zones as soon as possible and increase marketing efforts to bolster community awareness of the program.
- C. Prior to raising fare to \$2.50, report back on the feasibility of incorporating Micro Transit services into the existing discount programs, including but not limited to Low Income Fare is Easy (LIFE), GoPass, Seniors, etc.

HORVATH AMENDMENT:

- A. Report back at six-month intervals with an update on the MicroTransit program, including but not limited to the effectiveness of the proposed cost and performance enhancements and the status of the new solicitation package.
- B. Report back on the feasibility of establishing a \$1.75 rate for riders connecting to other fixed-route Metro services.

This map shows all rail lines, plus CORE SEGMENTS of selected bus lines. Many local bus lines provide further coverage – beyond what's shown here. For more detail, please see individual line maps.

Metro Micro

- Service Zone

Bus Lines

- Metro Bus

Metro Rail & Busway Lines

- Metro Rail Line & Station
- Metro Busway & Station
- Not in Service
- Transfers

Regional Rail Lines & Stations

- MetroLink & Station
- Amtrak & Station
- Transfer Point
- DTLA Inset
- Airport
- Point of Interest

MAY 2022 Subject to Change



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Subject to Change

PROCUREMENT SUMMARY

METRO MICRO CONTRACTED SERVICES/OP122943001 & OP122943002

1.	Contract Number: OP122943001 & OP122943002	
2.	Recommended Vendor: Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc. (North and South Region)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 4/19/2024	
	B. Advertised/Publicized: 4/19/2024	
	C. Pre-Proposal Conference: 5/6/2024	
	D. Proposals Due: 6/17/2024	
	E. Pre-Qualification Completed: 10/23/24	
	F. Ethics Declaration Forms submitted to Ethics: 6/18/2024	
	G. Protest Period End Date: 11/25/2024	
5.	Solicitations Picked up/Downloaded: 98	Bids/Proposals Received: 7
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Dan Nguyen	Telephone Number: (213) 418-3233

A. Procurement Background

This Board Action is to approve the award of Contract No. OP122943001 and Contract No. OP122943002 to Nomad Transit, LLC (a wholly owned subsidiary of Via Transportation, Inc.) for the North and South Regions of the Metro Micro Contracted Services program which will provide the coordination, management, supervision, vehicle fleet, maintenance, fueling, storage, labor and equipment related to the operation of microtransit for LA Metro. Board approval of contract awards are subject to the resolution of properly submitted protest(s), if any.

On April 19, 2024, Request for Proposals (RFP) No. OP122943 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is indefinite delivery/indefinite quantity. Proposers were allowed to submit proposals for either one or both regions.

The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 20% and required a DBE Contracting Outreach and Mentoring Plan (COMP), which requires the selected Contractor(s) to mentor a total of two (2) DBE firms for protégé development.

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

- Amendment No. 1, issued on May 20, 2024, extended the proposal due date and updated critical dates table;
- Amendment No. 2, issued on May 24, 2024, extended the date for providing answers to questions submitted;
- Amendment No. 3, issued on May 29, 2024, clarified insurance requirements, provided an updated link to the Living Wage Policy/Service Contract Worker Retention

Policy, updated Exhibit 2, Schedule of Quantities and Prices for the North and the South regions, revised the Exhibit A, Scope of Services, and updated Exhibit H, Liquidated Damages

A hybrid pre-proposal conference was held on May 1, 2024. There were three in-person participants and 20 virtual participants for a total of 23 participants representing a total of 10 firms. There were 112 questions received, and responses were provided prior to the proposal due date.

A total of 98 firms downloaded the RFP and were included on the planholders list.

The following proposals were received on June 17, 2024, and are listed below in alphabetical order by region.

North Region:

1. MV Transportation, Inc.
2. Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.
3. Southland Transit, Inc.

South Region:

1. MV Transportation, Inc.
2. Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.
3. Circuit Transit Inc.

Alternate (North and South Region Combined):

1. MV Transportation, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's MicroTransit Operations, Maintenance, and Bus Operations groups was convened and conducted a comprehensive technical evaluation of the proposals received.

On June 18, 2024, the PET met to discuss the evaluation process, confidentiality requirements, review information regarding conflicts of interest and receive the evaluation documents.

The RFP required that all proposals would be evaluated first on the minimum qualifications on a pass/fail basis. Any proposer that received a single rating of "fail" for any of the minimum qualifications would be eliminated from further consideration. The minimum qualifications were as follows:

1. Proposer shall have experience on at least three projects providing on-demand rideshare microtransit services, or commercial transit services. At least one of the projects must be for a transit agency with on-demand rideshare or microtransit services.
2. Proposer shall demonstrate that they have at least three years of experience leading an on-demand microtransit project of similar scope utilizing software platform technology.
3. Proposer was the lead on the successful implementation of an on-demand rideshare program that is similar in scope within the last five years.

All proposals met the minimum qualification requirements and were further evaluated according to the following evaluation criteria:

- | | |
|--|------------|
| • Experience and Qualifications of Proposed Team, Organization, and Past Performance | 20 percent |
| • Experience and Qualification of Proposed Key Personnel | 15 percent |
| • Approach to Work and Implementation of the Services | 31 percent |
| • Contractor's Facility | 10 percent |
| • Contracting Outreach and Mentoring Plan | 4 percent |
| • Price Proposal | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar operations procurements. Several factors were considered when developing these weights, giving the greatest importance to the approach to work and implementation of the services.

During the week of July 22, 2024, the evaluation committee conducted virtual interviews with the firms. The firms' key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed each firm's technical proposal with a focus on the day-to-day operations and how the Proposer planned to manage the program. Each team was asked questions regarding key operations roles, driver schedules, flexibility to adjust schedules, and resolution of unexpected challenges.

On August 9, 2024, DEOD notified Circuit Transit and Nomad Transit, LLC that they were determined to be non-responsive for failure to meet the 20% DBE goal, and failure to demonstrate adequate Good Faith Efforts (GFE). Under Metro Administrative Code, proposers that fail GFE evaluations are afforded the opportunity of an administrative reconsideration conducted by Metro's Ethics Department. Both Circuit Transit and Nomad Transit, LLC requested Reconsideration Hearings and the hearings were held on August 21, 2024, and August 26, 2024, respectively.

During their hearings, both Circuit Transit and Nomad Transit, LLC presented evidence to support their position that adequate GFE had been made. Evidence submitted in support of adequate GFE is governed by specific criteria and a process which does not consider, for example, an individual proposer's previously achieved goal (i.e., whether they achieved 1% or 19%) or a proposer's cost estimate. Metro's Reconsideration Officer (RO) reviewed the requirements of each category, DEOD's initial evaluation, and all forms and evidence submitted by the Proposers.

On September 5, 2024, Metro's RO issued the Reconsideration Hearing Opinions for both Proposers.

In the case of Circuit Transit, the RO determined that Circuit Transit did not demonstrate sufficient GFE and as such on September 13, 2024, they were notified that they were determined to be non-responsive for failing to meet the DBE goal and not demonstrating that they made sufficient GFE. Circuit Transit was therefore eliminated from further consideration.

In the case of Nomad Transit, LLC, the RO determined that Nomad demonstrated GFE and was deemed to have passed GFE.

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

North Region:

1. MV Transportation, Inc.
2. Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.
3. Southland Transit, Inc.

South Region:

1. MV Transportation, Inc.
2. Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc.

Alternate (North and South Region Combined):

1. MV Transportation, Inc.

Qualifications Summary of Firms within the Competitive Range:

MV Transportation, Inc. (MV)

MV is one of the largest contracted transportation providers in Los Angeles County. In addition, to four fixed routes that they currently operate for LA Metro, they also operate all of Los Angeles Department of Transportation's (LADOT) system, including microtransit, paratransit, fixed route, and commuter service. Their experience in microtransit specifically includes programs such as Dallas Area Rapid Transit's (DART) GoLink, LADOT's LAnow, Go! Santa Clarita, and ReditRide in Jacksonville, Florida.

Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc. (Via)

Via has over 12 years of experience operating microtransit services and operates over 50 services across the United States. Some of Via's services include some of the world's largest microtransit services including Arlington On-Demand (100+ vehicles), Hannover's *sprinti* (100+ vehicles), Miami-Dade County's MetroConnect (45 vehicles), and King County Metro's MetroFlex (30 vehicles). Via currently delivers over 1.1 million microtransit rides per month.

Southland Transit, Inc. (Southland)

Southland has provided fixed route service to Metro since 2005 and operates services like Metro Micro such as dial-a-ride and ADA paratransit services. Services provided by Southland Transit include ADA/Dial-a-Ride Transportation and Call Center Services for the Riverside Transit Agency (RTA), and Specialized ADA Paratransit Services for Access Services.

Metro began discussions with all firms in the competitive range on September 23, 2024. Meetings were held to discuss firms' technical proposals, clarifications, contract exceptions, and price proposals. These discussions were held to give all proposers, within the competitive range, an opportunity to fully address and meet all of Metro's requirements.

Upon conclusion of the discussions, Metro issued two requests for Best and Final Offers (BAFO) which were then provided to the PET for technical scoring and were reviewed in accordance with the evaluation criteria. The PET reviewed all submitted changes and provided final scoring on October 21, 2024.

At the conclusion of the evaluation process, Via's North and South proposals were determined to be the top ranked proposals for the North and South Regions.

The following is a summary of the PET scores.

North Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Nomad Transit, LLC (Via) - North Region				
3	Experience and Qualifications of Proposed Team, Organization, and Past Performance	84.50	20.00%	16.90	
4	Experience and Qualification of Proposed Key Personnel	80.33	15.00%	12.05	
5	Approach to Work and Implementation of the Services	77.21	31.00%	23.94	
6	Contractor's Facility	91.60	10.00%	9.16	
7	Contracting Outreach and Mentoring Plan	25.00	4.00%	1.00	
8	Price	100.00	20.00%	20.00	
9	Total		100.00%	83.05	1
10	MV Transportation, Inc. - North Region				
11	Experience and Qualifications of Proposed Team, Organization, and Past Performance	85.70	20.00%	17.14	
12	Experience and Qualification of Proposed Key Personnel	90.53	15.00%	13.58	
13	Approach to Work and Implementation of the Services	84.21	31.00%	26.11	
14	Contractor's Facility	90.40	10.00%	9.04	
15	Contracting Outreach and Mentoring Plan	100.00	4.00%	4.00	
16	Price	57.25	20.00%	11.45	
17	Total		100.00%	81.32	2
18	MV Transportation, Inc. - Alternate (North and South Region Combined)				
19	Experience and Qualifications of Proposed Team, Organization, and Past Performance	85.60	20.00%	17.12	
20	Experience and Qualification of Proposed Key Personnel	85.73	15.00%	12.86	
21	Approach to Work and Implementation of the Services	85.95	31.00%	26.64	
22	Contractor's Facility	91.20	10.00%	9.12	
23	Contracting Outreach and Mentoring Plan	100.00	4.00%	4.00	
24	Price	53.85	20.00%	10.77	
25	Total		100.00%	80.51	3

26	Southland Transit, Inc. - North Region				
27	Experience and Qualifications of Proposed Team, Organization, and Past Performance	88.80	20.00%	17.76	
28	Experience and Qualification of Proposed Key Personnel	79.33	15.00%	11.90	
29	Approach to Work and Implementation of the Services	82.56	31.00%	25.59	
30	Contractor's Facility	95.60	10.00%	9.56	
31	Contracting Outreach and Mentoring Plan	50.00	4.00%	2.00	
32	Price	67.50	20.00%	13.50	
33	Total		100.00%	80.31	4

South Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Nomad Transit, LLC (Via) - South Region				
3	Experience and Qualifications of Proposed Team, Organization, and Past Performance	83.90	20.00%	16.78	
4	Experience and Qualification of Proposed Key Personnel	80.33	15.00%	12.05	
5	Approach to Work and Implementation of the Services	77.63	31.00%	24.07	
6	Contractor's Facility	92.40	10.00%	9.24	
7	Contracting Outreach and Mentoring Plan	25.00	4.00%	1.00	
8	Price	100.00	20.00%	20.00	
9	Total		100.00%	83.14	1
10	MV Transportation, Inc. - Alternate (North and South Region Combined)				
11	Experience and Qualifications of Proposed Team, Organization, and Past Performance	85.60	20.00%	17.12	
12	Experience and Qualification of Proposed Key Personnel	85.73	15.00%	12.86	
13	Approach to Work and Implementation of the Services	85.95	31.00%	26.64	
14	Contractor's Facility	91.20	10.00%	9.12	
15	Contracting Outreach and Mentoring Plan	100.00	4.00%	4.00	
16	Price	53.85	20.00%	10.77	
17	Total		100.00%	80.51	2
18	MV Transportation Inc. - South Region				
19	Experience and Qualifications of Proposed Team, Organization, and Past Performance	86.10	20.00%	17.22	
20	Experience and Qualification of Proposed Key Personnel	89.87	15.00%	13.48	
21	Approach to Work and Implementation of the Services	87.11	31.00%	27.00	
22	Contractor's Facility	86.80	10.00%	8.68	

23	Contracting Outreach and Mentoring Plan	100.00	4.00%	4.00	
24	Price	48.95	20.00%	9.79	
25	Total		100.00%	80.17	3

C. Price Analysis

The recommended Not-to-Exceed (NTE) amounts for the North and South Regions have been determined to be fair and reasonable based upon adequate price competition, discussions, negotiations, Best and Final Offers, and Metro's Independent Cost Estimate (ICE).

North Region

	Proposer Name	Proposal Amounts	Metro ICE	Best and Final Offers
1.	Nomad Transit, LLC (Via)(North)	\$95,931,413.77	\$104,597,315.96	\$92,066,033.83
2.	MV Transportation (North)	\$144,162,951.63	\$104,597,315.96	\$141,758,111.80
3.	MV Transportation (Alternate)	\$226,402,097.26	\$104,597,315.96	\$220,050,334.79
4.	Southland Transit	\$128,934,706.50	\$104,597,315.96	\$112,596,202.34

South Region

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offers
1.	Nomad Transit, LLC (Via)(South)	\$44,754,255.57	\$47,482,772.14	\$42,953,484.45
2.	MV Transportation (Alternate)	\$226,402,097.26	\$47,482,772.14	\$220,050,334.79
3.	MV Transportation (South)	\$88,360,335.37	\$47,482,772.14	\$82,911,703.10

The recommended NTE amount of \$92,066,033.83 proposed by Nomad Transit, LLC for the North Region is \$49,692,077.97 less than MV Transportation's North Region proposal, and \$20,530,168.51 less than Southland Transit's North Region proposal.

The recommended NTE amount of \$42,953,484.45 proposed by Nomad Transit, LLC for the South Regions is also \$39,958,218.66 less than MV Transportation's South Region proposal.

Nomad Transit, LLC's combined total proposal amount for the North and South Regions of \$135,019,518.27 is \$85,030,816.52 less than MV Transportation's Alternate Proposal combining the two regions. While the Alternate Proposal submitted by MV Transportation did provide an overall reduction of \$4,619,480.11 from their individual Region proposals, it is 63% higher than Nomad Transit, LLC's proposal and 45% higher than Metro's combined ICE of \$152,080,088.10.

D. Background on Recommended Contractor

The recommended firm, Nomad Transit, LLC, a wholly owned subsidiary of Via Transportation, Inc., is headquartered in New York, NY and has been in business for 12 years. As a leader in

the microtransit industry, Via has launched over 50 services in North America. Services currently in operation for similar transit agencies are the Metro Flex program for King County Metro in Seattle, WA, UTA On-Demand for the Utah Transit Authority, and MetroConnect for Miami-Dade County. Via previously provided LA Metro a service called Mobility-On-Demand as a pilot project beginning in 2018, and performance was satisfactory.

DEOD SUMMARY

METRO MICRO CONTRACTED SERVICES / OP122943001 & OP122943002

A. Small Business Participation – North Region

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for the North region on this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Nomad Transit, LLC (Nomad) made a 0.73% DBE commitment. In accordance with the DBE Program Regulation, 49 Code of Federal (CFR) Part 26.53, to be considered responsive, Proposers must document enough DBE participation to meet the goal and if the commitment is less than the stated goal, submit evidence of adequate good faith efforts (GFE) to meet the goal.

DEOD evaluated Nomad's GFE documentation based upon the GFE standards and determined that actions undertaken by Nomad were not sufficient to demonstrate adequate GFE to meet the DBE goal. In line with 49 CFR Part 26, Proposers that do not pass GFE are afforded the opportunity for due process. A Reconsideration Hearing was held with Metro's independent Reconsideration Official (RO) who resides within Metro's Ethics Department. The RO determined that Nomad demonstrated GFE and was deemed to have passed GFE for the North region.

Small Business Goal	20% DBE	Small Business Commitment	0.73%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Islas Tires, Inc.	Hispanic American	0.60%
2.	Modern Times, Inc.	Hispanic American	0.13%
Total Commitment			0.73%

B. Small Business Participation – South Region

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for the South region on this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Nomad Transit, LLC (Nomad) made a 0.77% DBE commitment.

DEOD evaluated Nomad's GFE documentation based upon the GFE standards and determined that actions undertaken by Nomad were not sufficient to demonstrate adequate GFE to meet the DBE goal. In line with 49 CFR Part 26, Proposers that do not pass GFE are afforded the opportunity for due process. A Reconsideration Hearing was held with Metro's independent Reconsideration Official (RO) who resides within Metro's Ethics Department. The RO determined that Nomad demonstrated GFE and was deemed to have passed GFE for the South region.

Small Business Goal	20% DBE	Small Business Commitment	0.77%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Islas Tires, Inc.	Hispanic American	0.58%
2.	Modern Times, Inc.	Hispanic American	0.19%
Total Commitment			0.77%

C. Contracting Outreach and Mentorship Plan (COMP)2

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development two (2) DBE firms for Mentor-Protégé development.

Nomad submitted a COMP with its proposal for review and approval. Nomad listed (2) DBE firms for protégé development: Islas Tires, Inc. (DBE), and Modern Times, Inc. (DBE).

D. 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.

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. For the Metro Micro Contracted Services contract, the Operators (Drivers) and Mechanics positions will be covered under the LW/SCWRP. Nomad's proposed hourly workforce rates of \$28.28 for Operators and \$28.00 for Mechanics/Maintenance exceeds Metro's current living wage rate.

Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid, at minimum, the current Living Wage rate of \$24.73 per hour (\$18.78 base + \$5.95 health benefits), including yearly increases. The increase may be up to 3% of the total wage annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

F. Prevailing Wage Applicability

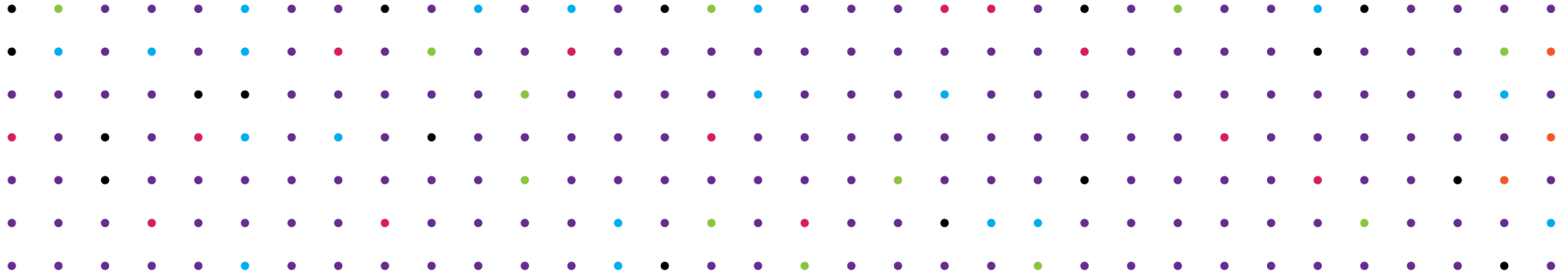
Prevailing Wage is not applicable to this contract.

G. Project Labor Agreement/Construction Careers Policy

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

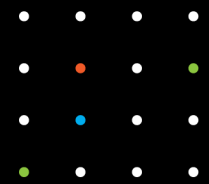
STRATEGIC INITIATIVES

METRO MICRO PILOT SERVICES



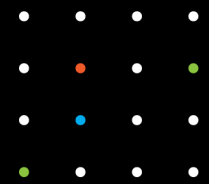
Operations, Safety, & Customer Experience Committee Meeting
November 21, 2024

RECOMMENDATION



- A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943001 for the Metro Micro Contracted Services - North Region to Nomad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc. to provide on-demand microtransit operations services in the not-to-exceed (NTE) amount of \$45,008,012.36 for the three-year base term, and \$47,058,021.47 for the three-year option term, for a total combined NTE amount of \$92,066,033.83, effective December 16, 2024, subject to the resolution of properly submitted protest(s), if any; and
- B. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. OP122943002 for the Metro Micro Contracted Services - South Region to Nomad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc. to provide on-demand microtransit operations services in the not-to-exceed (NTE) amount of \$21,002,472.24 for the three-year base term, and \$21,951,012.21 for the three-year option term, for a total combined NTE amount of \$42,953,484.45, effective December 16, 2024, subject to the resolution of properly submitted protest(s), if any; and

ISSUE AND PROCUREMENT



ISSUE

The current MicroTransit Pilot Program – Part B contract was awarded in 2020 and will be expiring on March 31, 2025.

This Board action seeks to obtain approval for contract award for the Service Operations of the Metro Micro services contract for a new MicroTransit program called Metro Micro Contracted Services.

NUMBER OF PROPOSALS RECEIVED

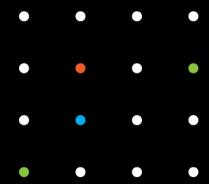
7 Proposals from 4 Firms (North-3 proposals, South-3 proposals, Alternate-1 proposal) (1 proposal determined to be non-responsive)

AWARDEE

Nomad Transit LLC, a wholly owned subsidiary of Via Transportation, Inc. for both North and South Regions

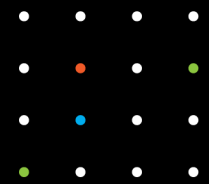


BACKGROUND



- September 2023, Board issued Motion 42 directing actions to reduce cost per passenger trip to \$20-\$25
- Metro Staff addressed operational changes in response to Motion 42:
 - Optimizing Zone Changes
 - Increased marketing efforts
 - Discontinue Introductory \$1.00 Fare/ Raise to \$2.50
 - Increase vehicle availability
 - Enhancing Software Features
- As a result of operational changes, cost per trip dropped by 39% from \$47.74 to \$29.06 in Q2 FY24
- Negotiated agreement with SMART-TD to contract out operation of service to continue cost reductions

METRO MICRO OPERATING MODEL



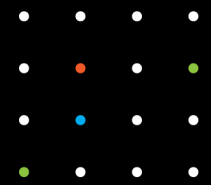
Services	Current Model		New Model	
	Metro	Contractor	Metro	Contractor
Microtransit On-Demand Software *		X		Separate Contract
Vehicle Fleet		X		X
Vehicle Insurance		X		X
Vehicle Wraps		X		X
Vehicle Surveillance Cameras/Software		X		X
Vehicle Maintenance, Fuel, Cleaning		X		X
Vehicle Storage and Operation Facilities		X		X
Marketing		X	X	
Service Delivery Supervision	X			X
Service Delivery Operator	X			X
Operations Management	X			X
Contract Oversight	X		X	
Revenue service Hour rate (excluding Software)	\$98.13		\$82.35	
Cost per Passenger (Trip) based on 3.4 PVH	\$28.46		\$24.22	



Metro

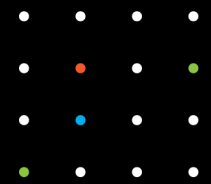
*Software Services being procured under a separate solicitation

PROCUREMENT EVALUATION (NORTH REGION)



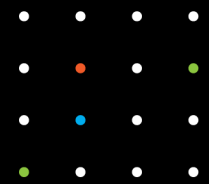
Evaluation Criteria	Max. Points	Nomad	MV	MV Alternate*	Southland
Experience and Qualifications of Proposed Team, Organization, and Past Performance	20	16.90	17.14	17.12	17.76
Experience and Qualifications of Proposed Key Personnel	15	12.05	13.58	12.86	11.90
Approach to Work and Implementation of the Services	31	23.94	26.11	26.64	25.59
Contractor's Facility	10	9.16	9.04	9.12	9.56
Contract Outreach and Mentoring Plan	4	1.00	4.00	4.00	2.00
Price	20	20.00	11.45	10.77	13.50
Total Score	100	83.05	81.32	80.51	80.31
Best and Final Offers (Base + Options)		\$ 92.06M	\$ 141.75M	\$ 220.05M	\$ 112.59M
DBE Commitment	Goal 20%	0.73%	12.96%	17.52%	5.07%
	Passed GFE	Y	Y	Y	Y

PROCUREMENT EVALUATION (SOUTH REGION)



Evaluation Criteria	Max. Points	Nomad	MV Alternate*	MV
Experience and Qualifications of Proposed Team, Organization, and Past Performance	20	16.78	17.12	17.22
Experience and Qualifications of Proposed Key Personnel	15	12.05	12.86	13.48
Approach to Work and Implementation of the Services	31	24.07	26.64	27.00
Contractor's Facility	10	9.24	9.12	8.68
Contract Outreach and Mentoring Plan	4	1.00	4.00	4.00
Price	20	20.00	10.77	9.79
Total Score	100	83.14	80.51	80.17
Best and Final Offers (Base + Options)		\$ 42.95M	\$ 220.05M	\$ 82.91M
DBE Commitment	Goal 20%	0.77%	17.52%	23.63%
	Passed GFE	Y	Y	N/A*

METRO MICRO DEOD SUMMARY



DBE GOAL REQUIREMENT

- DBE GOAL: 20%
- A Total of 7 Proposals Submitted by 4 Firms
- Out of 7 Proposals:
 - 1 Proposal Achieved DBE Goal
 - 3 Proposals Passed GFE
 - Remaining 3 Proposals did not pass GFE and requested a review through a Reconsideration Hearing
 - Reconsideration Hearings are conducted by Ethics Office
- Reconsideration Officer (RO), as a part of Metro's Ethics Department, determined:
 - 2 Proposals Passed GFE (Nomad LLC)
 - 1 Proposal Failed GFE (Circuit)

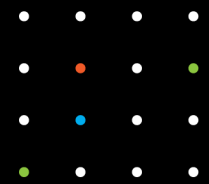
LIVING WAGE REQUIREMENT

- Nomad LLC proposed Labor Rates Exceeds LW Hourly Rate by \$3.55 for Drivers/Operators and \$3.27 for Mechanics
- Current Microtransit Operators have opportunity: Apply with Contractor at slightly higher wage rate; or transfer to bus/rail operations



Metro

METRO MICRO CONTRACTED SERVICES



North Region

	Existing Contract	Nomad	MV	MV (Alternate)	Southland
Best and Final Offers (Base + Option)	N/A	\$92,066,033.83	\$141,758,111.80	\$142,551,286.47	\$112,596,202.34
Revenue Service Hour (RSH) Rate	\$98.13	\$81.62	\$115.30	\$118.34	\$101.44
Cost per Trip	\$29.00	\$24.01	\$33.91	\$34.81	\$29.84

South Region

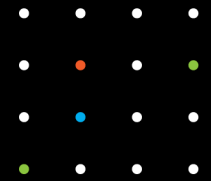
	Existing Contract	Nomad	MV	MV (Alternate)
Best and Final Offers (Base + Option)	N/A	\$42,953,484.45	\$82,911,703.10	\$77,499,048.32
Revenue Service Hour (RSH) Rate	\$98.13	\$83.95	\$147.88	\$137.61
Cost per Trip	\$29.00	\$24.69	\$43.49	\$40.47

1st Year RSH Rate. (Based on current Passenger Per Vehicle (PVH) Load 3.4)

*Target Cost per Trip = \$20.00 - \$25.00



METRO MICRO CONTRACTED SERVICES



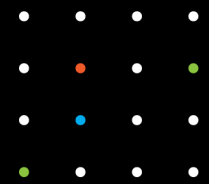
Total Contract Costs

						ESTIMATED REDUCTION			
CONTRACT YEAR	NORTH REGION	SOUTH REGION	NEW ANNUAL COMBINED RSH RATE**	COMBINED COST PER PASSENGER*	YEARLY CONTRACTS TOTAL	CURRENT RSH RATE	EST. COST PER PASSENGER	ANNUAL EST. RSH RATE REDUCTION (DIFFERENCE)	ANNUAL EST. REDUCTIONS
Base Year 1	\$14,203,191.94	\$6,631,555.74	\$82.35	\$24.22	\$20,834,747.68	\$98.13	\$28.86	\$15.78	\$3,992,436.71
Base Year 2	\$14,589,705.71	\$6,803,907.79	\$84.56	\$24.87	\$21,393,613.50	\$100.29	\$29.50	\$15.73	\$3,980,657.21
Base Year 3	\$15,174,354.76	\$7,076,579.61	\$87.95	\$25.87	\$22,250,934.37	\$103.52	\$30.45	\$15.58	\$3,940,639.19
BASE TERM TOTAL (NORTH & SOUTH)					\$64,479,295.55	BASE TERM REDUCTION			\$11,913,733.11
Option Year 1	\$15,075,770.67	\$7,032,365.85	\$87.38	\$25.70	\$22,108,136.52	\$102.85	\$30.25	\$15.46	\$3,912,164.03
Option Year 2	\$15,678,024.16	\$7,313,266.23	\$90.87	\$26.73	\$22,991,290.39	\$106.80	\$31.41	\$15.92	\$4,028,550.46
Option Year 3	\$16,304,226.64	\$7,605,380.13	\$94.50	\$27.80	\$23,909,606.77	\$111.06	\$32.66	\$16.56	\$4,188,906.41
OPTION TERM TOTAL (NORTH & SOUTH)					\$69,009,033.68	OPTION TERM REDUCTION			\$12,129,620.90
Start-Up Costs	\$1,040,759.95	\$490,429.10			\$1,531,189.05				
TOTAL CONTRACT COSTS	\$92,066,033.83	\$42,953,484.45			\$135,019,518.28	TOTAL EST. REDUCTION			\$24,043,354.01

*Based on current Passenger Per Vehicle (PVH) Load 3.4

**Revenue Service Hours of 253,003 (combined) remain the same for new contract

METRO MICRO CONTRACTED SERVICES



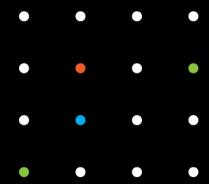
Contract Performance Requirements

Key Performance Indicator (KPI)	Target
In-Service On-Time Performance (ISOTP)*	≥ 85%
Abandoned Rides*	0
Validated Complaints per 10,000 Boardings*	≤ 50
Mean Miles Between Mechanical Failures (MMBMF)*	≥ 5,000
Average Passenger Wait Time*	≤ 15 Minutes
Preventable Traffic Accidents per 10,000 Odometer Miles*	≤ 3.0
Non-collision passenger incidents per 1,000 boardings*	≤ 1.0
Passengers per Revenue Service Vehicle Hour (PVH)	Depends on Zone, see Table
Combined Cancellation and No-Show Rate	≤ 37%



Metro

METRO MICRO CONTRACTED SERVICES



Contract Performance Requirements

Passengers Per Revenue Service Vehicle Hour (PVH)			
North Region Service Zones			
Zone		Minimum	Goal
		75% of FY24 Q2 Weekday Average	125% of FY24 Q2 Weekday Average
z4	El Monte	2.39	3.99
z5	North Hollywood/Burbank	2.16	3.6
z6	Highland Park/Eagle Rock/Glendale	2.55	4.25
z7	Altadena/Pasadena/Sierra Madre	2.96	4.94
z8	Northwest San Fernando Valley	3.43	5.71
South Region Service Zones			
Zone		Minimum	Goal
		75% of FY24 Q2 Weekday Average	125% of FY24 Q2 Weekday Average
z1	Watts/Compton	2.19	3.65
z2	LAX/Inglewood	2.61	4.35
z9	UCLA/Westwood/VA Medical Center	2.44	4.06



Metro