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Agenda - Final

Thursday, January 26, 2023

10:00 AM

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

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

Stephanie Wiggins, Chief Executive Officer

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

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

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

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.

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

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

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Board Meeting begins at 10:00 AM Pacific Time on January 26, 2023; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 26 de Enero de 2023. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 14, 18, 21, 22, 23, 27, 28, 30*, and 36.

*Item requires two-thirds vote of the Board.

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

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

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2023-0032

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2023-0033

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

19. SUBJECT: END OF LINE POLICY MOTION RESPONSE 2022-0744

RECOMMENDATION

RECEIVE AND FILE a status report on the End of Line Policy evaluation.

Attachments: Attachment A - End of Line Policy Motion
Attachment B - SOP 52
Attachment C - LA County Motion - Improve Homeless Response
Presentation

37. SUBJECT: AMENDMENT TO THE CUSTOMER CODE OF CONDUCT MOTION 2023-0043

RECOMMENDATION

APPROVE Motion by Directors Najarian, Butts, and Barger that:

A. Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority (“Metro”) Administrative Code (the “Code”), otherwise known as the Metro Customer Code of Conduct, be amended

to clarify that the use and sale of illegal drugs is prohibited on the Metro system and subject to immediate ejection, and possible fine and exclusion, consistent with other prohibited activity as provided for in the fine schedule of the Code, in addition to any criminal or other civil penalties that might apply.

B. The Communications Department take steps to inform the riding public that Metro has a policy prohibiting the use or sale of illegal drugs on the Metro; and

C. The System Security and Law Enforcement Department include in its top priorities the enforcement of this prohibition against use or sale of illegal drugs on Metro's system.

D. The Operations Department shall work with all other departments in Metro, law enforcement, and other agencies including substance abuse and addiction recovery partners to take steps to promote awareness, compliance, and enforcement of this prohibition.

E. The System Security and Law Enforcement Department will report back to the board in 60 days on the implementation of this directive.

38. SUBJECT: WESTBOUND SR-91 ALONDRA BOULEVARD TO SHOEMAKER AVENUE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY 2022-0759

RECOMMENDATIONS

CONSIDER:

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

B. ADOPTING the Resolutions of Necessity authorizing the commencement of an eminent domain action to acquire a partial fee interest ("Fee") and a 48-month Temporary Construction Easement ("TCE") from the property located at 12611 Artesia Boulevard, Cerritos, CA, APN: 7030-001-048, CPN: 81510-1, -2, -3, -4 and a 48 -month TCE from the property located at 12651 Artesia Boulevard, Cerritos, CA, APN: 7030-001-049, CPN: 81511-1. The above listed requirements are collectively identified as the "Property Interests" as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

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

END OF NON-CONSENT

39. SUBJECT: CLOSED SESSION 2023-0042

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

- Harley Potts v. LACMTA, Case No. 20STCV24749

B. Conference Regarding Potential Threats to Public Safety or Facilities G.C. 54957

- Consultation with MTA Chief Safety Officer, Gina Osborn or designees and related security representatives

CONSENT CALENDAR

2. SUBJECT: MINUTES 2023-0034

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 1, 2022 and the Special Board Meeting held January 4, 2023.

Attachments: Regular Board Meeting MINUTES - December 1, 2022
Special Board Meeting MINUTES - January 4, 2023
December 2022 Public Comments

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

5. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 2022-0824

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of $17,958,254, increasing the total current contract value from $17,556,103 to $35,514,357 and extend the period of performance from February 28, 2023 to June 30, 2024.

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

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

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - ARROYO VERDUGO SUBREGION 2022-0737

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional $3,537,374 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Projects, as shown in Attachment A;

2. Programming of an additional $8,848,631 within the capacity of Measure M MSP - Transit Projects, as shown in Attachment B;

3. Reprogramming of one previously awarded project in the Measure M MSP - Active Transportation Projects, as shown in Attachment C;

4. Inter-program borrowing and programming of $1,000,000 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Projects to the Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Projects, as shown in Attachment D; and

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

Attachments: Attachment A - Modal Connectivity and Complete Streets Project List
Attachment B - Transit Project List
Attachment C - Active Transportation Project List
Attachment D - Highway Efficiency Noise Mitigation and Arterial Project List

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

7. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT 2022-0838

RECOMMENDATION

CONSIDER:

A. APPROVING the Transportation Communication Network (TCN) Project;

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;

C. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact;
   2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Attachments: Attachment A - Locations
Attachment B - Findings of Fact
Attachment C - Mitigation Monitoring and Reporting Program
Attachment D - Notice of Determination
Presentation

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

8. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE 2022-0576

RECOMMENDATION

CONSIDER:

A. APPROVING $18,928,000 in additional programming and funding changes within the capacity of the Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):

- Las Virgenes Malibu Operational Improvements
- Gateway Cities I-605 Corridor "Hot-Spots" Interchange Improvements
- Gateway Cities I-710 South Early Action
- North Los Angeles County SR-138 Safety Enhancements
- North Los Angeles County I-5/SR-14 Safety Enhancements
- South Bay I-405, I-110, I-105 & SR-91 Improvements

B. APPROVING the deobligation of $26,892,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects;

C. DELEGATING the Chief Executive Officer or their designee the authority to:

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

2. Administratively extend funding agreement lapse dates for Measure R funding agreements to meet environmental, design, right-of-way, and construction time frames; and

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

Attachments: Attachment A - Projects Receiving Measure R Funds

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

9. SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT 2022-0805

RECOMMENDATION

APPROVE the funding agreement with the San Gabriel Valley Council of Governments in the amount of $293,590,000 for the State Route (SR) -57/SR-60 construction phase.

Attachments: Attachment A - Funding and Expenditure Plan

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

10. SUBJECT: STATE OF CALIFORNIA ASSEMBLY BILL 180 GRANT APPLICATIONS 2022-0847

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a report on Metro's upcoming applications for funding appropriated by Assembly Bill (AB) 180 to the California State Transportation Agency (CalSTA) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 and High-Priority Grade Crossing Improvement and Separation Projects as prioritized in Attachment A;

B. APPROVING the programming and expenditure of $8.5 million of

Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan to be repurposed as a local match for a TIRCP Cycle 6 grant application to be submitted by the High Desert Corridor Joint Powers Authority (HDCJPA) and to leverage other state and federal funds for advancing HDMC project needs; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement, pursuant to the December 2022 Board motion (File #2022-0830) to submit the project as a candidate for the TIRCP Project Development Reserve funding.

Attachments: Attachment A - Proposed Projects for California AB 180 Grant Applications
Attachment B - Major Metro Projects Ineligible for Project Dev. Reserve Grants
Presentation

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

11. SUBJECT: METROLINK ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS 2022-0772

RECOMMENDATION

CONSIDER:

A. EXECUTING a Funding Agreement (FA) with the Southern California Regional Rail Authority (SCRRA) in the amount of $16,563,581 for final design services for the Antelope Valley Line - Capital and Service Improvements Project (Project) to a 60% design level; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all agreements necessary to implement the Project.

Attachments: Attachment A - TIRCP Grant & Programming of Funds for AVL Cap. & Srv Imp.
Attachment B - NCTC Letter of Intent to Commit Addtl. MSP Funds April 2023
Presentation

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

14. SUBJECT: LEASE AGREEMENT OPTION WITH ANDY AZAD 2002 IRREVOCABLE TRUST FOR A LOGISTICS WAREHOUSE LOCATED AT 2950 E. VERNON AVENUE IN VERNON 2022-0625

RECOMMENDATION

AUTHORIZE the Chief Executive Officer ("CEO"), or their designee, to execute a five-year option to extend the existing lease agreement with Andy Azad 2002 Irrevocable Trust ("Landlord") for the use of 44,964 rentable square feet ("RSF") of warehouse and office space located at 2950 East Vernon Avenue in Vernon ("Vernon Warehouse"), commencing August 1, 2023, at a monthly rental rate of $46,391.78 with fixed annual increases of approximately three percent (3%) for a total of $2,955,603 over the five-year option term. The annualized rental rate over the initial term, including the option increases the total amount of the lease from $2,189,247 to $5,144,850.

Attachments: Attachment A - Location Map
Attachment B - Rental Rate Survey
Attachment C - Rent Schedule

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

18. SUBJECT: INGLEWOOD TRANSIT CONNECTOR PROJECT 2022-0834

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to enter into a Master Cooperative Agreement with the City of Inglewood (the "COI") for the Inglewood Transit Connector Project (the "Project").

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

21. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION 2022-0827

RECOMMENDATION

APPROVE a long-term advertising purchase for up to 12 months at Culver City Station from HBO, generating an estimated $484,000 in net revenues for Metro. This is not a title sponsorship and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.

Attachments: Attachment A - Commercial Sponsorship and Adoption Policy
Attachment B - System Advertising Policy
Attachment C - HBO Advertising-Culver City Station

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

22. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - INCREASE TO GANNETT FLEMING, INC., CONTRACT MODIFICATION AUTHORITY 2022-0836

RECOMMENDATION

AUTHORIZE:

A. an increase in the contract modification authority (CMA) for Contract AE58083E0129 with Gannet Fleming, Inc, in the not-to-exceed amount of $25,985,967, thus increasing the current not-to-exceed CMA amount from $12,394,970 to a new CMA amount not-to-exceed $38,380,937, thereby increasing the contract value to $111,863,617 should all modifications be executed; and

B. the Chief Executive Officer to negotiate and execute any contract modifications within and up to the authorized total CMA amount.

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

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

23. SUBJECT: PROGRAM CONTROL SUPPORT SERVICES 2022-0718

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD AND EXECUTE a cost reimbursable fixed fee contract, Contract No. PS89856, to Kal Krishnan Consulting Services/Triunity Engineering and Management, a DBE Prime Joint Venture, for Program Control Support Services for a term of five (5) years for a not-to-exceed amount of $85,000,000, plus two one-year options for an amount not-to-exceed $38,0000,000, resulting in a total not-to-exceed amount of $123,000,000 through Fiscal Year 2030, with a not-to-exceed funding amount of $50,000,000 for the first three years of the contract, subject to resolution of any properly submitted protest; and

B. EXECUTE individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Anticipated Projects
Presentation

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

27. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES 2022-0717

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP917120008370 to Los Angeles Glass Company Inc. for systemwide glass replacement and installation service. The contract three-year base term not-to-exceed amount is $3,544,842, effective March 1, 2023, subject to resolution of protest(s), if any.

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

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

28. SUBJECT: DISABILITY INTERACTIVE PROCESS/REASONABLE ACCOMMODATION SERVICES 2022-0837

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a four-year, firm fixed unit rate Contract No. PS92829000 to Shaw HR Consulting, Inc. to provide support with the administration of Metro's Disability Interactive Process for an amount not-to-exceed $1,122,000 for the two-year base term, plus $561,000 each for the two, one-year option terms, for a combined not-to-exceed amount of $2,244,000, subject to the resolution of any timely protest(s), if any.

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

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

30. SUBJECT: NEW BATTERY-ELECTRIC BUS PROCUREMENT 2020-0637

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the acquisition of new Battery Electric Buses (BEBs) and supporting Charging Infrastructure.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

36. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY 2023-0035

RECOMMENDATION

CONSIDER making the following findings:

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

A. In accordance with AB 361 Section 3(e)(3), California Government Code Section 54953(e)(3), the Metro Board has reconsidered the circumstances of the State of Emergency due to the COVID-19 pandemic, and that the State of Emergency remains active; and

B. In accordance with AB 361 Section 3(e)(3), California Government Code Section 54953(e)(3), the state of emergency continues to directly impact the ability of the members to meet safely in person.

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

SUBJECT: GENERAL PUBLIC COMMENT 2023-0036

RECEIVE General Public Comment

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

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

Adjournment

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

Metro

Board Report

File #: 2023-0033, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
JANUARY 26, 2023

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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Report by the CEO
Item #4



Metro

CHIEF EXECUTIVE OFFICER

January 2023

Extreme Weather Impacts





Metro

CHIEF EXECUTIVE OFFICER

January 2023

White House Roundtable on Lowering Infrastructure Costs



Metro

CHIEF EXECUTIVE OFFICER

January 2023

Metro Tours the Hilda L. Solis Care First Village





Metro

CHIEF EXECUTIVE OFFICER

January 2023

Outreach in the San Fernando Valley and Westwood









Metro

CHIEF EXECUTIVE OFFICER

January 2023

Partnership with the Port of LA







Metro

CHIEF EXECUTIVE OFFICER

January 2023

January & February TAP Cards and Cultural Commemorations

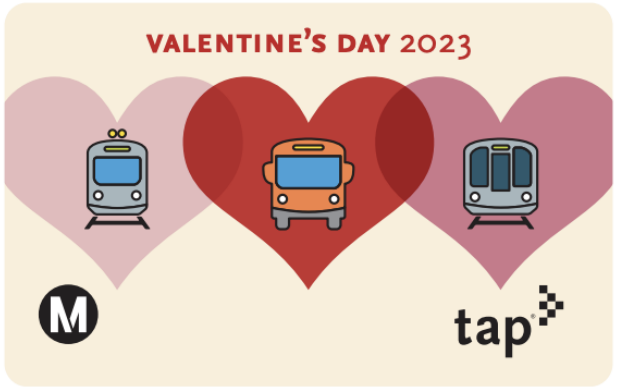




Lunar New Year
TAP Cards on Sale now
at TVMs & Metro Customer Centers



Black History Month
TAP Cards on Sale
February 4 at TVMs & Metro Customer Centers



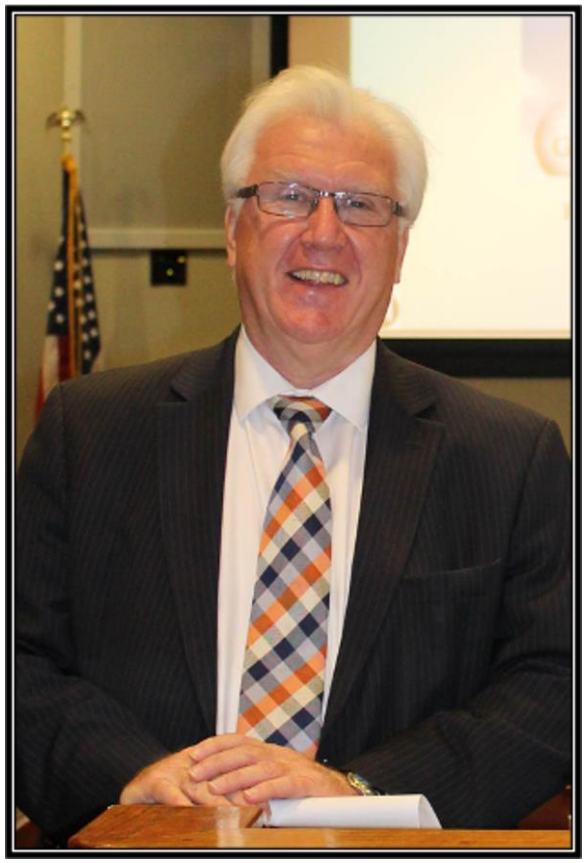
Valentine's Day
TAP Cards on Sale
February 4 at
Metro Customer Centers

Metro | CHIEF EXECUTIVE OFFICER

January 2023

Bon Voyage, Bryan Pennington





Congratulations
Chief Program
Management Officer
Bryan Pennington
on your retirement from
Metro!

Metro | CHIEF EXECUTIVE OFFICER

January 2023

Thank you, Director Bonin!





Metro

CHIEF EXECUTIVE OFFICER

January 2023

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

File #: 2022-0744, **File Type:** Informational Report **Agenda Number:** 19.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 19, 2023

SUBJECT: END OF LINE POLICY MOTION RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE a status report on the End of Line Policy evaluation.

ISSUE

On October 27, 2022, the Metro Board approved Motion #20 by Directors Hahn, Najarian, Solis, Barger, Dutra, and Krekorian (Attachment A) to:

A. Evaluate Metro's End of Line policy and its impacts on communities that have a station that is the end of a Metro rail line;

B. Conduct a thorough evaluation of the unhoused populations exiting trains at night and boarding trains in the morning at the ends of rail lines to better understand the impact of the End of Line policy and to inform future resource deployment;

C. Coordinate with the Los Angeles Homeless Services Authority (LAHSA) for its annual Point-In-Time Count to determine the numbers of unhoused riders on Metro's bus and rail system; and

D. Report back on the above three directives no later than January 2023 with recommendations on what we can do differently.

The following report serves to provide a status update on the evaluation of the End of Line Policy.

BACKGROUND

The homelessness crisis continues to challenge communities nationwide, including their respective transit agencies. As ridership fell during the pandemic, there was a noticeable increase in people experiencing homelessness (PEH) seeking shelter on the Metro system. While transit vehicles and stations are not designed to be used as a shelter or viewed as an encampment, the system provides refuge from the cold weather during the winter and the heat in the summer. Metro's primary role is that of a transit operator, not a homeless service provider, yet the magnitude of the crisis requires all hands on deck.

Metro customers are concerned about homelessness on the system. We have heard from our

customers through various channels, surveys, social media, customer care, and community meetings that homelessness is a top priority area for improvement. The homelessness crisis in Los Angeles is among the most severe in the country, and Metro riders told us that homelessness has a major impact on the customer experience. In a 2018 brand survey, 64% of respondents felt that there were too many homeless people on the system, and some residents avoid Metro entirely due to widespread homelessness on the system. Metro also recognizes the urgency of curtailing behaviors and conditions that adversely affect the health and safety of other customers and employees. The lack of adequate local, state, and federal resources to prevent and respond to homelessness represents an existential threat to the thousands of individuals experiencing homelessness daily in LA County. It also threatens to undermine the willingness of residents to take public transit, even as the system rapidly expands via the largest transit construction program in the country. Metro's 2020 and 2022 Customer Experience Survey found that how Metro addresses homelessness on buses was one of the top 5 improvements that our bus and rail customers want to see.

Metro has taken a human-centered approach to addressing homelessness on the Metro system by dedicating resources and contracts with homeless service providers in Los Angeles County to connect thousands of individuals to services. Burdensome referral processes, lack of housing navigation support, the lack of available services, and low shelter bed availability continue to be barriers to reducing homelessness on the Metro system. Countywide, people experiencing homelessness are often required to meet specific eligibility requirements to receive services or access to housing. These eligibility requirements include meeting certain mental and physical acuity levels, proving residency, and even providing social security numbers or identification. Most individuals Metro serves in its homeless outreach do not have identification and need mental health support and medical services. These requirements impede Metro's outreach workers from placing more individuals into housing.

Metro conducted its own point in time count in March 2022 and estimates that approximately 800 individuals experiencing homelessness were sheltering at the rail and bus rapid transit stations on any given night. Over the past five years, Metro allocated more than $28 million in advancing solutions to support unhoused individuals who take shelter on the Metro system. Since 2017, Metro has funded dedicated multidisciplinary outreach teams, which are contracted through the County of Los Angeles Department of Health Services' (DHS) Housing for Health Program, to provide service on the Metro system.

The non-profit homeless services agency, People Assisting the Homeless (PATH), staffs these multi-disciplinary teams and specializes in supporting PEH who are also dealing with mental health concerns and addiction. The program has expanded to eight teams of 5 with plans to expand to 16 teams in February 2023. The PATH teams are deployed 7 days a week, between the hours of 3:00 a.m. - 3:00 p.m. on weekdays and 7:00 a.m. - 3:00 p.m. on weekends. The teams assess the needs of unhoused riders and connect them with services such as medical care, social services, and food in addition to emergency, short-term, interim, and long-term/permanent supportive housing (including family reunification) when available.

Despite the significant efforts, the scale of homelessness on the system far exceeds Metro's ability. Metro relies upon county and city resources to provide permanent housing solutions, interim housing,

crisis beds, motel vouchers, rental assistance programs, and medical and social services.

Metro's system has 13 outlying End of Line Stations at the following locations:

- A Line (Blue): 7th/Metro Center, Downtown Long Beach (between 1st and Pacific Ave Stations along the loop)
- B Line (Red): Union Station, North Hollywood
- D Line (Purple): Union Station, Wilshire/Western
- C Line (Green): Redondo Beach, Norwalk
- E Line (Expo): Downtown Santa Monica, 7th Street/Metro Center
- L Line (Gold): APU/Citrus College, Union Station, Pico-Aliso, Atlantic
- K Line (Crenshaw): Expo/Crenshaw, Westchester/Veterans

Consistent with standard transit agency operating procedures (Attachment B), Metro requires deboarding of all passengers and belongings at the end of the line when trains go out of service to ensure that no unauthorized persons or suspicious packages are left on the train before it enters the maintenance yard for necessary cleaning, maintenance, and servicing. As the trains pull into end-of-line stations at the end of the revenue service day, all the electronic signs on the platform and the train display read, "Out of Service." Inside the station, there is an audible announcement advising passengers that the train is out of service, the system is closed, and they need to exit the station. The train operator conducts a walk-through, which includes visual inspections of each car to ensure that all passengers have left the train and have taken their personal belongings with them before the train is authorized to exit the mainline and travel to the yard. If passenger(s) are found on the train, they are asked to leave promptly. If the passenger(s) do not comply, the train operator is required to notify Rail Operations Control and request Transit Security or Law Enforcement assistance. This deboarding procedure is part of the system closing process as it is critical for Metro to ensure that the vehicles are thoroughly cleaned and adequately serviced and maintained at the end of the day.

Metro recognizes that at some end of line locations, PEH are exiting the trains with no alternative shelter option.

In October 2022, the Long Beach City Council raised concerns about the number of PEH offboarding at the end of the A Line nightly in their city and submitted a letter requesting an evaluation of Metro's End of Line policy. In response, the County of Los Angeles Board of Supervisors approved a motion to strengthen the coordination between the County and Metro to improve homeless response on the transit system (Attachment C). While discussions with the County continue, there was no commitment to additional resources.

DISCUSSION

Despite these efforts, Metro lacks the necessary external funding to support the level of engagement needed on the system to curb the influx of PEH seeking shelter on the transit system daily. County and city services are only operational during regular business hours (Monday - Friday, 9 a.m. - 5 p.m.) and have extremely high demand. Specifically, in the late night and early morning hours, Metro

outreach teams have few, if any, options available as there is only one interim housing site in Los Angeles County that is open for referrals after regular business hours.

This is a clear gap that exists today in the Los Angeles Homeless Services Authority (LAHSA) and County's existing service delivery model.

Evaluation of Unhoused Populations at End of Line Stations

Metro staff partnered with PATH and law enforcement agencies to complete counts and surveys of people experiencing homelessness identified at the End of Line station in downtown Long Beach. The count and survey of the Downtown Long Beach Station occurred December 7-10 and December 12-13, 2022, for both late night deboarding and early morning departures. Surveys are scheduled for the end of line stations in Santa Monica and APU/Citrus College Station during the week of January 9, 2023. Surveys at the remaining end of line locations are scheduled for later in January and early February 2023.

Downtown Long Beach Offboarding Count and Survey

Metro conducted a count and survey of riders who were offboarding from the last two trains arriving at the Downtown Long Beach Station. The surveys were completed at approximately 12:45 a.m. and 1:15 a.m. on the abovementioned dates. Initial observations show that most people exiting the trains were not people experiencing homelessness. Tables were set up on the north sidewalk on 1st Street and Pine Ave and 1st Street and Pacific Ave, staffed by a Sheriff's Mental Evaluation Team and Long Beach Police Department, Quality of Life Team. The officers and deputies sought to survey individuals, offering an incentive for completing the survey, and provided coffee and donuts for individuals. The team identified 234 unhoused riders offboarding over the 6 evenings, an average of 39 riders a night.

There were 44 PEH willing to complete the survey. The survey data is summarized as follows:

- All participants were adults - Transitional Age Youth were not identified
- 30 identified as unsheltered and living in an outdoor location (street, sidewalk, alley, or bus/train stop) in the past 30 days.
- 10 said they had some form of shelter available in the past 30 days (car/RV/occasional motel, etc.)
- 39 males
- 4 females
- 1 other gender identity
- 29 were willing and ready to receive assistance in the form of services and or housing
- 9 responded their last known city of residence was Long Beach
- 24 reported that they have, at some point, resided in Long Beach
- 12 reported being from cities in Southern California
- 10 reported being from Los Angeles
- 10 reported being from out of State as the last known area of residence
- 22 have been homeless for a year or more.

- 4 have been experiencing homelessness for less than one month,
- 10 between one to six months,
- 2 between seven months and 11 months
- 16 for one to three years,
- 6 for more than three years.

In addition, PATH conducted outreach at the Downtown Long Beach station on December 7-9, 2022, and on December 12, 2022, between the hours of 3 a.m. and 5 a.m. PATH observed 181 PEH at the station, an average of 45 individuals per day. More than half of those identified as being from the Long Beach area. Sixty individuals were willing to engage with PATH and 8 enrolled for services via the Homeless Management Information System (HMIS).

Impacts on the City of Long Beach

Staff met with the City of Long Beach and staff from Supervisor Hahn's office on January 9, 2023. The City of Long Beach reported that they provide a number of homeless services and emergency and interim housing options within the city. The city shared that the overall homeless crisis in the region has stretched their available resources thin, and their downtown businesses are suffering. Their shelters, including inclement weather shelters, are at capacity and the Multi-Service Center is over-subscribed, with individuals waiting in long lines for services when the center opens at 9 am on weekdays. The City's Health Department also noted that staffing and funding resources are limited to operating sites and services during regular business hours (9 a.m. - 5 p.m.). Metro's homeless outreach partner, PATH, has noted that in the City of Long Beach specifically, there is a prioritization of services for people who can prove their current or previous residency in Long Beach.

Metro reached out to Mental Health America - Los Angeles, which serves the Long Beach area, to provide services on the A Line, but the agency declined to partner with Metro at this time due to staffing and resource constraints and a concern that they would be requested to work late night hours to serve people experiencing homelessness at the end of the line. Metro continues to engage Long Beach area service providers to identify partners that can best serve riders experiencing homelessness in this area.

The city expressed a willingness to partner with a non-profit to open an additional emergency shelter with 24-hour intake if provided with operations funding. As a reminder, Metro does not receive any Measure H funding.

Exploring Strategies to Align Outreach Services with End of Line Operations

The survey showed that there are riders from the City of Long Beach who need social services when Metro's A Line train goes out of service. Those services do not currently exist. Metro's homeless outreach program aims to address some of the need by dedicating outreach workers to meet riders at 3 a.m. before service begins. However, expanding outreach services beyond these current service hours would have to be further evaluated. Without complementary and no or low-cost social services and housing options operated by the County or City, Metro's contracted homeless outreach

workers have very limited options. The options that Metro's contracted outreach teams have available at 3 a.m. include providing basic case management services such as client support funds for meals. Motel vouchers provided by the County require individuals to meet certain age and disability requirements to be eligible. The use of motel rooms also creates a burden on Metro's homeless outreach services because they require daily follow-up visits and intensive case management and supportive care by Metro contracted outreach teams.

With the exception of the soon to open "Safe Landing" in South Los Angeles, which will allow intake 24 hours a day, 7 days a week, shelters and interim housing sites across the County do not accommodate intake outside of normal business hours (Mon-Fri, 9 a.m. - 5 p.m.). Metro previously explored opportunities to deploy outreach services at the end of service, but the approach was deemed to be infeasible given that outreach workers had no immediate shelter or housing services to provide.

Industry Best Practices

In order to identify potential new strategies and best practices to support PEH at end of line stations, Metro CEO reached out to the Chief Executive Officers of New York City Transit (MTA), Bay Area Rapid Transit (BART), Metropolitan Atlanta Rapid Transit Authority (MARTA), Southeastern Pennsylvania Transportation Authority (SEPTA), Washington Metropolitan Area Transit Authority, Memphis Area Transit Authority, Massachusetts Bay Transportation Authority, Chicago Transit Authority, and New Jersey Transit. With the exception of SEPTA, all other agencies confirmed that they closely coordinate with their respective social services agency to provide services to unhoused riders at the end of the line but do not directly fund homeless-related services.

The City of Philadelphia operates a year-round "Hub of Hope" daily from 6:00 a.m. to 4:00 p.m. to support unhoused individuals that tended to congregate in the lower concourse of SEPTA's Suburban Station. Daily services include resource coordination and case management, coffee and meal service, showers, laundry, transportation to shelters, and group meetings/therapy sessions. SEPTA built upon this model with the "S.C.O.P.E. Program," which stands for safety, cleanliness, ownership, partnership, and engagement. S.C.O.P.E. is a platform for coordinating with civic organizations, local governments, nonprofits, and universities to work on solutions to homelessness and involves deploying outreach workers to multiple stations throughout its system.

In New York City, MTA officials work with the New York City Police Department, the New York City Department of Homelessness, and the homeless service provider Bowery Residents' Committee to identify unhoused individuals and provide linkages to services and shelter and the end of line stations.

Staff has initially identified a number of strategies to further evaluate the impacts of Metro's end-of-line operational policy.

A Line Improved Signage and Announcements

All trains approaching the end of line station that are going out of service display "Out of Service." The digital train arrival sign displays the number of minutes before the train will arrive. Until recently, once the train arrived, the screen was blank because there were no additional departures or arrivals. For clarity, Operations staff has changed the display "Station Closed" on the screen to help ensure

passengers aren't remaining on the platform expecting a train back to Downtown LA.

As a train that is going out of service approaches the end-of-line station, a pre-recorded announcement plays, "This train is out of service." The announcement repeats three times. To further ensure passengers are aware of trains that will go out of service at the end of the line, Operations staff is developing an announcement for the operators to make as the train travels the line on the final trip that informs passengers the train will go out of service once it reaches the end of the line. In addition to the A Line, these announcements will be made on all lines and only on the last trips for the evening to ensure passengers are aware that the train is going out of service before arriving at the terminal.

Evaluation of Train Schedule - A Line and Supporting Bus Route 60

Currently, four A Line trains ending at Downtown Long Beach each night arrive at 12:03 am, 12:23 am, 12:43 am, and 1:03 am. The last northbound train is 11:57 pm, and the first train is at 4:03 am. Bus Line 60 OWL has 12:01 am, 1:01 am, and 2:01 am departures northbound from Downtown Long Beach. They depart from Bay A at the Transit Gallery (Transit Mall), which is 750 east of the Downtown Long Beach Station platform but 250' west of the second to the last A Line station (1st St).

Metro will work with Long Beach Transit to see if we can move Line 60 OWL to the other end of the Transit Mall nearer to Downtown Long Beach Station. Metro acknowledges that the last train arrival times do not match well with the bus departure times. The 60 OWL schedule is designed to make connections with other bus lines in Downtown Los Angeles.

Operations staff does not recommend adjusting the arrival times for the buses or the trains. Any adjustment to the bus departure times in Downtown Long Beach would mean losing the connection on the other end. A change to the train schedule would require adding 2 additional trips, 2 operators, and 8 rail cars (2, 4-car trains) at a time of the night when resources are sparse.

To address homelessness at the end-of-line stations, staff will further explore and evaluate the impacts of the following strategies to improve regional coordination and seek additional partnerships and support.

Whole of Government: Social Service Partnership Support

On December 12, 2022, Los Angeles Mayor Karen Bass declared a state of emergency on homelessness and activated the City's Emergency Operations Center. Among other components, the declaration seeks to expedite efforts to bring unhoused individuals inside. On December 20, 2022, the Los Angeles County Board of Supervisors adopted a motion that called for County staff to work collaboratively with City officials, including by identifying appropriate departmental personnel to attend City leadership meetings and having a presence at the City's Emergency Operations Center. The County action also calls for department liaisons to work with City outreach teams and help

connect the homeless with county services such as mental health and substance abuse counseling while also working directly with interim-housing providers in the City to ensure people in such facilities are connected to County services. The County also agreed to similarly work collaboratively with other cities across the County that may declare emergencies on homelessness. On January 10, 2023, the County Board of Supervisors also declared an emergency. Similarly, other cities in the County are declaring emergencies, such as the City of Long Beach. To facilitate the necessary safety, cleaning, and maintenance activities that must occur when the system closes and a train goes out of service, Metro recommends stronger coordination with the County, the City of Los Angeles, and local jurisdictions to provide the necessary housing and services for unhoused riders in the late night and early morning hours, seven days a week.

1. **Request hotel vouchers or spaces in master leased interim housing locations near end of line stations in partnership with the County and local jurisdictions as a pilot.** As described above, shelters and other housing sites across the County are closed for intake in the middle of the night. The City and County of Los Angeles and other jurisdictions should coordinate with Metro to provide hotel vouchers or have master leasing spaces available to deploy a model similar to what occurs in New York City, where Metro contracted homeless outreach teams can immediately facilitate shelter or interim housing placements. With a dedicated stream of housing beds and social service providers available in the late evening hours, Metro and the city of Long Beach's outreach teams could pilot an end of line program. Metro would need the County's existing outreach organizations serving the Service Planning Area (SPA) to provide the necessary follow-up services after placement in the available voucher beds.
2. **Allow Metro property for a pilot navigation hub to serve people experiencing homelessness on the Metro system.** As described in the September 2022 Homeless Gap Analysis and Recommendations Report, there is an opportunity to enhance outreach efforts by siting navigation hubs near Metro stations where there regularly are a significant number of people experiencing homelessness. Metro is currently evaluating opportunities to locate this type of facility and expand on best practices, such as the City of Philadelphia's Hub of Hope. While the County Homeless Initiative representatives have stressed to the Metro CEO that existing homeless funding is fully encumbered to County departments and social service providers, the CEO and staff will continue to work with the County, the City of Los Angeles, and other cities across the system to identify potential locations and new sources of non-transit operational funds to pilot this model.
3. **Explore faith-based, community-specific partnership opportunities associated with end-of-the-line stations.** Metro staff will reach out to faith based organizations, cities, and service providers serving the communities around the respective end-of-line stations to determine if there are opportunities for enhanced partnerships. For example, they stated their willingness to partner on shelter solutions to serve the end of line station.
4. **Require set asides for PEH on Metro when leasing Metro property for interim and supportive housing.** As part of a longer-term effort, and consistent with the recommendations

provided in the September 2022 Homeless Gap Analysis, Metro staff will continue to vet potential Metro properties that could be made available for interim and supportive housing, with the objective of creating beds that can be made available to unhoused individuals sheltering on the Metro system.

5. **Request that LAHSA report disaggregated data for the Metro system in the upcoming Point in Time Count.** The 2022 Greater Los Angeles Homeless Count showed that 69,144 people were experiencing homelessness in Los Angeles County. Historically, Metro has not been included in the Los Angeles Homeless Services Authority (LAHSA) Point in Time Count. In 2022, LAHSA formally invited Metro to participate as a member agency on the 2023 Point in Time Count Advisory Board. Moving forward, LAHSA has committed to including the Metro system in the Point in Time Count. The first such count will occur between January 24-26, 2023.

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DETERMINATION OF SAFETY IMPACT

The current deboarding policy is necessary to maintain efforts to improve the safety of the Metro system for our customers and employees. The five recommendations above offer innovative and practical solutions to facilitate short and long-term options to ensure improved safety for frontline employees and our customers by reducing the number of PEH on Metro's system.

EQUITY PLATFORM

Metro is working to improve its human-centered efforts and expand opportunities to serve the people experiencing homelessness that come onto the Metro system in search of shelter. The recommendations also support efforts to ensure Metro's ability to ensure a safe, clean, and well-maintained system for our riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The report back supports Strategic Plan Goal #3.4: Metro will play a strong leadership role in efforts to address homelessness in LA County, Goal #2.2: Metro is committed to improving legibility, ease of use and trip information on the transit system, and Goal #5.6: Metro will foster and maintain a strong safety culture.

NEXT STEPS

1. Complete the counts and surveys at the remaining end of line stations
2. Continue to meet with end of line local jurisdictions to explore partnership opportunities
3. Continue to research and dialogue best practices to support PEH at end of line stations with our peer transit agencies
4. Identify possible locations for a pilot service hub
5. Seek opportunities to participate in the County and City's emergency interagency coordination activities to expedite housing placements for unhoused individuals sheltering on the Metro system.

6. Return to the Board with another progress report in April 2023.

Staff will continue to monitor impacts at the end of line stations and provide updates to the Board of Directors regarding the agency's coordination with LAHSA and the County to address homelessness on the transit system.

ATTACHMENTS

Attachment A - October 2022 Board Motion - End of Line Policy
Attachment B - Standard transit agency operating procedures
Attachment C- County of Los Angeles Board of Supervisors Motion

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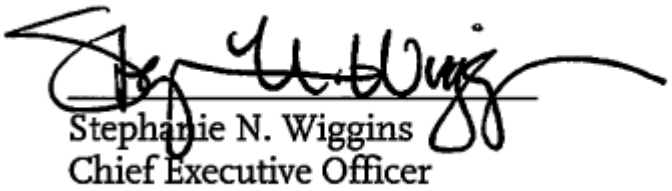

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File #: 2022-0734, **File Type:** Motion / Motion Response **Agenda Number:** 20.

REVISED
EXECUTIVE MANAGEMENTCOMMITTEE
OCTOBER 20, 2022

Motion by:

DIRECTORS HAHN, NAJARIAN , SOLIS, BARGER, DUTRA, AND KREKORIAN

End of Line Policy and Unhoused Riders Motion

Each night, Metro requires all passengers to disembark at the end of every line once the train goes out of service to ensure that the trains are returned to the railyard properly for cleaning. For example, between midnight and 1AM in downtown Long Beach, four A Line trains go out of service, each in turn requiring that all remaining passengers exit the train so it can return to the rail yard empty of any non-Metro personnel.

While this policy makes sense for purposes of cleaning the trains before they return to service each morning, it also results in kicking unhoused riders off the train and onto city streets at an hour when housing and services are generally not available to assist these individuals. As a result, the Long Beach City Council recently submitted a letter to the Metro CEO requesting an evaluation of this long -standing policy and its impact to cities like Long Beach that have a station that is the end of a Metro rail line.

In order to best address the concerns that cities have regarding this end of the line policy, this Board also needs a clear-eyed look at just how many unhoused riders Metro serves every day, on what lines, times of day, and in what communities.

SUBJECT: END OF LINE POLICY AND UNHOUSED RIDERS MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, Solis, Barger, Dutra, and Krekorian that the Chief Executive Officer:

A. Evaluate Metro’s end of the line policy and its impacts on communities that have a station that is the end of a Metro rail line;

B. Conduct a thorough evaluation of the unhoused populations exiting trains at night and boarding trains in the morning at the ends of rail lines, to better understand the impact of the end

of line policy and to inform future resource deployment;

C. Coordinate with the Los Angeles Homeless Services Authority (LAHSA) for its annual Point-In-Time Count, to determine the numbers of unhoused riders on Metro's bus and rail system; and

D. Report back on the above three directives no later than January 2023 with recommendations for what we can do differently.

This procedure lists the actions to be taken when the interior of a train is to be "swept" or checked for passengers and their personal belongings at the end of a trip or when it is to be removed from revenue service at any point. This procedure is not to be confused with sweep train rules contained in the Metro Rail System Book of Operating Rules.

Train Operator

1. Perform a sweep of the interior of the train:
    a. At all terminals.
    b. When train must be removed from revenue service at any location.
    c. When directed by Control.
2. Prior to making the sweep, make an appropriate announcement to passengers.
3. Secure the operating cab.
4. Perform a walk-through visual inspection of the train to verify that all passengers have left the train and have taken their personal belongings with them. LRV train operators shall use crew doors to change cars and must secure them after use.
5. If passenger is found in train, ask passenger to leave train promptly. If passenger does not comply, notify Control and request Transit Law Enforcement assistance.
6. If personal belongings are found in train, refer to lost and found procedures.
7. If you are being assisted by another rail employee with the sweep, by procedure or otherwise, you must make contact with the helper and verify what part of the train they swept and what they found.
8. If items left on the train fit one of the following descriptions, consider them suspicious if:
    a. Someone tells you it is a bomb
        i. Be observant and get an accurate description of the person telling you this.
        ii. Get as much information as you can about the bomb and its location.
        iii. Contact Control by telephone, ETEL/PTEL, or ETS/BLS phone; do not use the radio.
        iv. Comply with instructions from Control.
    b. People act suspiciously sitting near or leaving the location where you find the package.

   c. There are threatening or political messages written on or attached to the package.
   d. You find wires or other electrical devices attached to or protruding from the package.
   e. Packages apparently or purposely hidden or in odd locations where someone is unlikely to simply have forgotten it.
9. If items found on the train appear to be suspicious:
   a. Do not touch, move, or open the item.
   b. Calmly ask any passengers on board to exit the train.
   c. Secure the train by closing the doors and checking that no one was left on board.
   d. Contact control by telephone, ETEL/PTEL, or ETS/BLS phone; do not use the radio.
   e. Comply with instructions from Control.
10. Avoid reporting items that do not appear abnormal or suspicious:
   a. Use your experience and judgment when evaluating items that appear like normal things passengers might leave behind near where they normally sit or stand in the train.
   b. Remove items that do not appear dangerous or threatening and dispose of them in accordance with MTA Lost and Found procedures.
11. If appropriate, change destination signs for the next trip.
12. During service interruptions, notify Control when sweep has been performed. Follow instructions from Control.
13. During regular train operations, resume normal operation.

AGENDA NO. 13.

October 18, 2022

MOTION BY SUPERVISOR JANICE HAHN

Improving Coordination Between the County and LA Metro to Improve the Homeless Response

The homeless crisis extends across all of Los Angeles County. The 2022 Greater Los Angeles Homelessness Point-in-Time Count estimated that 69,144 people in Los Angeles County (County) were experiencing homelessness, reflecting a 4.1% increase from the 2020 count. While in 2022, 20,596, or 30 percent, were sheltered, 48,585, or 70 percent, remain unsheltered.

The unsheltered homeless crisis is noticeably evident on public transit, as many individuals seek shelter and safety on buses and trains and at rail stations, especially on the LA County Metropolitan Transportation Authority (Metro) system.

Metro has undertaken several efforts to address this crisis, allocating funding that would otherwise go to cleaning and operating more buses and trains, to instead pay for homeless outreach teams, which are managed through the Department of Health Services' Housing for Health Program, and which provide services to unhoused individuals on Metro. Metro has also funded dedicated interim housing beds to individuals identified by these teams. This type of financial and operational investment is unprecedented among large urban transit agencies in the United States.

While Metro has made significant investments in meaningful solutions to address the

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crisis, the agency is a transit provider, first and foremost, and is not a social services provider. Metro is not well-positioned on its own to ensure that social services are seamlessly integrated into the County's broader service delivery system and safety net. Moreover, the full extent of the homeless crisis on the Metro system is not well understood, as the County's Point-in-Time Count has not deployed volunteers to count the number of homeless riding Metro or residing on Metro property.

In follow-up to the Blue Ribbon Commission on Homelessness' (BRCH) recommendations, the County is exploring opportunities to consolidate governance, administration, and data sharing to improve the regional response to homelessness. This includes potentially transitioning outreach services from the Los Angeles Homeless Services Authority (LAHSA) to the County. A similar approach should be considered for integrating outreach services provided, as well as data collected, on Metro, to facilitate optimal coordination and service delivery.

In addition, the County is establishing a Local Solution Fund to facilitate partnerships with jurisdictions that will commit to providing in-kind or matching contributions for the development of service programs, housing, or to share data. The Homeless Initiative can and should explore opportunities for the unhoused population on Metro to benefit from these targeted local investments. With daily ridership exceeding 800,000 boardings, Metro serves more people than many of LA County's jurisdictions have residents.

As the County increases its financial investment and efforts to streamline and improve service delivery, it should also take steps to facilitate better collaboration and coordination to

serve the unhoused on Metro.

I, THEREFORE, MOVE that the Board of Supervisors:

1) Instruct the Executive Director of the Chief Executive Office Homeless Initiative (CEO-HI), in collaboration with the Chief Executive Officer (CEO) of the Los Angeles County Metropolitan Transportation Authority (Metro), to evaluate opportunities to improve coordination and service delivery targeting unhoused individuals on Metro, including, but not limited to:

    a. Evaluating the efficacy of transferring oversight over the Metro-dedicated multi-disciplinary teams to the County of Los Angeles (County) and identifying funding to expand the number of teams;

    b. Working with Metro to explore opportunities for “Navigation Hubs” in the Metro system, where unhoused individuals who are on Metro and in the surrounding communities could go to seek services;

    c. Exploring the feasibility of (1) operating such navigation hubs on a 24/7 or nighttime basis as a location where individuals who offboard the Metro system at the end of passenger service can go to access shelter and begin connecting to other supportive services and 2) coordinating winter shelter bed pick-up sites in a manner that targets individuals that ride the system until close of passenger service;

    d. Creating opportunities to promote homeless outreach resources, such as the Los Angeles Homeless Outreach Portal and homeless prevention resources, throughout

the Metro system; and,

e. Exploring the possibility of setting up a Homeless Task Force, including representation from Metro, Metro's contracted law enforcement partners, Los Angeles Homeless Services Authority (LAHSA), CEO-HI, and the Service Planning Area (SPA) Lead Providers from those areas where the Metro bus and rail system is located.

2) Instruct the Executive Director of the CEO-HI to report back to the Board in writing within 90 days and six months after with progress updates.

# # #

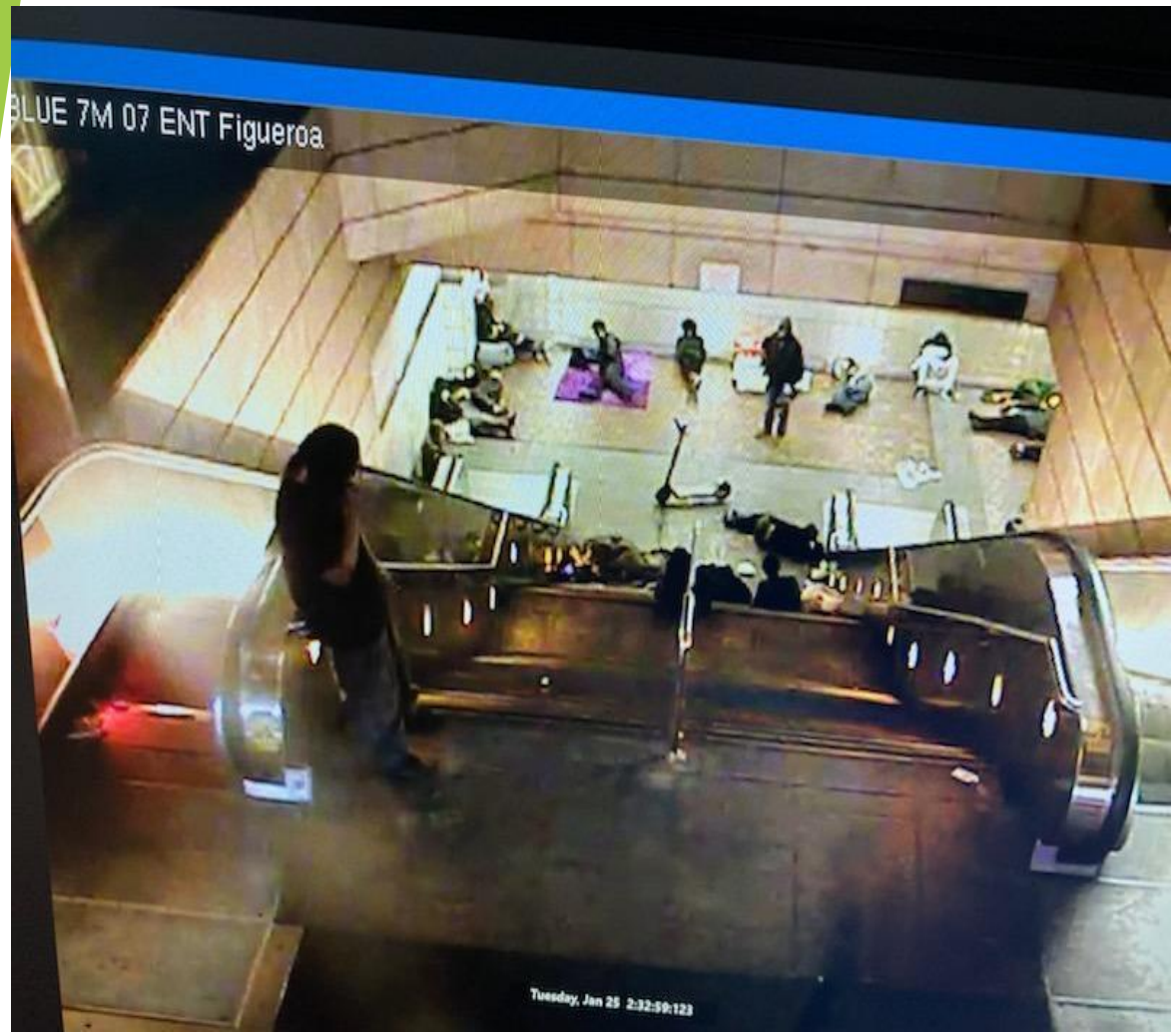


End of Line Policy Evaluation Status Update

Background

- The homelessness crisis continues to challenge communities across the nation, including their respective transit agencies.
- Increase in people experiencing homelessness (PEH) seeking shelter on the Metro system.
- Metro customers are concerned about homelessness on the system – this impacts their decision to use the Metro system.
- Metro employees are concerned about homelessness on the system — as frontline assaults on cleaning staff and the unhoused sheltering in ancillary corridors have increased the calls for security escorts.
- Metro has taken a human-centered approach to address homelessness on the Metro system
  - Allocated more than $28 million of transit funds to support unhoused individuals who take shelter on the Metro system.

Background



- Metro conducted its own point in time count in March 2022 and estimates that approximately 800 individuals experiencing homelessness were sheltering at the rail and bus rapid transit stations on any given night.
- LAHSA has committed to including the Metro system in the Point in Time Count. The first such count will occur between January 24-26, 2023
- Despite the significant efforts, the scale of homelessness on the system far exceeds Metro's ability.
- Consistent with Director Hahn's motion at the Board of Supervisors, Metro is a transit provide first and not a social services provider,

End Of Line Policy Evaluation

13 End-of-Line Locations

- A Line (Blue): 7th/Metro Center, Downtown Long Beach (between 1st and Pacific Ave Stations along the loop)
- B Line (Red): Union Station, North Hollywood
- D Line (Purple): Union Station, Wilshire/Western
- C Line (Green): Redondo Beach, Norwalk
- E Line (Expo): Downtown Santa Monica, 7th Street/Metro Center
- L Line (Gold): APU/Citrus College, Union Station, Pico/Aliso, Atlantic
- K Line (Crenshaw): Expo/Crenshaw, Westchester/Veterans

End Of Line Policy

Consistent with standard transit agency operating procedures vehicles go out of service at the end of the revenue service day. Trains pull into end of line stations, passengers deboard and then trains are authorized to exit the mainline and travel to the yard This deboarding procedure is part of the system closing process as it is critical for Metro to ensure that the vehicles are thoroughly cleaned and adequately serviced and maintained at the end of the day.



Requires the deboarding of all passengers and belongings



All electronic signs on the platform and train display read “out of service.”



Audible announcement advising passengers that the train is out of service, the system is closed, and they need to exit the station.



The train operator conducts a walk-through, which includes visual inspections of each car. If the passenger(s) do not comply, the train operator is required to notify rail operations control and request transit security or law enforcement assistance.

End of Line Policy Evaluation

- The Long Beach City Council raised concerns about the number of PEH offboarding at the end of the A Line nightly in their city.
- October 2022, Motion 20 by Directors Hahn, Najarian, Solis, Barger, Dutra and Krekorian directed the End of Line evaluations
- Metro staff partnered with PATH and law enforcement agencies to complete counts and surveys
- The count and survey of the Downtown Long Beach Station occurred December 7-10 and December 12-13, 2022, for both late night deboarding and early morning departures.
- Surveys were also completed for the end of line stations in Santa Monica and APU/Citrus College Station two weeks ago. Surveys at the remaining end of line locations are scheduled for later in January and early February 2023.

Downtown Long Beach Offboarding Count and Survey

- Metro conducted a count and survey of riders who were offboarding from the last two trains arriving at the Downtown Long Beach Station.
- The surveys were completed at approximately 12:45 a.m. and 1:15 a.m.
- Tables were staffed by a Sheriff's Mental Evaluation Team and Long Beach Police Department, Quality of Life Team.
- Offered an incentive for completing the survey, and provided coffee and donuts for individuals.
- The team identified 234 unhoused riders offboarding over the 6 evenings, an average of 39 riders a night. There were 44 PEH willing to complete the survey.

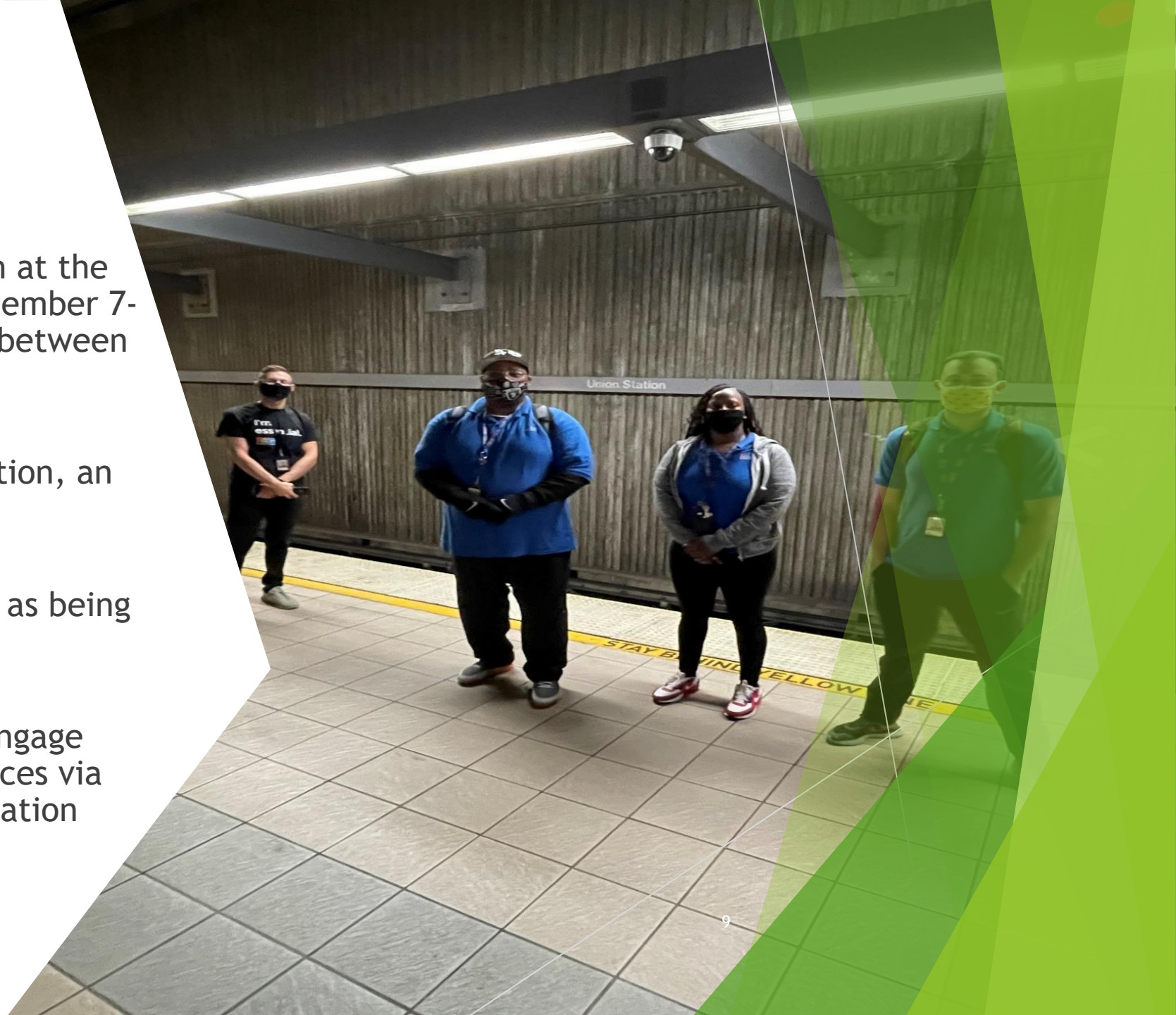
Number of Survey Participants	Unsheltered and living in an outdoor location in the past 30 days	Had some form of shelter available in the past 30 days.	Last known city of residence was Long Beach	Reported at some point they resided in Long Beach	Homeless for a year or more	Willing and ready to receive assistance in the form of services and/or housing
44	30	10	9	24	22	29

Long Beach Offboard Survey

Long Beach Point in Time Onboard Survey

In addition, PATH conducted outreach at the Downtown Long Beach station on December 7-9, 2022, and on December 12, 2022, between the hours of 3 a.m. and 5 a.m.

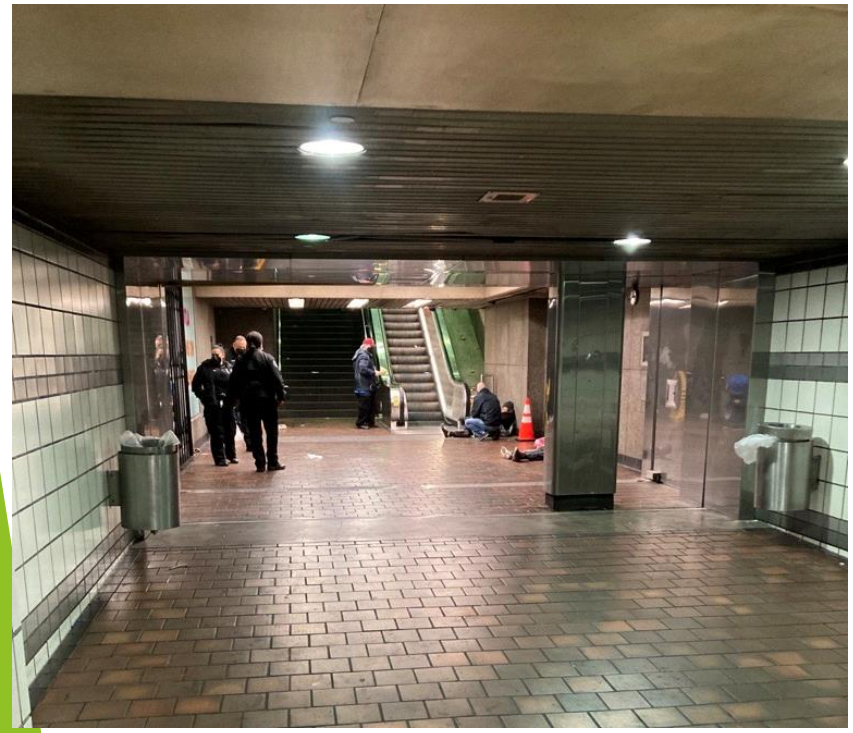
- PATH observed 181 PEH at the station, an average of 45 individuals per day.
- More than half of those identified as being from the Long Beach area.
- Sixty individuals were willing to engage with PATH and 8 enrolled for services via the Homeless Management Information System (HMIS).



Key Takeaways

- The survey showed that there are riders who need social services when Metro's trains go out of service.
- Metro outreach teams have no options for shelter referrals after regular business hours. Shelters and interim housing sites across the County do not accommodate intake outside of normal business hours (Mon-Fri, 9 a.m. – 5 p.m.).
- Metro lacks the necessary external funding to support the level of engagement and housing resources needed on the system to curb the influx of PEH seeking shelter on the transit system daily.

Industry Best Practices



- Metro CEO surveyed the Chief Executive Officers of:
  - New York City Transit (MTA)
  - Bay Area Rapid Transit (BART),
  - Metropolitan Atlanta Rapid Transit Authority (MARTA),
  - Southeastern Pennsylvania Transportation Authority (SEPTA),
  - Washington Metropolitan Area Transit Authority,
  - Massachusetts Bay Transportation Authority,
  - Chicago Transit Authority,
  - New Jersey Transit.

- All agencies confirmed that they closely coordinate with their respective social services agency to provide services to unhoused riders at the end of the line. Very few provide minimal direct funding for homeless-related services.

Industry Best Practices

Whole of Government Approach

- The City of Philadelphia operates a year-round “Hub of Hope” daily from 6:00 a.m. to 4:00 p.m. to support unhoused individuals that congregate in the lower concourse of SEPTA’s Suburban Station.
  - Daily services include resource coordination and case management, coffee and meal service, showers, laundry, transportation to shelters, and group meetings/therapy sessions.

- In New York City, MTA officials work with the New York City Police Department, the New York City Department of Homelessness, and the homeless service provider Bowery Residents’ Committee to identify unhoused individuals and provide linkages to services and shelter and the end of line stations.

Social Services Partnership Support

Staff recommends stronger coordination with the County, the City of Los Angeles, and local jurisdictions to provide the necessary housing and services for unhoused riders in the late night and early morning hours, seven days a week.

1. Request hotel vouchers or spaces in master leased interim housing locations near end-of-line stations in partnership with the County and local jurisdictions as a pilot.
2. Allow Metro property for a pilot navigation hub to serve people experiencing homelessness on the Metro system.
3. Explore faith-based, community-specific partnership opportunities associated with end-of-the-line stations.
4. Require set-asides for PEH on Metro when leasing Metro property for interim and supportive housing.
5. Request that LAHSA report disaggregated data for the Metro system in the upcoming Point in Time Count

Next Steps

- Complete the counts and surveys at the remaining end-of-line stations.
- Continue to meet with end-of-line local jurisdictions to explore partnership opportunities.
- Continue to research and dialogue best practices to support PEH at end-of-line stations with our peer transit agencies.
- Identify possible locations and partners for a pilot service hub.
- Seek opportunities to participate in the County and City's emergency interagency coordination activities to expedite housing placements for unhoused individuals sheltering on the Metro system.
- Return to the Board with another progress report in April 2023.

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

Metro

Board Report

File #: 2022-0759, **File Type:** Project **Agenda Number:**

REGULAR BOARD MEETING
JANUARY 26, 2023

SUBJECT: WESTBOUND SR-91 ALONDRA BOULEVARD TO SHOEMAKER AVENUE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATIONS

CONSIDER:

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

B. ADOPTING the Resolutions of Necessity authorizing the commencement of an eminent domain action to acquire a partial fee interest ("Fee") and a 48-month Temporary Construction Easement ("TCE") from the property located at 12611 Artesia Boulevard, Cerritos, CA, APN: 7030-001-048, CPN: 81510-1, -2, -3, -4 and a 48-month TCE from the property located at 12651 Artesia Boulevard, Cerritos, CA, APN: 7030-001-049, CPN: 81511-1. The above listed requirements are collectively identified as the "Property Interests" as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Westbound State Route 91 (SR-91) Alondra Boulevard to Shoemaker Avenue Improvement Project ("Project"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 and B-2) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions and which sets forth the required findings (Attachment A).

BACKGROUND

The Project intends to widen and improve approximately four (4) miles of freeway along westbound SR-91 between Shoemaker Avenue and the Interstate 605 (I-605) interchange, and at the

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northbound I-605 exit to Alondra Boulevard, which will reduce congestion and improve freeway operations (both mainline and ramps), improve safety and reduce accidents, and improve local and system interchange operations on the westbound SR-91 to the northbound I-605. The project traverses the cities of Cerritos and Artesia and includes westbound SR-91 Post Miles R16.9- R19.8 and northbound 1-605 Post Miles R5.0-R5.8.

Acquisition of the Property Interests is required for the construction and operation of the Project. The Fee, consisting of two adjacent and contiguous parcels, CPN 81510-1 and CPN 81510-2, 167 Square Feet and 44 Square Feet in size, is located at the top of the slope along Bloomfield Avenue and is required for the bridge removal and reconstruction.

The 48-month TCE identified as CPN 81510-3 is an irregular-shaped area with a total area of ±1,937 square feet, with an estimated 6-to-12-month exclusive use Construction Period. The TCE is required for the reconstruction of the sidewalk due to the bridge widening and reconstruction. This TCE is in a slope area adjacent to the fee acquisition areas. This area is improved with landscaping and a staircase. The staircase will not be available for use during the 6-to-12-month exclusive use Construction Period that falls within the 48-month TCE duration.

The 48-month TCE identified as CPN 81510-4 has a total area of ±338 square feet and has an estimated 6-to-12-month exclusive use Construction Period. The TCE is needed to construct a soundwall. This area in between the metal fence and the soundwall area will be slurried as a part of the project.

The 48-month TCE identified as CPN 81511-1 has a total area of ±474 square feet and has an estimated 6-to-12-month exclusive use Construction Period. It is located along the SR-91 freeway. The TCE is needed to construct a soundwall. This area in between the metal fence and soundwall will be slurried as a part of the project. The improvements within the TCE areas will either be protected in place or replaced in kind by the contractor.

The TCE's are scheduled to commence upon the Project Right of Way Certification or as soon thereafter as agreed by the underlying fee owner or ordered by the Court, but in all events will automatically expire no later than September 30, 2026.

DISCUSSION

A written offer of Just Compensation to purchase the Property Interests was presented to the Owner of Record (collectively, "Owners") of each Property on June 28, 2022 for CPN: 81510-1,2,3,4 and July 1, 2022 for CPN: 81511-1 as required by California Government Code Section 7267.2. The Owners have not accepted the offers of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time reached a negotiated settlement for the acquisition. Because the Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule.

In accordance with the provision of the California Eminent Domain law and Section 30503, 30600,

130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) that any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA) has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Easements by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A).

There are no displacements of residents or local businesses as a result of the acquisition of the Property Interests.

Even though this project was scoped and initiated before the adoption of Metro's Objectives for Multimodal Highway Investment (June 2022), it is consistent with those objectives given that: (1) implementation of the project will not require any displacements; (2) the project supports traffic mobility, enhanced
safety, economic vitality and access to opportunity, and (3) multi-modal features were incorporated in the scope of the project (on local arterials) through an integrated planning approach to address the needs of local communities and create a safer transportation system.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for the acquisition of the Property Interests is included in the fiscal year 2023 budget under Project, Cost Center 4720, in Westbound SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project 462314, Task 5.3.100, Professional Services Account 50316.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) and SB1 Trade Corridor Enhancement. These program funds are not eligible for bus and rail operations and/or capital expenditures.

EQUITY PLATFORM

No other alternative locations for the Project provide greater operational safety, decrease travel time, improve air quality, and access to the corridor. This public good will also support the fulfillment of Metro's LA County traffic Improvement Plan under measure R. There are no displacements of residents or local businesses resulting from the acquisition of this Property Interests. Offers for the Property Interests were made in June and July 2022, based on appraisals of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners since June 2022, but agreements have not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolutions of Necessity is a required step to acquire these Property Interests for the Project which will reduce congestion and improve freeway operations (both mainline and ramps), improve safety, and improve local and system interchange operations on westbound State Route 91 (SR-91) to northbound Interstate 605 (I -605).

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will result in significant delays and cost increases for the Project.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

Attachment A - Staff Report
Attachments B-1 and B-2 - Resolutions of Necessity

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

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

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

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY REQUIRED FOR THE WESTBOUND SR-91 ALONDRA BOULEVARD TO SHOEMAKER AVENUE IMPROVEMENT PROJECT ("PROJECT")

BACKGROUND

The Property Interests are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The parcel addresses, record property owners, purpose of the acquisitions, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Assessor's Parcel Number	Project Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
7030-001-048	81510-1 81510-2 81510-3 81510-4	12611 Artesia Blvd., Cerritos, California	TPG (Cerritos) Acquisition, LLC, a Delaware limited liability company	Construction and operation of the Westbound SR-91 Alondra Blvd to Shoemaker Ave Improvements Project	Partial fee interest ("Fee") and a 48-Month Temporary Construction Easement ("TCE")
7030-001-049	81511-1	12651 Artesia Blvd., Cerritos, California	Avalon Cerritos, L.P., a Delaware limited partnership	Construction and operation of the Westbound SR-91 Alondra Blvd to Shoemaker Ave Improvements Project	48-Month Temporary Construction Easement ("TCE")

Summary Table 2

Project Parcel	Acquisition Type	Area Size (Sq. Feet)	Duration	Purpose
81510-1	Fee	167	Permanent	Bridge Construction
81510-2	Fee	44	Permanent	Bridge Construction
81510-3	TCE	1,937	48 months	Reconstruction of the sidewalk due to the bridge widening.
81510-4	TCE	338	48 months	Construction of a soundwall; slurry.
81511-1	TCE	474	48 months	Construction of a soundwall; slurry.

Property Requirements:

Purpose of Acquisitions: Construction and operation of the Westbound SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project.

Property Interests Sought: Fee acquisitions, consisting of 167 square feet for CPN: 81510-1, and 44 square feet for CPN: 81510-2. The Fee interest is located at the top of slope along Bloomfield Avenue and is improved with metal fencing and landscaping, that are required for the bridge reconstruction.

The TCE known as CPN **81510-3** is an irregular-shaped area with a total area of ±1,937 square feet. This easement is required for the reconstruction of the sidewalk due to the bridge widening and reconstruction. This TCE is in the slope area adjacent to the fee acquisition areas. This area is improved with landscaping and a staircase. The staircase will not be available for use during an approximate 6- to-12-month exclusive use Construction Period.

The TCE known as CPN **81510-4** has a total area of ±338 square feet and has an approximate 6- to-12-month exclusive use Construction Period. The TCE lies north of a metal fence. The property line is ±2 feet north of the metal fence. The TCE is needed to construct a soundwall. There will be a 2-foot gap between the metal fence at the rear of the property and the new soundwall. This area will be slurried as a part of the Project.

The TCE known as CPN **81511-1** has a total area of ±474 square feet, and has an approximate 6- to-12-month exclusive use Construction Period. It is ±2 feet wide by ±237 feet long, located along the SR-91 freeway. The property line is ±2 feet north of a metal fence. The TCE lies north of the metal fence. The TCE is needed to construct a soundwall. There will be a 2-foot gap between the metal fence at the rear of the property and the new soundwall. This area will be slurried as a part of the project.

The improvements within the TCE areas will either be protected in place or replaced in kind by the contractor.

The TCE's will remain in place during the Project construction period and shall have a duration of forty-eight (48) months. The TCE's are scheduled to commence upon the Project Right of Way Certification or as soon thereafter as agreed by the underlying fee owner or ordered by the Court, but in all events will automatically expire no later than September 30, 2026. The Fee and 48-month TCE's are collectively referred to as the Property Interests.

A written offer was delivered to the Property Owners by letter dated June 28, 2022, for acquisition of the Property Interests for CPN: 81510-1,-2,-3,-4 and a written offer was delivered to the Property Owners by letter dated July 1, 2022 for acquisition of the Property Interests for CPN: 81511-1. The Property Owners have not accepted the offer of Just Compensation.

A. <u>The public interest and necessity require the Project.</u>

The need for the Project is generated by the findings and recommendations resulting from the Technical Study and a concept for improving the Hot Spot at westbound SR-91 between Alondra Boulevard and Shoemaker Avenue in accordance with Measure R.

The public interest and necessity require the Project because the Project will:

1. Improve operational safety;

2. Benefit the surrounding community by decreasing travel time, improving air quality, and enhancing access to the corridor;

3. Support value for money throughout design and construction and cost certainty throughout construction;

4. Support fulfillment of LACMTA's L.A. County Traffic Improvement Plan, as authorized under Measure R.

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

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

At its September 23, 2010 meeting, the Board authorized the CEO to prepare a Feasibility Study and up to three optional Project Study Reports (PSRs). The Feasibility Study's recommendations for improving Hot Spots included: improvements to freeway-to-freeway interchanges, adding general purpose lanes (on the freeway), and implementing arterial improvements. Upon completion of the Feasibility Study (2013), Metro exercised the option for preparing a PSR-PDS for the I-605/SR-91 Interchange, and it was approved by Caltrans in July 2014.

On April 13, 2016 the Board authorized Preparation of the Project Approval and Environmental Document (PAED) (File #2016-0123, Agenda No. 12). The core goals of the project are to improve operating speeds and weaving distance between the closely spaced Norwalk Boulevard and Pioneer Boulevard as well as Pioneer Boulevard and SR-91/1-605 connector interchanges, to allow a more efficient and safer movement through the corridor. The Project is consistent with LACMTA's mission and the goals of Measure R.

WB SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project ("Project") is included in the Board approved Measure R Gateway City Subregional Program ("Program"). The Project was environmentally cleared by Caltrans in January 2019. The Property Interests are required for construction and operation of the Project.

The Project will cause private injury, however, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or

located in the manner that will be most compatible with the greatest public good and the least private injury.

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

C. The Property is necessary for the Project.

The Property Interests are required for construction and operation of the Project. The Fee, consisting of the area along the western property line located primarily within Bloomfield Avenue right of way, is required for bridge removal and reconstruction. The impacted area is located at the top of the slope along Bloomfield Avenue and improved with metal fencing and landscaping. The TCE's are located in the slope area adjacent to the Fee and are required to construct a soundwall and reconstruct a sidewalk due to the bridge widening and reconstruction. These property interests are further detailed in the *Summary Table 2*, above. There are no alternatives to this design.

The term for each TCE shall have a duration up to forty-eight (48) months. The TCE's are scheduled to commence upon the Project Right of Way Certification or as soon thereafter as agreed by the underlying fee owner or ordered by the Court, but in all events will automatically expire no later than September 30, 2026. The TCE term shall include exclusive use by the easement holder of the TCE area for the duration of the construction period ("Construction Period"), which is estimated to run approximately six (6) to twelve (12) concurrent months at parcels 81510-3, 81510-4, 81511-1, with the remainder of the 48-month TCE term non-exclusive allowing fee owner's use of the TCE area to the extent it does not interfere with any Project construction activities.

Therefore, the Property Interests are necessary for the construction and operation of the project.

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

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

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

California Government Code Section 7267.2 requires that an offer be made to the Owner in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In

addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

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

1. Obtained an independent appraisal to determine the fair market value of the Property Interests, which included consideration existing use of the Property, highest and best use of the Property, and impact to the remainder;

2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;

3. Determined the Owner(s) of the Property by examining the county assessor's record and a preliminary title report;

4. Made a written offer to the Owner(s) for the full amount of just compensation - which was not less than the approved appraised value; and

5. Provided the Owner(s) with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

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

E. LACMTA has fulfilled the necessary statutory prerequisites.

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

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

The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in January 2019. A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively. Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

1 - Legal Description (Exhibits A-1, A-2, A-3, A-4, and A-5)
2 - Plat Map (Exhibits B-1, B-2, B-3, B-4 and B-5)

LEGAL DESCRIPTION
EXHIBITS A-1, A-2, A-3, A-4, AND A-5

EXHIBIT A-1

LEGAL DECRIPTION
Parcel 81510-1 Partial Fee

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, also shown on that certain Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

BEGINNING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet; thence leaving said line, South 00°42'46" East, 28.49 feet; thence South 89°17'14" West, 4.37 feet; thence North 62°39'32" West, 0.78 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 02°23'59" West, 31.91 feet to the **POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

This conveyance is made for the purpose of a freeway and the **GRANTOR** hereby releases and relinquishes to the **STATE** any and all abutter's rights including access rights, appurtenant to **GRANTOR'S** remaining property, in and to the freeway.

EXHIBIT A-2

LEGAL DECRIPTION
Parcel 81510-2 Partial Fee

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, also shown on that certain Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

COMMENCING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet; thence South 00°42'46" East, 28.49 feet to the **TRUE POINT OF BEGINNING**; thence South 89°17'14" West, 4.37 feet; thence North 62°39'32" West, 0.78 feet to the Westerly line of said Lot 1; thence along said line, South 02°23'59" East, 9.32 feet; thence leaving said Westerly line, North 89°17'14" East, 4.79 feet; thence North 00°42'46" West, 8.95 feet to the **TRUE POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

This conveyance is made for the purpose of a freeway and the **GRANTOR** hereby releases and relinquishes to the **STATE** any and all abutter's rights including access rights, appurtenant to **GRANTOR'S** remaining property, in and to the freeway.

EXHIBIT A-3

LEGAL DECRIPTION
Parcel 81510-3 Temporary Construction Easement

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

COMMENCING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said line, South 58°30'33" East, 55.84 feet; thence South 00°20'33" East, 19.67 feet; thence South 88°09'44" West, 45.10 feet; thence South 03°45'45"W, 26.98 feet; thence South 01°33'57"E, 27.19 feet; thence South 87°36'01"W, 3.14 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 02°23'59"W, 67.08 feet; thence leaving said Westerly line, North 89°17'14" East, 4.79 feet; thence North 00°42'46" West, 37.44 feet to the **TRUE POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

CONTAINING: 1,937 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Rights to the above described temporary easement shall cease and terminate on September 30, 2026. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.

EXHIBIT A-4

LEGAL DECRIPTION
Parcel 81510-4 Temporary Construction Easement

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

BEGINNING at the Northeast Corner of said Lot 1; thence along the Easterly line of said Lot 1, South 00°42'11" East, 2.36 feet; thence leaving said Easterly line, North 58°30'33" West, 169.83 feet; thence North 31°29'27' East, 2.00 feet to the Northerly line of said Lot 1; thence along said Northerly line, South 58°30'33" East, 168.57 feet to the **POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

CONTAINING: 338 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Rights to the above described temporary easement shall cease and terminate on January 31, 2025. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.

EXHIBIT A-5

LEGAL DESCRIPTION

TEMPORARY CONSTRUCTION EASMENT - PARCEL 81511-1

That portion of Lot 1 of Tract No. 73036, in the City of Cerritos, County of Los Angeles, State of California, as per Map filed in Book 1388, Pages 79 to 81, Inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, described as follows:

BEGINNING at the Northwest corner of said Lot 1; thence along the Northeasterly line of said Lot 1, South 58°30'33" East, 1.97 feet; thence South 53°10'24" East, 232.42 feet; thence leaving said Northeasterly line, South 36°49'36" West, 2.00 feet; thence North 53°11'15" West, 232.94 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 00°42'11" West, 2.36 feet to the **POINT OF BEGINNING**.

EXCEPTING therefrom all minerals, oil, gases and other hydrocarbon substances in or under the land above described without, however, the right to Drill, Dig or Mine through the surface thereof, as reserved by the City of Cerritos, a Municipal Corporation, in Deed recorded December 16, 1969 as Instrument No. 600 Official Records.

TOGETHER WITH an Easement for Drainage purposes In, On, Across and Through the Southerly 20 feet, measured at right angles to the Southerly line of that portion of the Southwest Quarter of Section 29, Township 3 South, Range 11 West, in the Rancho Los Coyotes, in the City of Cerritos, County of Los Angeles, State of California, as shown on Map recorded in Book 41819, Page 141, et seq., of Official Records, in the Office of the County Recorder of said Los Angeles County, described as follows:

BEGINNING at a point in the Southerly line of that certain real property conveyed to the State of California by Deed recorded in Book D-277, Page 215, of Official Records, distant along said Westerly line, North 0° 53' 40" West, 84.07 feet from the Southwesterly corner of said certain property; thence North 86° 12' 29" East 136.00 feet; thence North 51° 14' 38" West, 176.40 feet to said Westerly line; thence along said Westerly line, South 0° 53' 40" East, 119.45 feet to the **POINT OF BEGINNING**.

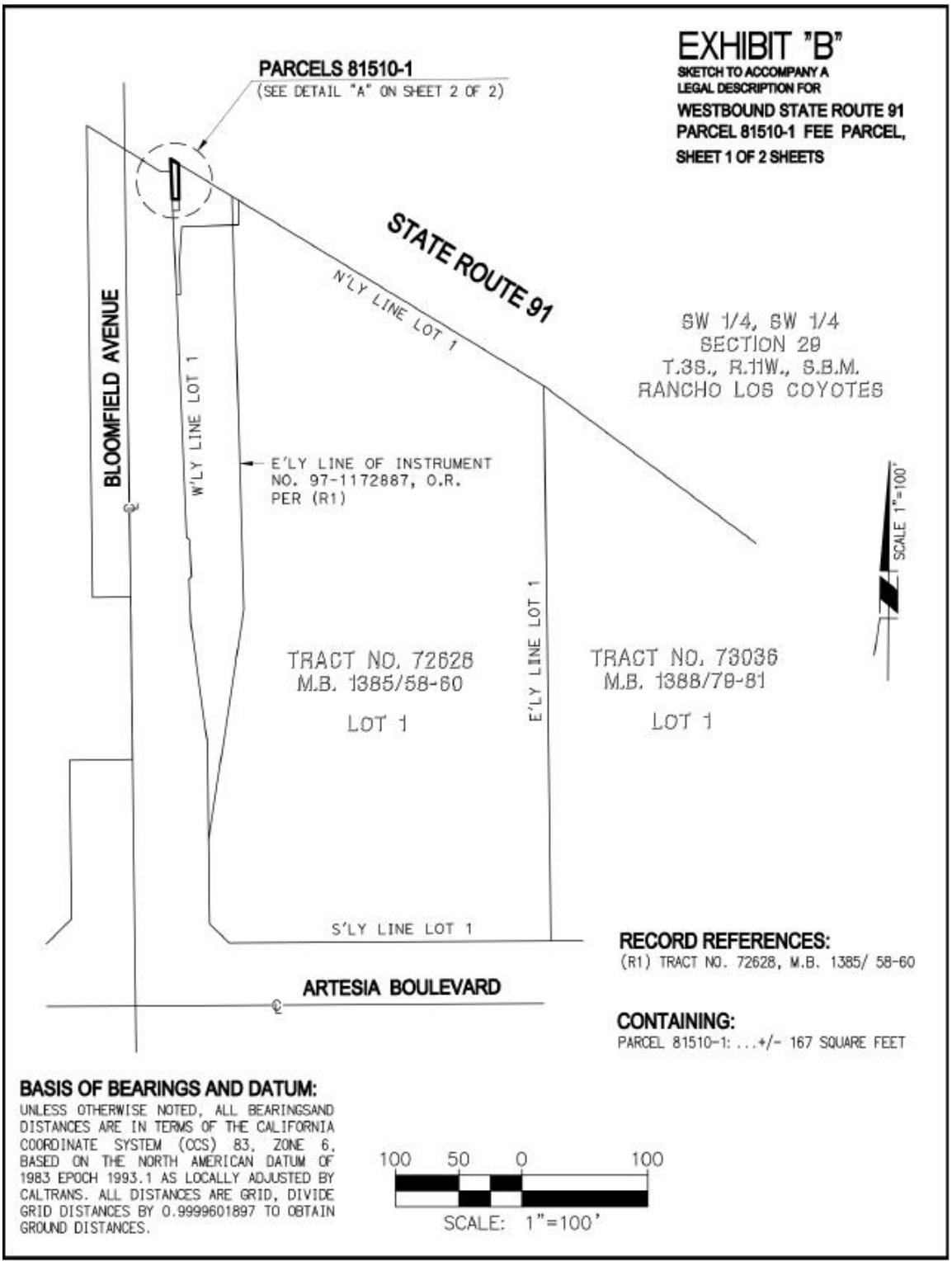
CONTAINING: 474 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

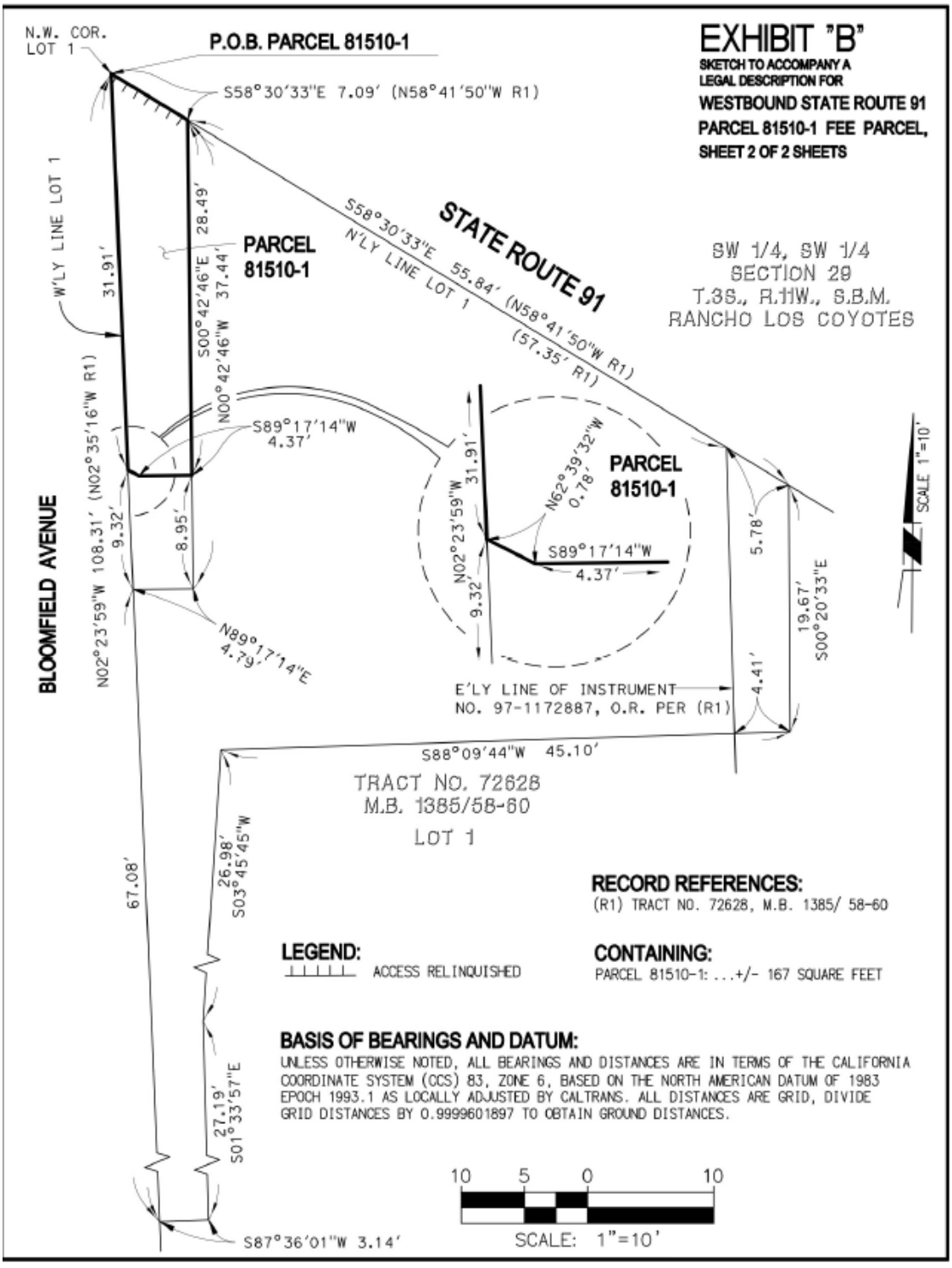
SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record. Rights to the above described temporary easement shall cease and terminate on January 31, 2025. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.

PLAT MAPS
EXHIBITS B-1, B-2, B-3, B-4, AND B-5

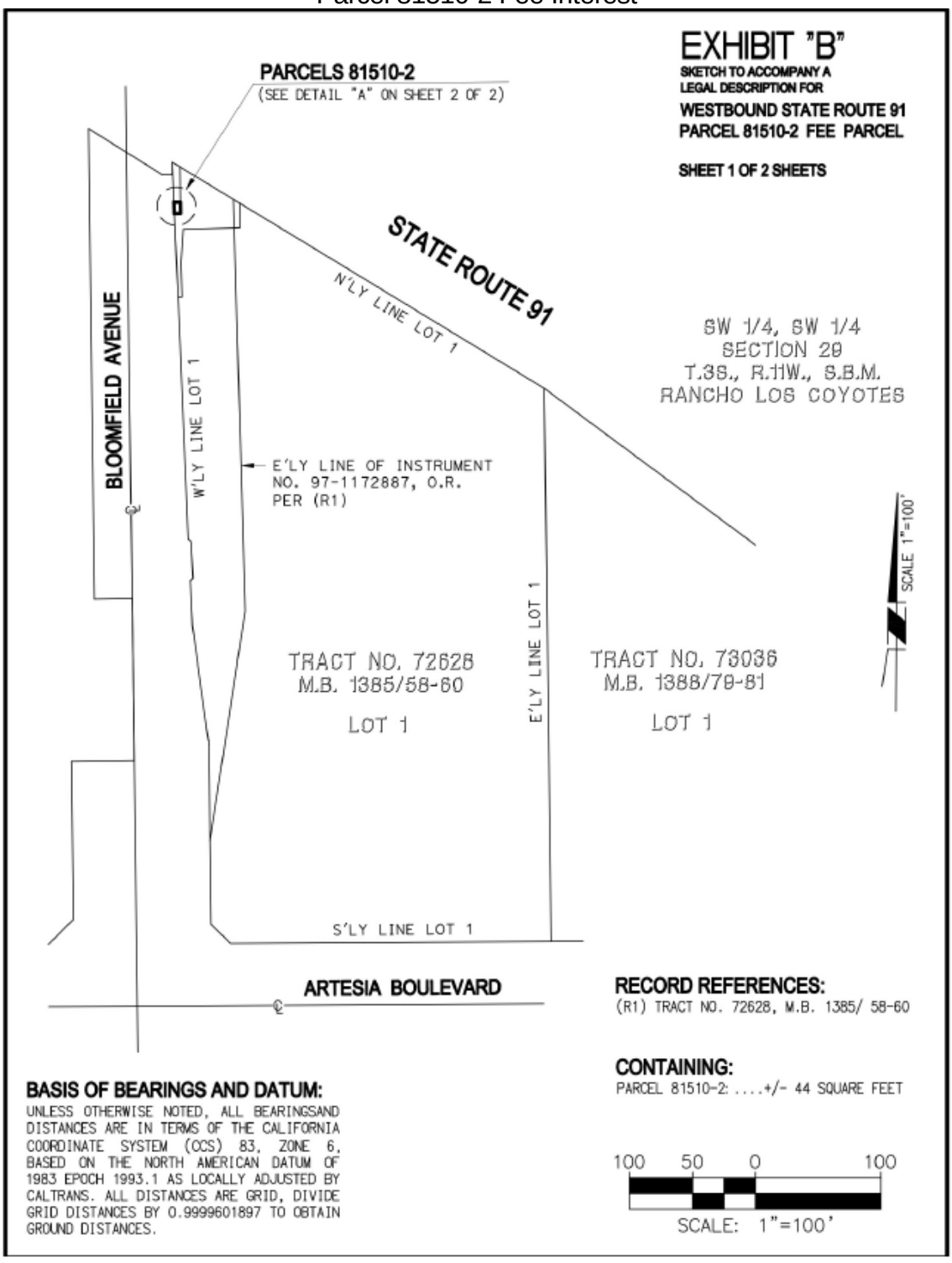
PLAT MAP
Parcel 81510-1 Partial Fee



PLAT MAP
Parcel 81510-1 Partial Fee



PLAT MAP
Parcel 81510-2 Fee Interest



PLAT MAP
Parcel 81510-2 Fee Interest

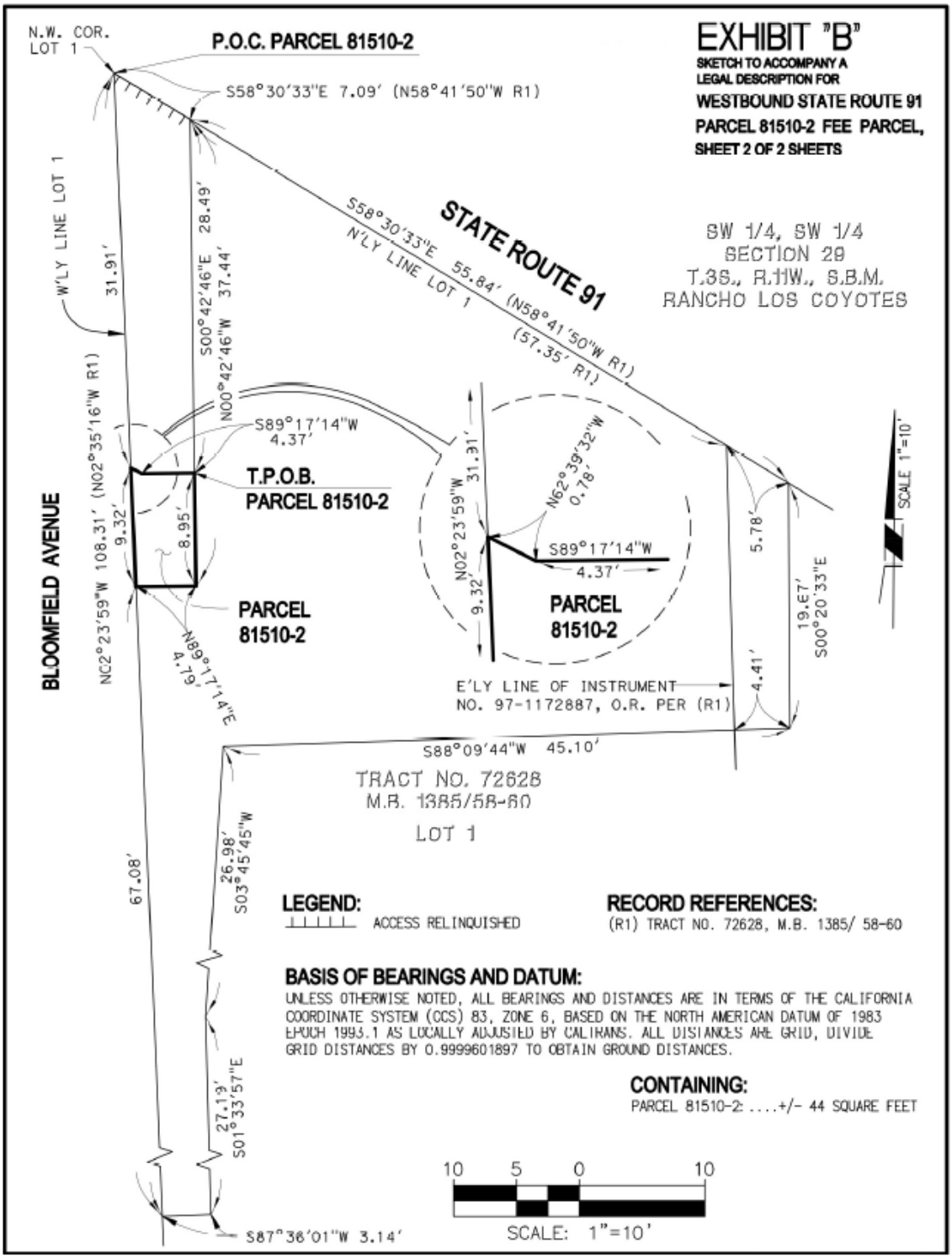


EXHIBIT B-3

PLAT MAP
Parcel 81510-3 Temporary Construction Easement

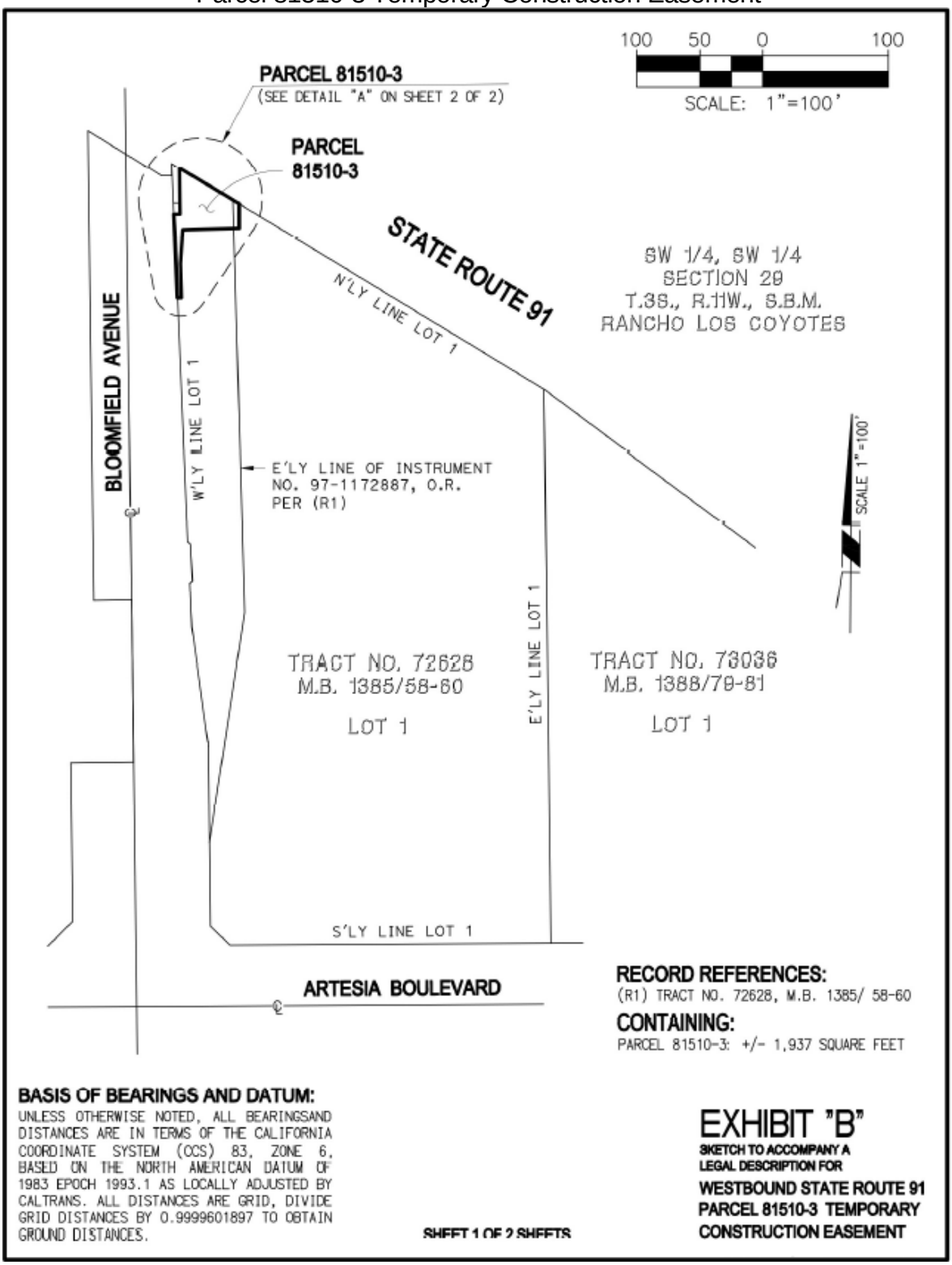


EXHIBIT B-4

PLAT MAP
Parcel 81510-4 Temporary Construction Easement

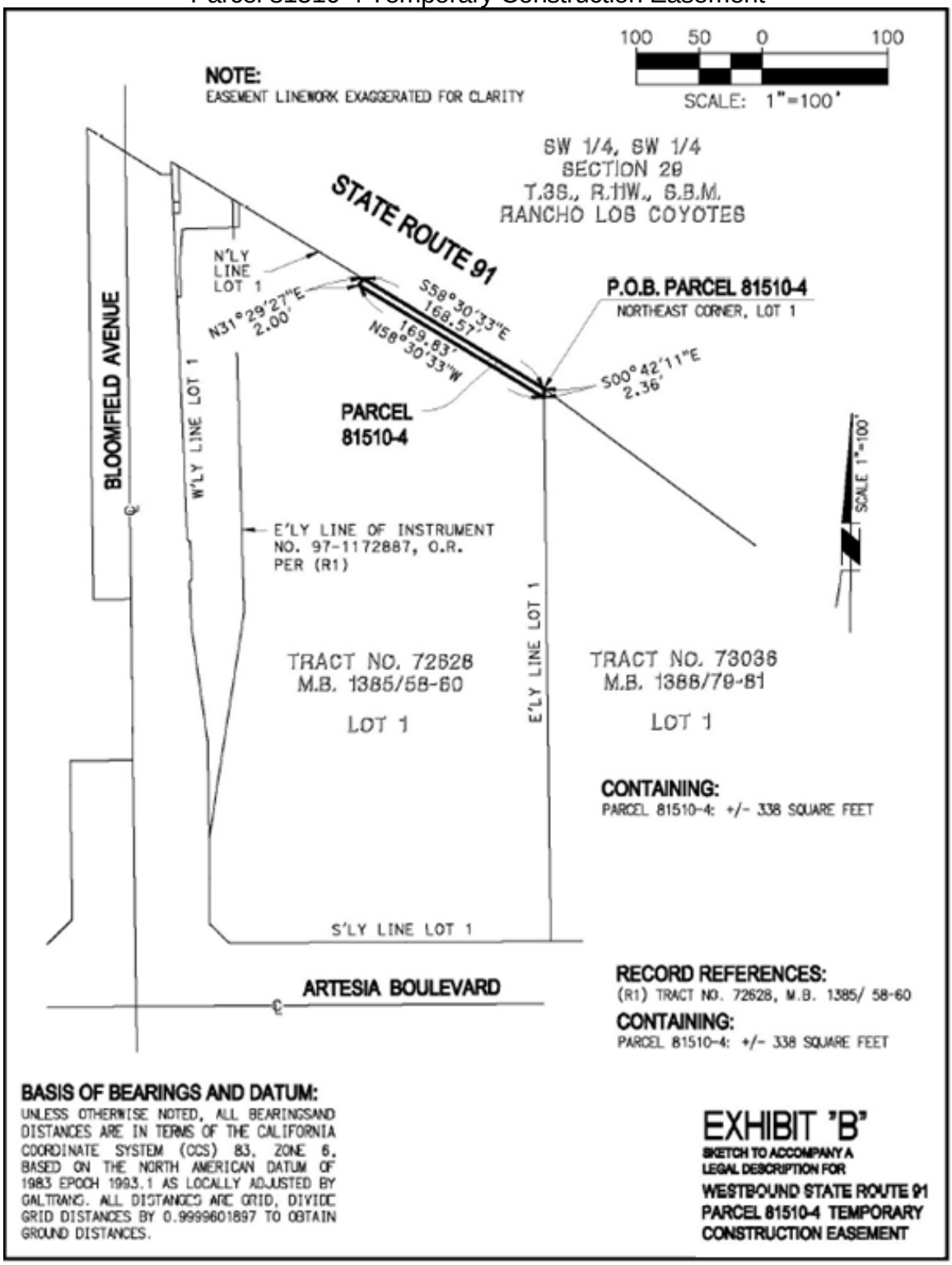
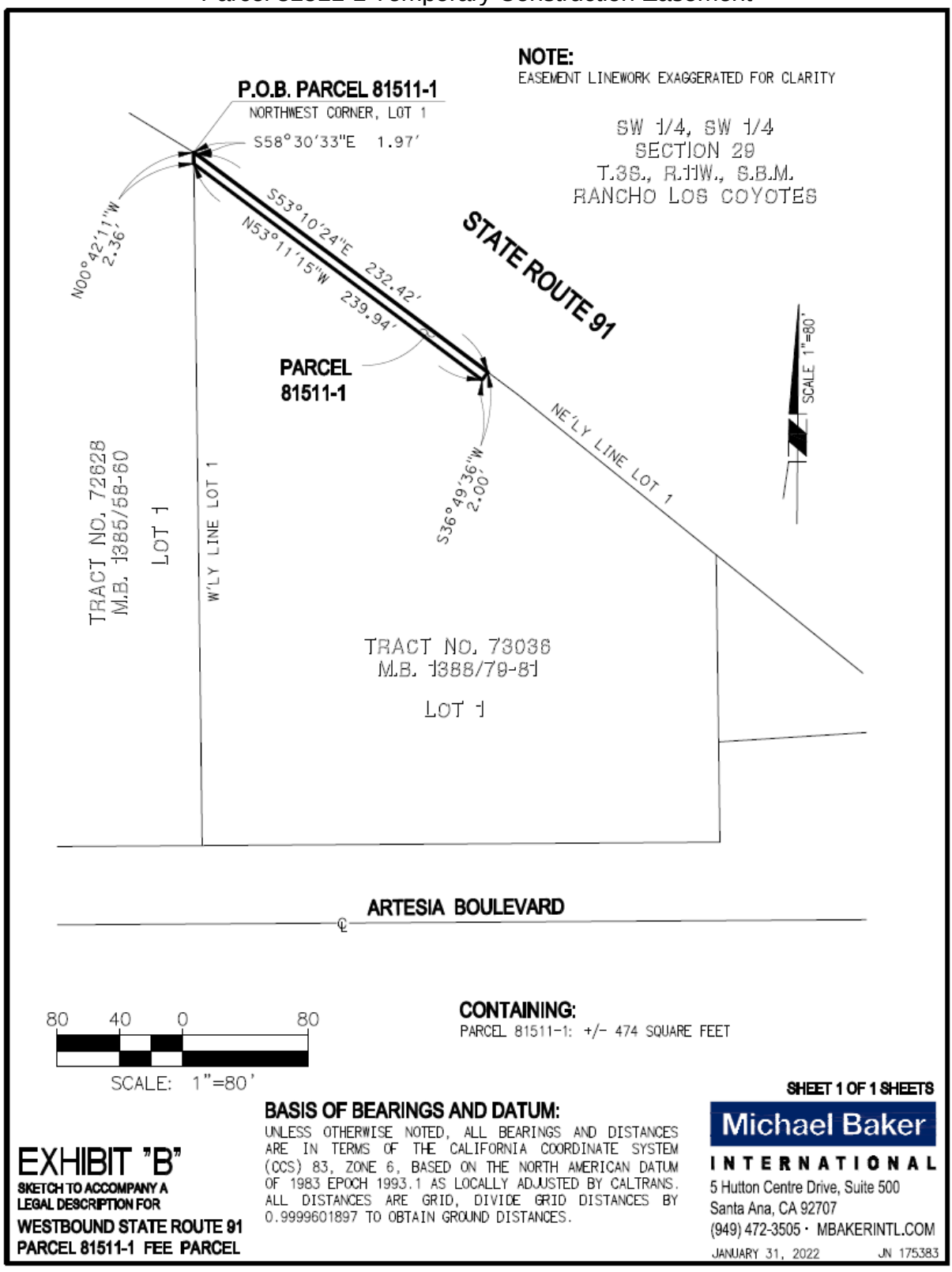


EXHIBIT B-5

PLAT MAP
Parcel 81511-1 Temporary Construction Easement



ATTACHMENT B-1

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
WESTBOUND SR-91 ALONDRA BOULEVARD TO SHOEMAKER AVENUE IMPROVEMENT PROJECT ("PROJECT") APN: 7030-001-048 CPN: 81510-1, 2, 3, 4**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests consist of the acquisition of a partial fee simple interest ("Fee") and 48-month Temporary Construction Easements ("TCE's"), as described more specifically in the legal descriptions (Exhibits "A-1" through "A-4") and depicted in the plat maps (Exhibit "B-1" through "B-4"), (hereinafter, the "Property Interests").

The Fee consists of 167 square feet (CPN 81510-1; Exhibits "A-1" and "B-1"), and 44 square feet (CPN 81510-2). The Fee is located at the top of the slope along Bloomfield Avenue and improved with metal fencing and landscaping. The Fee is required for the bridge reconstruction.

The TCE's consists of the following:

CPN **81510-3** with a total area of ±1,937 square feet, is located in the slope area adjacent to the fee acquisition areas. This area is improved with landscaping and a staircase. This easement is required for the reconstruction of the sidewalk due to the bridge widening and reconstruction. The staircase will not be available for use during an approximate 6-to-12-month exclusive use Construction Period (as that term is defined below).

CPN **81510-4** has a total area of ±338 square feet, is located north of the metal fence and has an approximate 6- to-12-month exclusive use Construction Period. The TCE is needed to construct a soundwall. There will be a 2-foot gap between the metal fence at the rear of the property and the new soundwall. This area will be slurried as a part of the project.

The term for each TCE shall have a duration up to forty-eight (48) months. The TCE's are scheduled to commence upon the Project Right of Way Certification or as soon thereafter as agreed by the underlying fee owner or ordered by the Court, but in all events will automatically expire no later than September 30, 2026. The TCE term shall include within it the exclusive use by the easement holder of the TCE area for the duration of the construction period ("Construction Period"), which is estimated to run approximately six (6) to twelve (12) concurrent months for both parcels 81510-3 and 81510-4 with the remainder of the 48-month TCE term non-exclusive allowing fee owner's use of the TCE area to the extent it does not interfere with any Project construction activities.

Section 4.

(a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Westbound SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project ("Project");

(b.) The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in January 2019. A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

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

Section 5.

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

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

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

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

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

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 26th day of January 2023.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A-1, A-2, A-3, and A-4 – Legal Description

Exhibit B-1, B-2, B-2, B-3, and B-4 – Plat Map

EXHIBIT "A-1"

LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

WESTBOUND - STATE ROUTE 91
PARCEL 81510-1 (FEE PARCEL)

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, also shown on that certain Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

BEGINNING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet; thence leaving said line, South 00°42'46" East, 28.49 feet; thence South 89°17'14" West, 4.37 feet; thence North 62°39'32" West, 0.78 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 02°23'59" West, 31.91 feet to the **POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

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SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Westbound
State Route 91
Parcel 81510

This conveyance is made for the purpose of a freeway and the **GRANTOR** hereby releases and relinquishes to the **STATE** any and all abutter's rights including access rights, appurtenant to **GRANTOR'S** remaining property, in and to the freeway.

1/6/2022

JOHN R DUQUETTE, P.L.S. 7566 Date



Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Project No. 175383
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EXHIBIT "A-2"

LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

WESTBOUND - STATE ROUTE 91
PARCEL 81510-2 (FEE PARCEL)

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, also shown on that certain Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

COMMENCING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet; thence South 00°42'46" East, 28.49 feet to the **TRUE POINT OF BEGINNING**; thence South 89°17'14" West, 4.37 feet; thence North 62°39'32" West, 0.78 feet to the Westerly line of said Lot 1; thence along said line, South 02°23'59" East, 9.32 feet; thence leaving said Westerly line, North 89°17'14" East, 4.79 feet; thence North 00°42'46" West, 8.95 feet to the **TRUE POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Westbound
State Route 91
Parcel 81510

This conveyance is made for the purpose of a freeway and the **GRANTOR** hereby releases and relinquishes to the **STATE** any and all abutter's rights including access rights, appurtenant to **GRANTOR'S** remaining property, in and to the freeway.

1/6/2022

JOHN R DUQUETTE, P.L.S. 7566 Date



Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Project No. 175383
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EXHIBIT "A-3"

LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

WESTBOUND - STATE ROUTE 91
PARCEL 81510-3 (TEMPORARY CONSTRUCTION EASEMENT)

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

COMMENCING at the Northwest Corner of said Lot 1; thence along the Northerly line of said Lot 1, South 58°30'33" East, 7.09 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said line, South 58°30'33" East, 55.84 feet; thence South 00°20'33" East, 19.67 feet; thence South 88°09'44" West, 45.10 feet; thence South 03°45'45"W, 26.98 feet; thence South 01°33'57"E, 27.19 feet; thence South 87°36'01"W, 3.14 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 02°23'59"W, 67.08 feet; thence leaving said Westerly line, North 89°17'14" East, 4.79 feet; thence North 00°42'46" West, 37.44 feet to the **TRUE POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

CONTAINING: 1,937 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch

Westbound
State Route 91
Parcel 81510

1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Rights to the above described temporary easement shall cease and terminate on **September 30**, 2026. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.



1/6/2022

JOHN R DUQUETTE, P.L.S. 7566 Date

Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Project No. 175383
H:\pdata\175383\CADD\Mapping\Legal Descriptions and Exhibits\81510\Legal Descriptions\Parcel 81510 Legal.docx

EXHIBIT "A-4"

LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION

WESTBOUND - STATE ROUTE 91
PARCEL 81510-4 (TEMPORARY CONSTRUCTION EASEMENT)

That portion of Lot 1 of Tract No. 72628, in the City of Cerritos, County of Los Angeles, State of California, as per Map recorded in Book 1385, Pages 58 to 60, inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, Certificate of Correction recorded March 17, 2017 as Instrument No. 20170307080, of Official Records of said Los Angeles County, described as follows:

BEGINNING at the Northeast Corner of said Lot 1; thence along the Easterly line of said Lot 1, South 00°42'11" East, 2.36 feet; thence leaving said Easterly line, North 58°30'33" West, 169.83 feet; thence North 31°29'27' East, 2.00 feet to the Northerly line of said Lot 1; thence along said Northerly line, South 58°30'33" East, 168.57 feet to the **POINT OF BEGINNING**.

TOGETHER with A Non-Exclusive Reciprocal Easement for Vehicular and Pedestrian Ingress and Egress as contained in an Instrument entitled "Declaration of Covenants, Conditions and Restrictions and Grant of Easements", recorded October 15, 1993 as Instrument No. 93-2016130, of Official Records.

CONTAINING: 338 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

Westbound
State Route 91
Parcel 81510

Rights to the above described temporary easement shall cease and terminate on September 30, 2026. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.\

1/31/2022

JOHN R DUQUETTE, P.L.S. 7566 Date

PROFESSIONAL LAND SURVEYOR
JOHN R. DUQUETTE
NO. 7566
STATE OF CALIFORNIA

Michael Baker International
5 Hutton Centre Drive, Suite 500
Santa Ana, California 92707
Project No. 175383

H:\pdata\175383\CADD\Mapping\Legal Descriptions and Exhibits\81510\Legal Descriptions\Parcel 81510 Legal.docx

EXHIBIT "B-1"

PLAT MAP

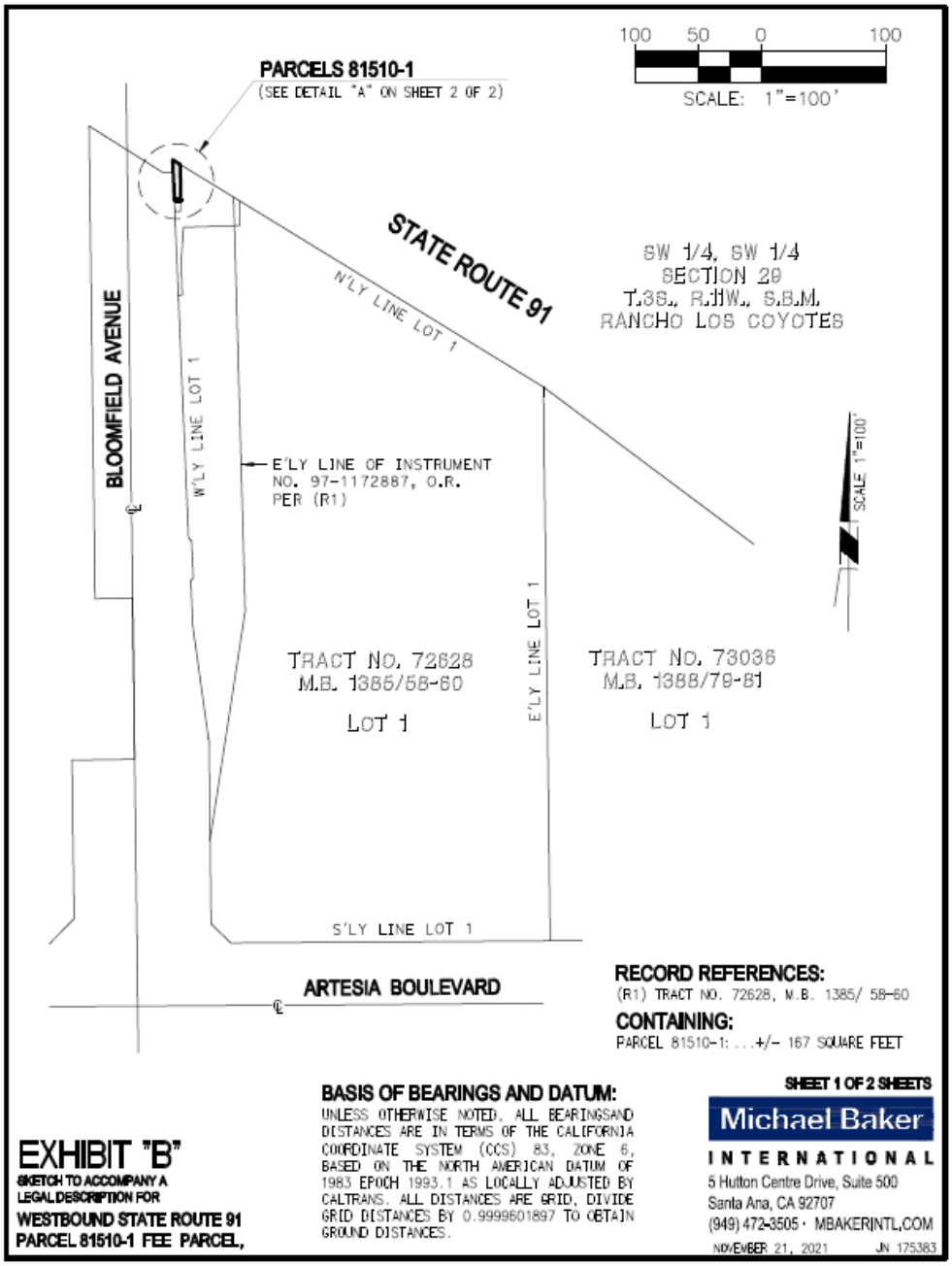


EXHIBIT "B-2"

PLAT MAP

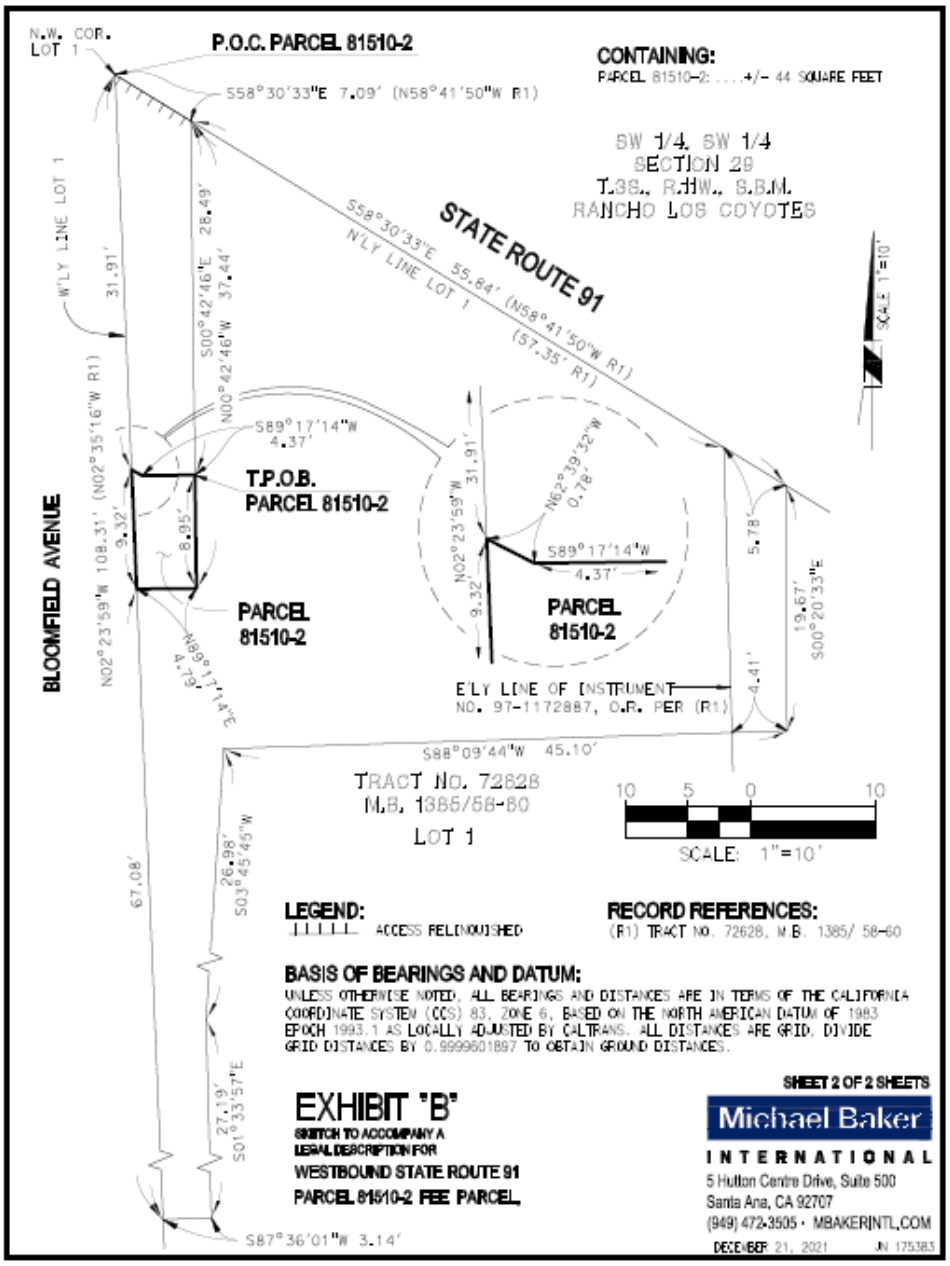


EXHIBIT "B-3"

PLAT MAP

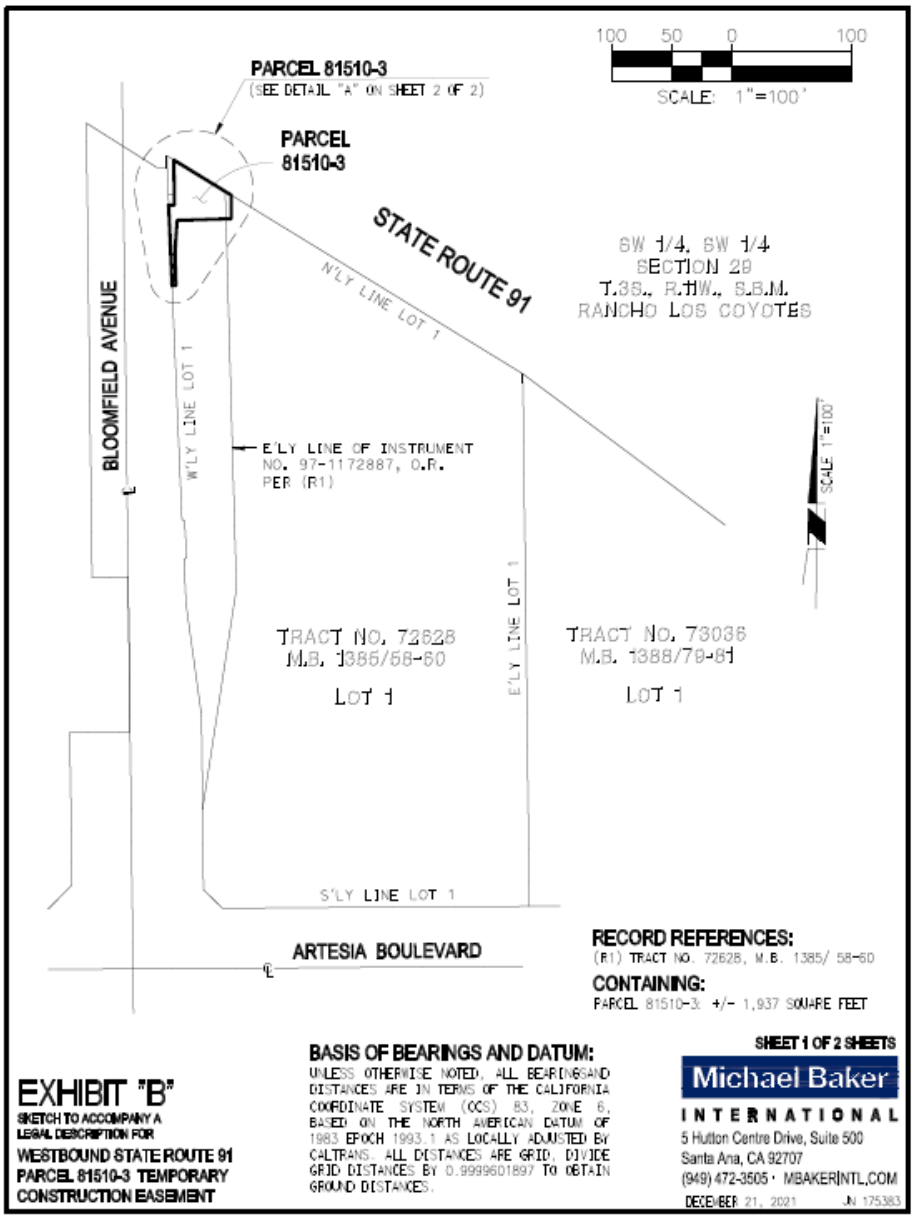
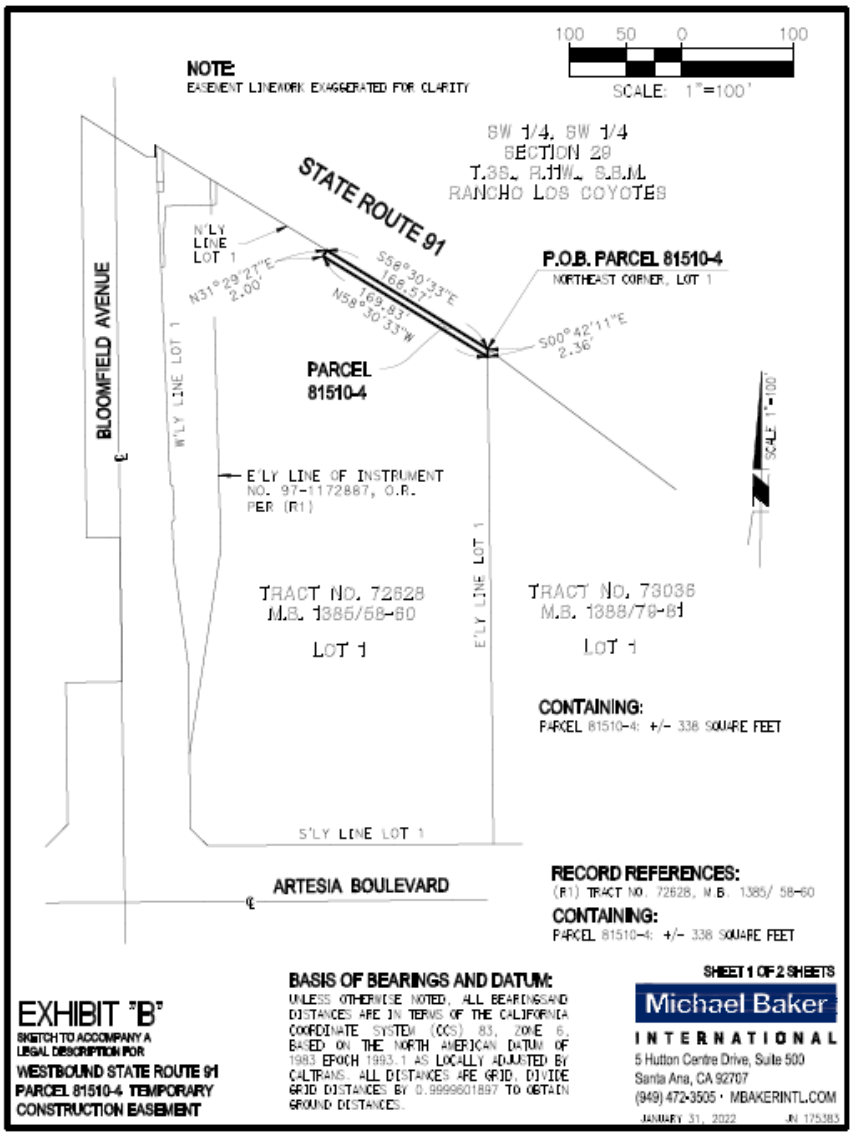


EXHIBIT "B-4"

PLAT MAP



ATTACHMENT B-2

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
WESTBOUND SR-91 ALONDRA BOULEVARD TO SHOEMAKER AVENUE IMPROVEMENT PROJECT, ("PROJECT") APN: 7030-001-049 CPN: 81511-1**

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

Section 1.

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

Section 2.

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

Section 3.

The property interests consist of the acquisition of a 48-month Temporary Construction Easement ("TCE"), as described more specifically in the legal description Exhibit "A-1" and depicted in the plat map Exhibit "B-1" (hereinafter, the "Property Interests"). The TCE is required to construct a soundwall. The TCE term shall have a duration up to forty-eight (48) months. The TCE is scheduled to begin upon Project Right of Way Certification or as soon thereafter as agreed by the underlying fee owner or ordered by the Court, and in all events will automatically expire no later than September 30, 2026. The TCE term shall include exclusive use by the easement holder of the TCE which is estimated to run approximately six (6) to twelve (12) concurrent months at parcel 81511-1, ("Construction Period"), with the remainder of the 48-month TCE term non-exclusive allowing fee owner's use of the TCE area to the extent it does not interfere with any Project construction activities.

Section 4.

(d.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Westbound SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project ("Project");

(e.) The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in January 2019. A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

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

Section 5.

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

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

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

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

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

Section 6.

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

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section

1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose property is to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 26th day of January 2023.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A-1 - Legal Description

Exhibit B-1- Plat Map

EXHIBIT "A-1"

LEGAL DESCRIPTION

TEMPORARY CONSTRUCTION EASMENT - PARCEL 81511-1

That portion of Lot 1 of Tract No. 73036, in the City of Cerritos, County of Los Angeles, State of California, as per Map filed in Book 1388, Pages 79 to 81, Inclusive of Maps, in the Office of the County Recorder of said Los Angeles County, described as follows:

BEGINNING at the Northwest corner of said Lot 1; thence along the Northeasterly line of said Lot 1, South 58°30'33" East, 1.97 feet; thence South 53°10'24" East, 232.42 feet; thence leaving said Northeasterly line, South 36°49'36" West, 2.00 feet; thence North 53°11'15" West, 232.94 feet to the Westerly line of said Lot 1; thence along said Westerly line, North 00°42'11" West, 2.36 feet to the **POINT OF BEGINNING**.

EXCEPTING therefrom all minerals, oil, gases and other hydrocarbon substances in or under the land above described without, however, the right to Drill, Dig or Mine through the surface thereof, as reserved by the City of Cerritos, a Municipal Corporation, in Deed recorded December 16, 1969 as Instrument No. 600 Official Records.

TOGETHER WITH an Easement for Drainage purposes In, On, Across and Through the Southerly 20 feet, measured at right angles to the Southerly line of that portion of the Southwest Quarter of Section 29, Township 3 South, Range 11 West, in the Rancho Los Coyotes, in the City of Cerritos, County of Los Angeles, State of California, as shown on Map recorded in Book 41819, Page 141, et seq., of Official Records, in the Office of the County Recorder of said Los Angeles County, described as follows:

BEGINNING at a point in the Southerly line of that certain real property conveyed to the State of California by Deed recorded in Book D-277, Page 215, of Official Records, distant along said Westerly line, North 0° 53' 40" West, 84.07 feet from the Southwesterly corner of said certain property; thence North 86° 12' 29" East 136.00 feet; thence North 51° 14' 38" West, 176.40 feet to said Westerly line; thence along said Westerly line, South 0° 53' 40" East, 119.45 feet to the **POINT OF BEGINNING**.

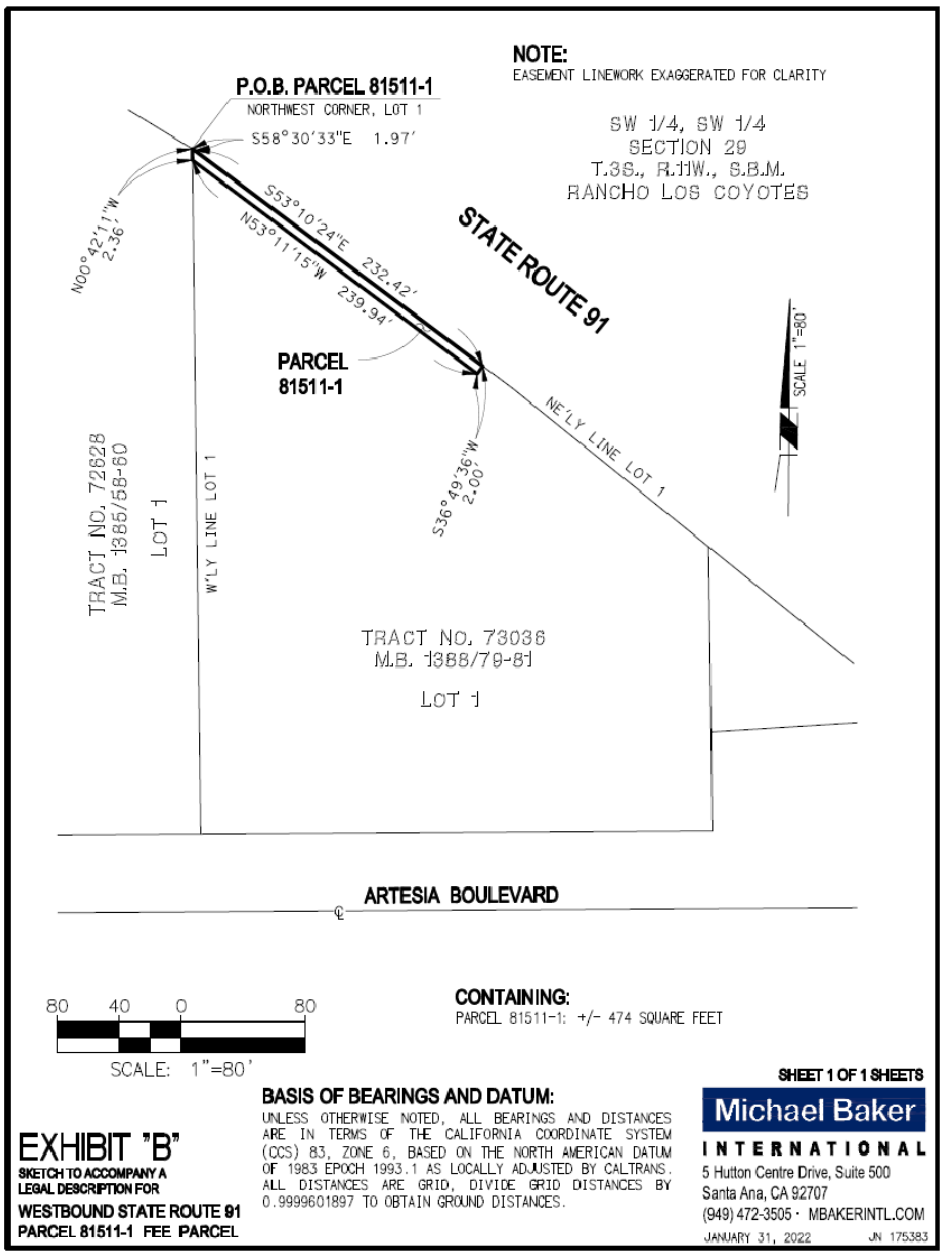
CONTAINING: 474 Square Feet more or less.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System (CCS83), Zone 6, based on the North American Datum of 1983 Epoch 1993.1 as locally adjusted by Caltrans. All distances are grid, divide distances by 0.9999601897 to obtain ground distances.

SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record. Rights to the above described temporary easement shall cease and terminate on January 31, 2025. Said rights may also be terminated prior to the above date by **STATE** upon notice to **GRANTOR**.

EXHIBIT "B-1"

PLAT MAP
Parcel 81511-1 Temporary Construction Easement



Hearing to Adopt Resolutions of Necessity

Westbound SR-91 Alondra Boulevard to Shoemaker Avenue Improvement Project

Board Meeting January 26, 2023

Item # 2022-0759

Hearing to Adopt Resolution of Necessity. Westbound SR-91 Alondra Blvd to Shoemaker Ave Improvement Project

Project:

- The Project intends to add a westbound travel lane and widen and improve approximately four (4) miles of freeway along westbound State Route 91 (SR-91) between Shoemaker Avenue and the Interstate 605 (I-605) interchange, which will reduce congestion and improve freeway operations (both mainline and ramps), improve safety and reduce accidents, and improve local and system interchange operations.

Property Impacts:

- **Temporary Construction Easements (TCE's):** 48-month TCE's are required for the reconstruction of the sidewalk due to bridge widening and for soundwall construction. Actual construction time will be 6-12 months.
- **Partial Fee:** is required for the bridge construction.

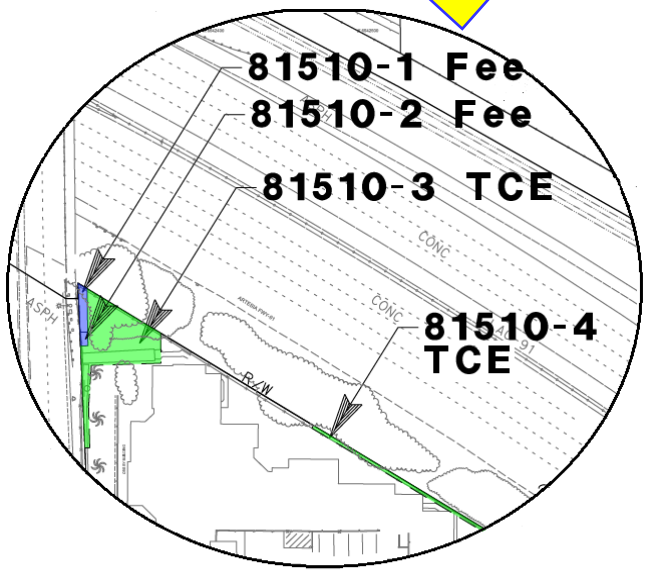
Property Locations:

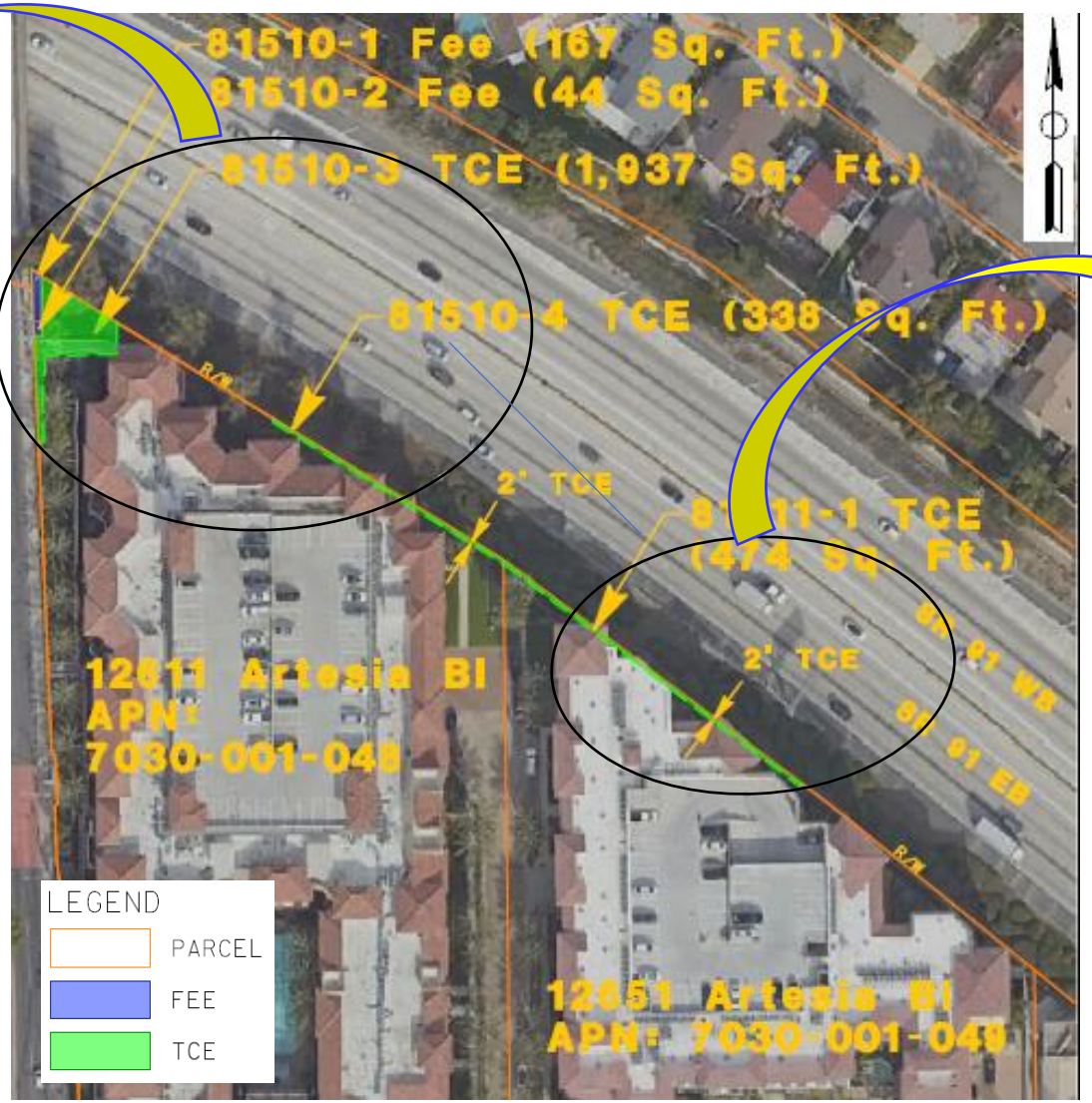
- 12611 Artesia Boulevard, Cerritos, CA, APN: 7030-001-048
- 12651 Artesia Boulevard, Cerritos, CA, APN: 7030-001-049

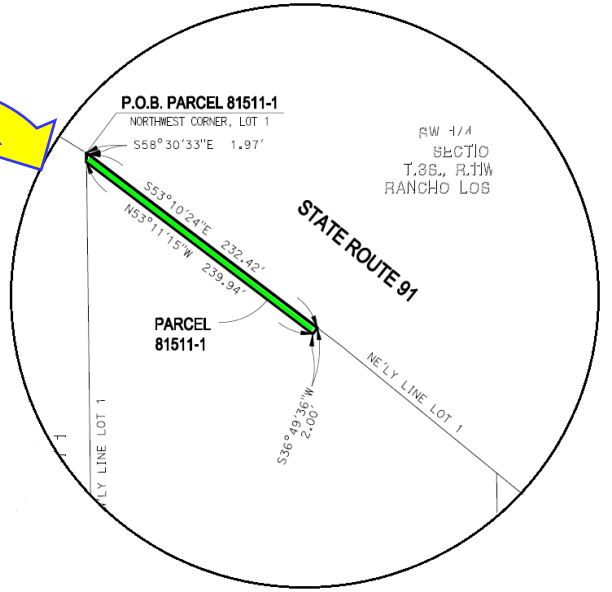
Relocation Impacts:

- Project impacts will not create residential displacements

Hearing to Adopt Resolutions of Necessity
Westbound SR-91 Alondra Blvd to Shoemaker Ave Improvement Project







12611 Artesia Boulevard:

81510–1 Fee	167 Sq, Ft
81510–2 Fee	44 Sq. Ft
81510–3 TCE	1,937 Sq. Ft
81510–4.TCE	338 Sq. Ft

12651 Artesia Boulevard:

81511–1 TCE	474 Sq, Ft

Hearing to Adopt Resolutions of Necessity. Westbound SR-91 Alondra Blvd to Shoemaker Ave Improvement Project

Staff recommends the Board make the below findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.

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

Metro

Board Report

File #: 2023-0034, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
JANUARY 26, 2023

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 1, 2022 and the Special Board Meeting held January 4, 2023.

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GLASSELL PARK
IMPROVEMENT ASSOCIATION

WORKING TO BETTER OUR COMMUNITY SINCE 1968

PRESIDENT MOLLY LYNN TAYLOR / VICE PRESIDENT HELENE SCHPAK / TREASURER JIM KIEHL / SECRETARY MARGE PIANE /
IMPROVEMENT CHAIR VACANT / AREA REPRESENTATIVES: JENNIFER CAMPBELL, JOHN LIST, MARCIE ROSE

30 November 2022

To: Los Angeles Metropolitan Transit Authority Board (boardclerk@metro.net)

Re: **Removal of Agenda item 13 from consent**, December 1, 2022 Board meeting

Dear Los Angeles Metro Board members:

The Glassell Park Improvement Association (GPIA), sent a Statement of Community Impact regarding the Transportation Communication Network (TCN) on October 20th. In our letter we stated our opposition to the Los Angeles Metropolitan Transit Authority's (Metro) plan to implement the TCN Program of digital billboards above Los Angeles freeways. We were, and remain, especially concerned about the two Freeway-facing TCN structures (FF-13 SB2 & FF-14 NB2) proposed for placement above the 2 Freeway in Glassell Park.

Our statement was in response to the Draft Environmental Impact Report. The itemized replies to our Statement inaccurately stated that the part of the L.A. River over which the 2 freeway passes is concrete lined. In fact, per the US Army Corps of Engineers, this stretch is the heart of the Glendale Narrows that is defined as "soft bottom" and full of vegetation and the wildlife it supports.

Despite our acknowledged and filed communication, we were not informed of the availability of the Final Environmental Impact Report (FEIR). If we, involved community members, were not informed, how can we expect that the general public was? Where is the transparency that would allow for public participation in such an important and damaging decision?

With this letter, we ask the Metro Board to **remove** this impactful item **from consent** and **delay** any further **action** until the public has been fully notified about the proposed TCN program, and all are given adequate time to review and respond to the FEIR.

The Glassell Park Improvement Association was founded in 1968, and is one of the oldest organizations of its kind in Los Angeles. Our founders described our mission as advocating for quality of life issues and working to improve conditions in Glassell Park. As such, our Board of Directors has voted and approved sending this statement on behalf of our members.

Thank you for your consideration.



[redacted], GPIA President, for the GPIA Board of Directors

cc: Los Angeles City Planning c/o Terri Osborne, Supervisor Hilda Solis, Assemblymember Wendy Carrillo, Congressmember Jimmy Gomez, City Councilmember-elect Eunisses Hernandez, City Councilmember-elect Hugo Soto-Martinez, Glassell Park Neighborhood Council, sceniclosangeles@gmail.com

BRENTWOOD
COMMUNITY
COUNCIL

149 S. Barrington Ave., Box 194
Los Angeles, CA 90049
www.brentwoodcommunitycouncil.org

November 29, 2022

Metro Board

Via email – boardclerk@metro.net

Re: Item 13, Consent Agenda, December 1,2022 Meeting – Against, Needs Further Consideration

Dear Metro Board:

The Brentwood Community Council ("BCC") is the broadest based Brentwood community organization, representing approximately 35,000 stakeholders of the 90049 community within CD-11. The BCC includes 13 homeowners' associations, multi-family residential dwellers, business organizations, schools, religious groups, volunteer service groups, as well as public safety and environmental organizations.

The BCC has serious concerns regarding the pending digital billboard ordinance, including concerns that relate to distracted driving and the negative effects of light pollution from these billboards which we have raised in connection with pending City of Los Angeles files related to the same program. We are further concerned with what appears to be a rushed process at LA County MTA to approve the Final EIR for the Transportation Communication Network Program without adequate notice to the public, including neighborhood and community councils. We ask that you remove item 13 from your consent agenda and delay a vote until there has been meaningful opportunity for public comment.

Respectfully submitted,

Brentwood Community Council
[redacted]

2239256.1

Channel Law Group, LLP

8383 Wilshire Blvd.
Suite 750
Beverly Hills, CA 90211

Phone: (310) 347-0050
Fax: (323) 723-3960
www.channellawgroup.com

JULIAN K. QUATTLEBAUM, III
JAMIE T. HALL *
CHARLES J. McLURKIN

Writer's Direct Line: (310) 982-1760
jamie.hall@channellawgroup.com

*ALSO Admitted in Texas

November 30, 2022

VIA ELECTRONIC MAIL

Board
Los Angeles County Metropolitan Transportation Authority
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net

RE: AGAINST ITEM # 13 (2022-0695) - Certification of the Final Environmental Impact Report for the Transportation Communication Network (SCH# 2022040363)

Dear Board Members:

This firm represents the Coalition for a Scenic Los Angeles ("Scenic LA").[1] As detailed in this comment letter, the Final Environmental Impact Report ("FEIR") for the Transportation Communication Network ("TCN") ("Project" or "proposed Project")[2] is fatally flawed and must be revised and then recirculated for additional public comment and review. In addition, Metro's process is also fatally flawed and does not comply with the requirements of the California Environmental Quality Act ("CEQA").

[1] The Coalition for a Scenic Los Angeles, currently in the process of a name change to Coalition for a Beautiful Los Angeles, is a non-profit organization dedicated to protecting and enhancing the city's visual environment through education and political action on behalf of many important issues, including: reducing visual blight from billboards and other forms of commercial signage to promote traffic safety and improve public health; preserving urban forest and open space; establishing federally-recognized Scenic Byways; undergrounding utility lines; treating our scenic resources as treasures to be passed on to future generations; promoting equitable public policies to accomplish those goals.

[2] The Draft and Final EIRs are available at:
https://www.dropbox.com/sh/7l3vazv99twwyo2/AACpUExTf80X3bLjEuk2TQ4da?dl=0

1.0 INTRODUCTION

As described in Metro's findings of fact, the proposed:

> Project would include the installation of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures on Metro-owned property. The total amount of TCN Structure digital signage would be a maximum of approximately 55,000 square feet. The TCN Program would also include the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays within the City. The new TCN Structures would use intelligent technology to improve roadway efficiency and increase public safety and communication, while also generating advertising revenue for both Metro and the City.

As noted on DEIR page II-18, the proposed Project requires the following discretionary approvals:

- City adoption of Ordinance Amending Chapter 1 of the Los Angeles Municipal Code to authorize TCN Structures (Zoning Ordinance), including takedown requirements; and

- City adoption of any other necessary LAMC and General and/or Specific Plan amendments to provide for the implementation of the TCN Program.

- Issuance of a Coastal Development Permit by the California Coastal Commission and/or City for Site Locations FF-29 and FF-30.

- Other Metro and City discretionary and/or ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary lane closure permits, demolition/removal permits, grading permits, and sign approvals.

As part of the preparation of the FEIR, Metro conducted the following additional studies which are included as appendices to the FEIR:

- Lighting Study Supplemental Analysis, dated November 14, 2022 prepared by Francis Krahe & Associates
- Biological Resource Supplemental Analysis, dated November 14, 2022 prepared by HDR
- Transportation and Traffic Safety Supplemental Analysis, undated

Metro has failed to provide the public with adequate opportunity to review and comment on this additional analysis.

The proposed Project would result in significant unavoidable aesthetics, cultural resources and land use and planning impacts.

CEQA Requirements for Recirculation of a DEIR

As detailed in this comment letter, the EIR is fatally flawed and must be corrected and recirculated. Section 15088.5 of California Environmental Quality Act ("CEQA") Guidelines specifies when recirculation of an EIR is required prior to certification. CEQA Guidelines Section 15088.5 states in part:[3]

> (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
>
> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).

[3] CEQA Guidelines Section 15088.5(e) specifies: A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

2.0 PROJECT HISTORY

Prior to initiating preparation of the EIR, both the City and Metro engaged in actions that predisposed the two agencies to approval of the proposed Project. Prior to initiating preparation of the EIR for this Project, Metro and the City of Los Angeles ("City") entered into a Privileged & Confidential Memorandum of Agreement ("MOA") dated January 12, 2022.[4] Although the agreement specifies CEQA compliance, the agreement and the various actions taken by the two agencies essentially as a practical and financial matter, have committed the two agencies to the Project.[5] As detailed in Save *Tara v. City of West Hollywood*, 45 Cal.4th 116 (Cal. 2008), which dealt with public-private, rather than public-public agreements:

> A CEQA compliance condition can be a legitimate ingredient in a preliminary public-private agreement for exploration of a proposed project, but if the agreement, viewed in light of all the surrounding circumstances, commits the public agency as a practical matter to the project, the simple insertion of a CEQA compliance condition will not save the agreement from being considered an approval requiring prior environmental review. . .
>
> A public entity that, in theory, retains legal discretion to reject a proposed project may, by executing a detailed and definite agreement . . . and by lending its political and financial assistance to the project, have as a practical matter committed itself to the project. When an agency has not only expressed its inclination to favor a project, but has increased the political stakes by publicly defending it over objections, putting its official weight behind it, devoting substantial public resources to it, and announcing a detailed agreement to go forward with the project, the agency will not be easily deterred from taking whatever steps remain toward the project's final approval.

3.0 METRO FAILED TO PROVIDE NOTICE TO THOSE WHO COMMENTED ON THE DEIR

Metro is acting on both the certification of the FEIR and approval of the proposed Project as a consent calendar item, as shown in **Attachment A**. No notice was provided to our client regarding the either the availability of the FEIR on Metro's website or that the item would be before the Board on December 1, 2022, despite the fact Scenic LA commented on the DEIR, and specifically requested notification, as shown in **Attachment B.**

---

[4] https://clkrep.lacity.org/onlinecontracts/2022/C-139852_c_2-3-22.pdf

[5] We request that the full history of actions by Metro and the City of Los Angeles regarding this Project be included in the administrative record.

4.0 THE BOARD HAS FAILED TO REVIEW AND CONSIDER THE INFORMATION CONTAINED IN THE FINAL EIR

CEQA Guidelines Section 15090 requires:

> **15090. CERTIFICATION OF THE FINAL EIR**
>
> (a) Prior to approving a project the lead agency shall certify that:
>
> (1) The final EIR has been completed in compliance with CEQA;
>
> (2) The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
>
> (3) The final EIR reflects the lead agency's independent judgment and analysis.

As demonstrated by the Board Agenda for this Project included as **Attachment B**,[6] the decision-making body of the lead agency (i.e. Metro's Board) has failed to review and consider the information contained in the Final EIR prior to being asked to approve the Project. Certification of the FEIR is Item 13 on the Board's consent calendar. The agenda item includes:

1. APPROVING the Transportation Communication Network (TCN) Project;

2. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;

3. ADOPTING, in accordance with CEQA, the:
    1. Findings of Fact;
    2. Mitigation Monitoring and Reporting Program; and

[6] The Board Agenda is available at: https://metro.legistar1.com/metro/meetings/2022/12/2448_A_Board_of_Directors_-_Regular_Board_Meeting_22-12-01_Agenda.pdf

4. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

The only attachments for the agenda item are:

Attachment A - Locations
Attachment B - Findings of Fact
Attachment C – MMRP
Attachment D - Notice of Determination
Presentation

The Board has thus not been presented with a copy of the Final EIR (including the Draft EIR, and the comments and responses) for review and consideration. Metro has therefore failed to proceed in the manner prescribed by law.

5.0 THE RESPONSES TO COMMENTS ARE INADEQUATE

The responses to comments contained in the FEIR are inadequate and fail to address the issues raised. All comments on the EIR are incorporated herein by reference and remain valid. The 851 pages of comments on the DEIR provide substantial evidence, including supporting studies, demonstrating the proposed Project's potential to result in significant impacts not identified in the DEIR, including biological resource, energy, and traffic and bicycle safety impacts. The limited consideration given to the valid issues raised is illustrated by the fact that the DEIR comment period closed on October 24, 2022 and the FEIR was posted to Metro's website on November 15, 2022, demonstrating the hasty manner in which responses were prepared. The FEIR fails to comply with CEQA Guidelines §15088.5(f) which states that "In no case shall the lead agency fail to respond to pertinent comments on significant environmental issues." The FEIR for the proposed Project fails to provide a good faith, reasoned analysis in response to many of the significant issues raised and instead provides conclusory statements unsupported by factual information, or merely reiterates the information contained in the DEIR, which commenters have documented as inadequate. CEQA Guidelines Section 15088 requires:

15088. EVALUATION OF AND RESPONSE TO COMMENTS

(a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.

(b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public

agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

(c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency‘s position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.

(d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either:

(1) Revise the text in the body of the EIR, or

(2) Include marginal notes showing that the information is revised in the response to comments.

Case law regarding what is required in response to comment reinforces and elaborates on these requirements. The court in *People v. County. of Kern*, made the point that the necessity of comments was to prevent "stubborn problems or serious criticism" concerning a project from "being swept under the rug." *People v. County of Kern (*1974) 39 Cal.App.3d 830, 841. The appellate court held that the "failure to respond with specificity in the final EIR to the comments and objections to the draft EIR renders the final EIR fatally defective." Id. at p. 842; See also *Cleary v. Cnty. of Stanislaus* (1981) 118 Cal.App.3d 348, 358; *City of Irvine v. Cnty. of Orange* (2015) 238 Cal.App.4th 526, 553.

Respondents failed to respond adequately to comments submitted by members of the public and other agencies, including but not limited to the comments submitted by Scenic LA, the Del Rey Neighborhood Council, Del Rey Residents Association, Scenic America, Travis Longcore for the Audubon Society, and Land Protection Partners. Instead, the responses given to numerous comments regarding the Project's impacts were

dismissive, conclusory, evasive, confusing, merely reiterated information in the DEIR, or were otherwise non-responsive, contrary to the requirements of CEQA.

By failing to provide adequate responses to public comments and proposed alternatives, Metro has failed to proceed in the manner required by law. Moreover, Metro's finding that adequate responses to comments were provided is not supported by substantial evidence.

6.0 IMPROPER RELIANCE ON PROJECT DESIGN FEATURES WHEN MAKING IMPACT JUDGEMENTS HAS RESULTED IN AN UNDER-IDENTIFICATION OF IMPACTS

The EIR for the proposed project understates Project impacts, by improperly relying on Project Design Features ("PDFs") which are in fact mitigation measures, as a basis for concluding that Project impacts are less than significant. For example, AES-PDF-1 in the Mitigation Monitoring Plan is clearly a mitigation measure as it specifies:[7]

> **Project Design Feature AES-PDF-1**: State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, do not exceed 0.02 footcandles.

In *Lotus v. Dep't of Transp.* (2014) 223 Cal.App.4th 645 (*Lotus*), the court found that an EIR violated CEQA by incorporating proposed mitigation measures into the description of the project, and then basing its conclusion of less-than-significant impacts in part on those mitigation measures. This is exactly what has been done in the EIR for the proposed Project. The court found that this improperly compressed the analysis of impacts and mitigation measures into a single issue.

In *Lotus v. Dep't of Transp.* (2014) 223 Cal.App.4th 645 (*Lotus*), Caltrans was found to have certified an insufficient EIR based on its failure to properly evaluate the potential impacts of a highway project. The *Lotus* court found that Caltrans erred by:

> . . . incorporating the proposed mitigation measures into its description of the project and then concluding that any potential impacts from the project will be less than significant. As the trial court held, the "avoidance, minimization and/or mitigation measures," as they are characterized in the EIR, are not "part of the project." They are mitigation measures designed to reduce or eliminate the damage to the redwoods anticipated from disturbing the structural root zone of the trees by excavation and placement of impermeable materials over the root zones. By compressing the

[7] See also GEO-PDF-1 and NOI-PDF-1.

> analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA. (*Lotus v. Dep't of Transp.*, *supra*, 223 Cal.App.4th at pp. 655–656, emph. added.

The court ordered Caltrans' certification of the EIR be set aside, finding:

> [T]his shortcutting of CEQA requirements subverts the purposes of CEQA by omitting material necessary to informed decisionmaking and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences. The deficiency cannot be considered harmless. *Ibid*.

(*Id*. at 658.)

The FEIRs improper reliance on Project Design Features is highlighted in the Responses to Comments. Topical Response 3 – Biological Resources in discussing the impact of project lighting on biological resources states in part on FEIR page II-22: "Additionally, Project Design Feature AES-PDF-1 was included to require the incorporation of louvers or other equivalent features at Site Locations FF-13, FF-14, FF-25, FF-29, and FF-30 to reduce lighting levels to 0.02 fc, which is well below the more stringent standard for LZ1 set forth under CALGreen."[8] This is clearly a mitigation measures required at specific sites as illustrated by response to comment 24-20 which states:

> In addition, with the implementation of Project Design Features and Mitigation Measures, lighting impacts would be well below the LAMC threshold (3.0 fc) and below the CALGreen standards (0.74 fc). As such, lighting impacts would be minimized based on these specific quantitative parameters such that they would not result in significant impacts.

The EIR thus understates impacts in the same way that happened in *Lotus*. Under CEQA, significance determinations must be made without consideration of avoidance, minimization, and/or mitigation measures. The EIR for the proposed Project has violated this precept and has thus understated and failed to identify impacts. The EIR is therefore fatally flawed and all of the impact determinations which rely on PDFs must be redone. This fatal flaw must be corrected and the EIR recirculated pursuant to CEQA Guidelines Section 15088.5(a)(1), (2) and (4).

[8] See also for example FEIR pages II-25, 43, 64, 65, 72 and 75.

7.0 THE FEIR CONTAINS NEW INFORMATION REQUIRING RECIRCULATION

As noted above, the FEIR includes three new technical appendices to the EIR which were not made available to the public for review during the public comment period. New Appendix B.2 – Lighting Study Supplemental Analysis reveals that the proposed Project has been modified to address significant impacts which the DEIR failed to identify. Page three of that appendix for example states:

> To reduce light trespass at the Ballona Wetlands from the Signs, **louvers are added** to both faces of Signs FF-29 and FF-30 to confine the light emission to a narrow cone, preventing light spill to the Ballona Wetlands. In addition, the Sign NFF-29 faces are oriented 12.5 degrees north toward the SR 90 freeway and **Sign FF-30 is moved north by approximately 25 feet**. The diagram of Sector 33 in Study Appendix B is revised in Figure 2 below which reflects the precise orientation and location of the Signs. Updated Table 9 is included in this Memo to reflect the light trespass illuminance at VP-29A **incorporating all Sign clarifications**. The result of the updated calculation is a maximum light trespass illuminance value of 0.02 fc at VP-29A as indicated in Updated Table 9 below. (Emphasis added).

The FEIR thus includes mitigation for light impacts at this location, which the DEIR failed to identify. Rather than identify the new mitigation to address the undisclosed impact as mitigation, the FEIR refers to these mitigations as "Sign clarifications." FEIR Chapter III, including pages III-2 to III-3 further demonstrate that modifications have been made to the Project to address significant impacts that were not identified in the DEIR, with the addition of louvers to Site Locations FF13, FF-14, FF-25, FF-29 and FF-30 and application of Project Design Feature AES-PDF-1 to these sign sites.

The EIR needs to be recirculated to both identify the impact and to allow public comment and review of the new mitigation measures/project changes.

8.0 IMPROPER DEFERAL OF MITIGATION AND/OR INFEASIBLE MITIGATION

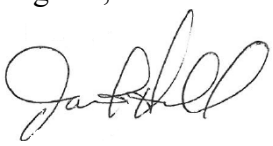
The following mitigation measures demonstrate that Metro has improperly deferred analysis of potential project impacts. They also constitute examples of improper deferral of mitigation and/or ineffective mitigation:

- Mitigation Measure HAZ-MM-2
- Mitigation Measure HAZ-MM-3

9.0 CONCLUSION

In this letter and its attachments, we have provided substantial evidence regarding defects in the FEIR. We have also identified defects in the CEQA process. The FEIR needs to be corrected and these issues and the issues raised during the DEIR public comment period properly addressed and the DEIR recirculated pursuant to CEQA Guidelines Section 15088.5. Please include this firm on all notices regarding this Project.

Regards,



Attachments:

A. Board Agenda – December 1, 2022
B. Proof Notice Was Requested

Attachment A

Watch online: http://boardagendas.metro.net
Listen by phone: Dial 888-251-2949 and enter Access Code: 8231160# (English) or 4544724# (Español)

Agenda - Final

Thursday, December 1, 2022

10:00 AM

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

Ara J. Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Janice Hahn, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Paul Krekorian
Sheila Kuehl
Holly J. Mitchell
Tim Sandoval
Hilda Solis
Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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.

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary 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 www.metro.net or on CD's and as MP3's for a nominal charge.

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

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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 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

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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) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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Internet Access to Agendas - www.metro.net
TDD line (800) 252-9040

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Board Meeting begins at 10:00 AM Pacific Time on December 1, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 1 de Diciembre de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

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, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 22, 24, 27, 28, 29, 30, 31, 32, 33*, 34, 35, 36, 37, 38, 41*, 46, and 47.

*Item requires two-thirds vote of the Board.

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

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

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2022-0793

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2022-0794

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

5. SUBJECT: FAREWELL TO BOARD MEMBERS 2022-0802

RECOMMENDATION

RECEIVE remarks from Board Members.

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

26. SUBJECT: LAND BANK PILOT PROGRAM MOTION 2022-0788

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, Dutra, Sandoval, and Butts that consistent with the November 8, 2022 Board Box, direct the Chief Executive Officer to adopt as policy that:

A. consistent with Metro's Transit Oriented Communities (TOC) Policy, Metro property may only be included in LA County's Land Bank Pilot Program so long as it is done in coordination with local jurisdictions. ~~; and~~

~~B. due to the timing and limitations of Metro's land acquisition process, Metro shall not formally partner with LA County on a programmatic level to acquire properties for or lead aspects of the County's Land Bank Pilot~~

~~Program.~~

48. SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH - TASK ORDER NO. 1 2022-0528

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of $6,753,722.52 to Lee Andrews Group to provide Street Teams, Community Based Intervention Specialists, and Program Administration through the end of June 30, 2023. Subject to the resolution of any properly submitted protest(s).

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

49. SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM CYCLE 6 GRANT APPLICATION 2022-0771

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a report on Metro's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized ranking of projects based on project readiness with an equity lens (Attachment A); and

B. AUTHORIZING the Chief Executive Officer to send a letter of support for the prioritized projects signed by all Board members.

Attachments: Attachment A - TIRCP C6 "Existing TIRCP Projects" Prioritized Prog. of Projects

Attachment B - CEO Comment Letter on TIRCP Guidelines

Attachment C - Changes Made by CalSTA in Final Guidelines

Attachment D - Prior TIRCP Awards

Attachment E - Other AB 180 Programs

Attachment F - Funding Plans for ESFV, Gold Line Extension, and WSAB

50. SUBJECT: FARE CAPPING & FARE CHANGE 2022-0740

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022 (Attachment A & A1);

B. ADOPTING Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes (Attachment B)

(REQUIRES TWO-THIRDS VOTE OF THE BOARD);

C. APPROVING the results of the fare equity analysis for the modified fare restructuring plan (Attachment C);

D. ADOPTING resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses (Attachment D);

E. APPROVING the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);

F. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and

G. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief (Attachment E), or until fare capping is launched, whichever is earlier.

Attachments: Attachment A - Public Comment Summary
Attachment A1 - Public Hearing Transcripts
Attachment B - Pricing
Attachment C - Title VI SAFE Analysis Fare Changes 2022 v2
Attachment D - CEQA Resolution
Attachment E - Motion 36
Attachment F - Alternatives

51. SUBJECT: ARTS DISTRICT/6TH STREET STATION MOTION 2022-0820

RECOMMENDATION

APPROVE Motion by Directors Garcetti and Solis that the Board authorize the CEO to enter into funding agreements and/or other administrative agreements with the City of Los Angeles, as necessary, to fund environmental, design, pre-construction, and other project development activities for the Arts District/6th Street Station from the City of LA's share of the Central City Area's SEP portion.

END OF NON-CONSENT

52. SUBJECT: CLOSED SESSION 2022-0808

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Richard Dalmer v. LACMTA, Case No. 19STCV17503

2. Maria Perez v. LACMTA, Case No. 19STCV15090

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

C. Conference with Real Property Negotiators - G.C. 54956.8
Property: 9225 Aviation Boulevard, Los Angeles, CA 90045
Agency Negotiator: Craig Justesen
Negotiating Parties: The Hertz Corporation
Under Negotiations: Price and Terms

CONSENT CALENDAR

2. SUBJECT: MINUTES 2022-0792

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 27, 2022.

Attachments: Regular Board Meeting MINUTES - October 27, 2022
October 2022 Public Comments

AD HOC 2028 OLYMPICS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. SUBJECT: 2028 GAMES MOBILITY CONCEPT PLAN 2022-0781

RECOMMENDATION

APPROVE the 2028 Games Mobility Concept Plan - 2022 Prioritized Mobility Concept Plan Project List (Attachment A).

Attachments: Attachment A - 2022 Prioritized MCP Project List
Attachment B - Motion 42: 2028 Mobility Concept Plan
Attachment C - Comprehensive Project List
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

8. SUBJECT: PEABODY WERDEN HOUSE LEASE OPTION AGREEMENT 2022-0585

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute an Option Agreement with East Los Angeles Community Corporation (Developer or ELACC) for the ground lease of Metro-owned property at 2400 E. 1st

Street in Boyle Heights (Project Site);

B. ADOPTING findings that the Peabody Werden House (Project) restoration and rehabilitation is categorically exempt from the California Environmental Quality Act, Cal. Pub. Res. Code §§ 21000 *et seq.* (CEQA) pursuant to Section 21084 of the California Public Resource Code and the following sections of the CEQA Guidelines, each of which provides separate and independent bases for exemption: (i) Sections 15301(d), (n), and (p) (existing facilities); (ii) Section 15302(c) (replacement or reconstruction of existing facilities involving negligible or no expansion of capacity); (iii) Section 15325(e) (transfers of ownership in the land to preserve existing natural conditions and historical resources); and (iv) Section 15332 (in-fill development projects); and

C. AUTHORIZING the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemptions.

Attachments: Attachment A - Site Map
Attachment B - Term Sheet
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

9. SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC) SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO SYLMAR/SAN FERNANDO STATION 2022-0647

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and

B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of $1,463,005, increasing the task order value from $343,218 to $1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

Attachments: Attachment A - Metro Board Motion 10.1 (December 2020)
Attachment B - ESFV Maps
Attachment C - Procurement Summary
Attachment D - DEOD Summary
Attachment E - Contract Modification Change Order Log
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

10. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023 2022-0659

RECOMMENDATION

CONSIDER:

A. APPROVING the Fiscal Year (FY) 2023 Solicitation for Proposals for up to $13,845,982 in funds under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

B. ALLOCATING $14,748,981 in FTA Section 5310 funds for Access Services as identified by the FY 2023 funding allocation process for traditional capital projects to support complementary paratransit service required by the Americans with Disabilities Act (ADA) of 1990.

Attachments: Attachment A - FY23 Section 5310 Funding Allocation Process
Attachment B - FY23 Section 5310 Solicitation for Proposals App. Package

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

11. SUBJECT: ACCESS FOR ALL PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023 2022-0661

RECOMMENDATION

APPROVE the Fiscal Year (FY) 2023 Solicitation for Proposals for up to $7,865,833 in funds available to Metro through the State of California's Access for All Program.

Attachments: Attachment A - FY 2023 AFA Solicitation for Proposals Application Package

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

12. SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR 2022-0683

METROLINK SCORE PHASE 1 PROGRAM

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or her designee to:

A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);

B. EXECUTE funding agreements with SCRRA in the amount of $4,177,500 for the SCORE Projects; and,

C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

Attachments: Attachment A - SCORE Program Fact Sheet
Attachment B - SCORE Phase 1 Projects
Attachment C - Metro Tasks in Support of SCORE Phase 1 Program

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

13. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT 2022-0695

RECOMMENDATION

CONSIDER:

A. APPROVING the Transportation Communication Network (TCN) Project;

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;

C. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact;
   2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Attachments: Attachment A - Locations
Attachment B - Findings of Fact
Attachment C - MMRP
Attachment D - Notice of Determination
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

14. SUBJECT: ADOPTION OF THE METRO 2022 ALL-HAZARD MITIGATION PLAN 2022-0733

RECOMMENDATION

APPROVE the All-Hazard Mitigation Plan Resolution in Attachment A that:

A. ADOPTS the Metro 2022 All-Hazards Mitigation Plan in Attachment B;

B. AUTHORIZES the Emergency Management Department to forward the resolution of adoption to FEMA for issuance of the Final Letter of Approval. Upon receipt, the Final Letter of Approval will be included in the Final Plan; and

C. AUTHORIZES the Emergency Management Department, in collaboration with Countywide Planning and Development, to pursue FEMA preparedness grant funding to support all Metro departments and collaborative stakeholders.

Attachments: Attachment A - All-Hazards Mitigation Plan Resolution
Attachment B - Metro 2022 All-Hazards Mitigation Plan
Attachment C - FEMA Approvable Pending Adoption Notice
Attachment D - FEMA Region IX Local Mitigation Plan Review Tool

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

15. SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM AND INVESTMENT FUND 2022-0504

RECOMMENDATION

CONSIDER:

A. APPROVING the Transit Oriented Communities Economic Development Program (EDP) and $5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund ("Fund") with disbursement contingent upon the Metro Board of

Directors (Board) approval of the Fund Guidelines; and

B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.

Attachments: Attachment A - Corridor Maps
Attachment B - Metro Board Motions
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

16. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR 2022-0578

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING:

1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and

2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Attachments: Attachment A - NSFV BRT Network Improvements Project Map
Attachment B - CEQA Statutory Exemption Notice of Exemption
Attachment C - Spring-Fall 2022 Outreach Summary
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION FOR SUBPARTS A-C (6-0) AND SUBPART D (4-0):

17. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2022-0684

RECOMMENDATION

CONSIDER:

A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);

B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and

C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;

D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of $4,748,305, increasing the total current contract value from $27,585,479 to $32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

Attachments:
Attachment A - Eastside Phase 2 DEIR-Executive Summary
Attachment B - Eastside Phase 2 Project Map
Attachment C - Eastside Transit Corridor Phase 2 Title VI Equity Analysis
Attachment D - Procurement Summary
Attachment E - Contract Modification Change Order Log
Attachment F - DEOD Summary
Presentation

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

18. SUBJECT: MULTIMODAL HIGHWAY PROGRAM ON-CALL - PROJECT & PROGRAM DELIVERY SUPPORT SERVICES 2022-0722

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Nos. AE89212000 with HDR Engineering, Inc.;

AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc., respectively, for Multimodal Highway Program and Project Delivery Support Services and other related work, for a three-year base period for an aggregate not-to-exceed amount of $55,000,000 and one, one-year option term for a not-to-exceed amount of $5,000,000, for a total not-to-exceed amount of $60,000,000, subject to resolution of properly submitted protest(s), if any; and

B. EXECUTE Task Orders within the approved not to exceed cumulative value.

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

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

21. SUBJECT: METRO CENTER PROJECT 2022-0752

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of $32.2 million with Proposition C 5% Security funds for the Metro Center Project; and

B. REPORTING back with the findings of the special review by Management Audit Services (MAS).

Attachments: Presentation

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

22. SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN 2022-0699

RECOMMENDATION

RECEIVE AND FILE Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

Attachments: Attachment A - LA Metro IIJA Implementation Plan
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

24. SUBJECT: 2023 LEGISLATIVE PROGRAM 2022-0726

RECOMMENDATION

CONSIDER:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and

C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

Attachments: Attachment A - 2023 Federal Legislative Program
Attachment B - 2023 State Legislative Program

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

27. SUBJECT: CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE SERVICES 2022-0637

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD and EXECUTE Contract No. PS77530 for CEQA/NEPA and Environmental Compliance Services with ICF Jones & Stokes, Inc. for a five (5) year contract inclusive of three (3) base years with an initial amount not-to-exceed $14,166,384.73; with two one-year options for a not-to-exceed amount of $1,924,174.53 and $1,760,892.27 respectively, for a total not-to-exceed amount of $17,851,451.53; subject to the resolution of any properly submitted protest; and

.

B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of $14,166,384.70.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - CEQA/NEPA Compliance Contract Costs Estimates

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

28. SUBJECT: SOUNDWALL PACKAGE 10 HIGHWAY PROJECT 2022-0640

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Life of Project Budget (LOP) for Soundwall Package 10 Highway Project (Project) by $21,682,694 from $50,862,000 to $72,544,694, using the fund sources from the soundwall program as summarized in Attachment A consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and

B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

Attachments: Attachment A - Funding and Expenditure Plan

Attachment B - Soundwall Package 10 Measure R & M UCMP

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

29. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND (BIF) 2022-0696

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to Execute Modification No. 8 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of $798,631 increasing the contract value from $3,405,161 to $4,203,792 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance from May 1, 2023 to October 31, 2023.

Attachments: Attachment A - Procurement Summary

Attachment B - Contract Modification Change Order Log

Attachment C - DEOD Summary

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

30. SUBJECT: NEXTGEN CAPITAL IMPROVEMENT - NEXTGEN WIRELESS CLOUD-BASED TRANSIT SIGNAL PRIORITY SYSTEM (TSP) 2022-0472

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No.PS87006000 to Kimley-Horn for the design, development, and implementation of a wireless cloud-based transit signal priority (TSP) system on NextGen Tier One network in the City of Los Angeles for a total contract amount of $5,668,680, subject to resolution of properly submitted

protest(s), if any.

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

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

31. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN 2022-0524

RECOMMENDATION

APPROVE the updated PTASP (version 1.2), which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations (Attachment A).

Attachments: Attachment A - PTASP Version 1.2

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

32. SUBJECT: BUS PEST CONTROL SERVICES 2022-0649

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services for an amount not-to-exceed $4,917,442, effective December 2022, subject to the resolution of protest(s), if any.

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

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

33. SUBJECT: A650 HEAVY RAIL VEHICLE MIDLIFE MODERNIZATION 2022-0678

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's A650 Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Metro EFC Map - 2022

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

34. SUBJECT: MANAGED PRINT AND DIGITAL COPY SERVICES 2022-0719

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm-fixed unit rate Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for an amount not-to-exceed $3,620,673, effective March 1, 2023, subject to resolution of protest(s), if any.

Attachments: Attachment A - Procurement Summary MFD

Attachment B - DEOD Summary

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

35. SUBJECT: METRO 2022 TRANSIT SERVICE POLICY 2022-0262

RECOMMENDATION

ADOPT the 2022 Transit Service Policy (Attachment A).

Attachments: Attachment A - December 2022 Metro Transit Service Policies and Standards

Attachment B - The Redline Version

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

36. SUBJECT: MANUFACTURING CAREERS POLICY 2022-0760

RECOMMENDATION

ADOPT the Manufacturing Careers Policy (MCP), to administer the United States Employment Program (USEP) for federally funded Rolling Stock contracts and the Local Employment Program (LEP) for non-federally funded Rolling Stock Contracts (Attachment A).

Attachments: Attachment A - Manufacturing Careers Policy

Presentation

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

37. SUBJECT: REFURBISH BUS AND RAIL SEAT INSERTS WITH VINYL MATERIAL 2022-0730

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award two indefinite

delivery/indefinite quantity (IDIQ) firm fixed unit rate contracts for RFP No MA91724 for the refurbishment of various seat inserts, as follows:

A. Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A - NABI composite buses and Element C - Contracted Services buses. The contract not-to-exceed amount is $978,873.26, effective December 1, 2022, through November 30,2025, subject to resolution of protest(s), if any.

B. Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B - P3010 light rail vehicles. The contract not-to-exceed amount is $1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

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

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

38. SUBJECT: EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION TRANSPONDERS 2022-0665

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year, Firm Fixed Price Contract No. DR84996000 to Neology, Inc., the lowest cost responsive and responsible bidder, to furnish FasTrak 6C Electronic Toll Collection transponders, and supporting accessory materials and services, in the total Contract amount of $12,380,190, inclusive of all applicable taxes and fees, subject to resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - EFC ExpressLanes Map

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

41. SUBJECT: NEW HR5000 HEAVY RAIL VEHICLES PROCUREMENT 2022-0677

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the acquisition of new Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Metro EFC Map - 2022

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

46. SUBJECT: CONSOLIDATED METRO TRANSPORTATION APP MOTION 2022-0789

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that direct the Chief Executive Officer or her designee to report back in 90 days on the potential consolidation of all of Metro's phone applications (including Bike Share, Metro Micro, Tap app, rail information, parking availability at Metro lots, MetroTransit, Transit Watch, etc.) into one single Metro App, including (i) what steps would be required to consolidate all current applications to one single application; (ii) an estimate of costs and savings that would result from such consolidation and any indirect financial impacts and benefits; and (iii) a proposed timeline for completion of such consolidation.

WE FURTHER MOVE to direct the CEO or her designee, in considering the potential new consolidated application, to assume it should include at least the following attributes:

1. A user-friendly interface for easy use;

2. The opportunity for revenue generation by marketing Metro's services through the consolidated application;

3. Two way communication capabilities that could allow:
    a. Customer ratings of and comments about their ride experience;
    b. Customer suggestions for improved services;
    c. Targeted Metro communications to customers about special fare programs, events, service issues, etc.;

4. Integrating trip planning and payment processing, similar to a smart wallet;

5. Potential regional integration to include other transit agencies.

47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING 2022-0801

RECOMMENDATION

CONSIDER making the following findings:

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

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

A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and

B. State or local officials continue to impose or recommend measures to promote social distancing.

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

SUBJECT: GENERAL PUBLIC COMMENT 2022-0800

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

Attachment B

-----Original Message-----
From: [redacted]
To: tcn@metro.net <tcn@metro.net>
Cc: patrick.frank@scenic.org <patrick.frank@scenic.org>; wncluc@gmail.com <wncluc@gmail.com>
Sent: Mon, Oct 24, 2022 5:02 pm
Subject: Scenic Los Angeles Response to Metro's TCN Draft EIR

Please include the attached letter from the Coalition for a Scenic Los Angeles to the record in response to Metro's TCN Draft EIR. We look forward to reviewing Metro's responses. Please add rosenfree@aol.com, wncluc@gmail.com, and patrick.frank@scenic.org to the notification list for this Project.

Thank you,

[redacted]
Scenic Los Angeles

Thank you for your inquiry Barbara

Ginny Brideau <brideaug@metro.net>
Mon 9/5/2022 8:50 AM

To: bbroide@hotmail.com <bbroide@hotmail.com>

Good Morning!
I've added
sm68dodge@gmail.com
ronbitzer49@gmail.com
b7trumar@gmail.com
PlanCheckNCLA@gmail.com
patrick.frank@scenic.org
wncluc@gmail.com

The rest of the addresses were on our scoping notice distribution, and on the overall Community Relations distribution list.

Take Care,

Ginny

_____

Ginny Brideau
Digital and Visual Communications for Capital Projects
Community Relations Manager: Construction Relations
Community Relations: Communications
213.248.0698
Work Hours: 7A to 4P, M-F
My mission is to provide world-class transportation for all.

---------- Original Message ----------
From: Barbara Broide [bbroide@hotmail.com]
Sent: 9/2/2022, 5:02 PM
To: tcn@metro.net
Subject: Request to receive all emails, communications and outreach materials re: TCN

Please place the following addresses on the mailing list/interested parties list for the TCN program, its environmental review process, hearings, etc. if not already included:

bbroide@hotmail.com
wncluc@gmail.com
patrick.frank@scenic.org
rosenfree@aol.com
PlanCheckNCLA@gmail.com
b7trumar@gmail.com
joycelfost@aol.com
ronbitzer49@gmail.com
wildrudi@mac.com
sm68dodge@gmail.com

Coastal Lands CLAN Action Network

Ballona Institute restoration, research, education, artistic expression

November 30, 2022

To: Los Angeles County Metro Board Members
(sent via email to: BoardClerk@metro.net)

Re: Transportation Communication Network - agenda item #13 – December 1, 2022 Agenda for the Metro Board

Dear Metro Board Members:

On behalf of the Coastal Lands Action Network and Ballona Wetlands Institute, we are writing to object to your approval today for item #13 on the December 1, 2022 agenda for the Metro Board – proposed approval of a Final Environmental Impact Report for the Metro Transportation Communications Network.

Approximately 50 years ago the California Environmental Quality Act (CEQA) was passed in the State of California because of impacts to the natural and cultural environment. Pollution of the environment is considered a major issue under CEQA. There are many kinds of pollution, and included are visual pollution and light pollution. Adding 62 digital billboards to Los Angeles' environment is clearly a form of pollution that will negatively impact the environment.

We also ask that this item be removed from the Consent Calendar and placed on hold until the public and your Metro agency and legal counsel are able to determine the legal viability of this proposed approval.

Here are some examples of our concerns:

1. Some of the billboards included in this proposal would shine light into the sensitive and fragile Ballona Wetlands Ecological Reserve and no effort was made to reach out to environmental stakeholders (including our organizations) who have long worked to protect the habitat and the wildlife species there. There will be negative impacts to native wildlife, particularly

birds. Vast scientific literature definitively states that light pollution is harmful to endangered and rare animals in Los Angeles County, California.

2. There was insufficient time for comments from the DRAFT Environmental Impact Report (DEIR) to be analyzed and responded to adequately, in compliance with CEQA (California Environmental Quality Act.) The Final EIR (FEIR) was released just 3 weeks after the deadline for comments being due for the DEIR.

3. The FEIR was posted with no notice to the public (including known stakeholders), no notice to those who submitted comment letters and no notice to those who requested notification.

This appears to be a rush job – desirous of completing a project that is not ready to be completed before the Mayor of Los Angeles leaves office. If the work needed to make sure the upcoming Olympics makes Los Angeles shine, it needs to be done right – not with an environmentally inadequate and illegal effort that leaves a stain on the office of the Mayor, as opposed to a legacy he – and all of us in Los Angeles - can be proud of.

Please remove this item from consent and direct staff to do this right – in compliance with CEQA and in consideration of neighborhoods throughout Los Angeles County.

Thank you for your kind attention and consideration of our request.

[redacted]

[redacted]

Founder & Community Organizer
Coastal Lands Action Network
(310) 877-2634

[redacted]

[redacted]

President & Environmental Scientist
Ballona Wetlands Institute
The Voice for Nature on the Los Angeles Coast

WLASNC Board FY 2022-2023

Jamie Keeton - Chair/ Organizational Rep.
Ron Migdal - Vice Chair/ At Large Rep.
Jay Handal - Treasurer/ Business Rep.
Jay Ross- Secretary/ Organizational Rep.

Walton Chiu- North West Rep.
David Sanchez - North East Rep.
Arman Ghorbani - South East Rep.
Galen Pindell - South West Rep.
Monica Mejia-Lambert - At Large Rep.
Ehsan Zahedani - At Large Rep.
Alexandra Polin - At Large Rep.
Teri Temme - At Large Rep.
Pierre Tecon - At Large Rep.
Danilo Torro - Business Rep.
Adriane Ransom - Business Rep.

West Los Angeles Sawtelle N.C.
1645 Corinth Ave.
Los Angeles Calif. 90025
(310) 235-2070

Chair - Jamie Keeton
Jamie@WestLASawtelle.org

Website:
www.WestLASawtelle.org

Metropolitan Transportation Agency

Re: Resolution - Opposition to Metro's proposed digital billboards in West L.A.

To the City,

At the Oct. 26, 2022, meeting of the West Los Angeles Sawtelle N.C., the Board of Directors voted 14-0-0, to oppose Metro's proposed four digital billboards along Pico Blvd. (NFF 14 and 15) and the 405 freeway (FF 26 and 27), and authorize the Chair to submit Community Impact Statements in the future.

Facts and background:

1. Digital billboards along Pico Blvd. may be located in Commercial or Industrial zones, but their lights may shine into mixed-use buildings with residences along the corridor. The lights may also shine into the animal shelter on Pico Blvd.
    a. FF billboards will be 680-1,100 sf and 50-ft. tall.
    b. NFF billboards will be 370-680 sf and 30-ft. tall.
2. Billboards are allowed only in Sign Districts (Hollywood, Downtown, major entertainment areas).
3. Billboards will provide traffic information, public service announcements, and commercial advertising (revenue will be used for transit projects).
4. Billboards will collect data for traffic operations.
5. Billboards images will change as often as every 8 seconds, but no images will flash or move (like video).
6. Smaller analog signs are posted on overpasses (text only, no video).

Findings and justifications:

1. Colorful and bright images on digital billboards distract drivers and cause crashes. The bright lights and moving images draw in drivers' attention more intensely than static billboards, and more than turning your head to simply look at the same buildings, people, other cars, etc. that drivers every day (even if it's for the same amount of time).
    a. https://www.scenic.org/blog/research-shows-that-digital-traffic-safety-messages-contribute-to-highway-accidents-and-fatalities/
    b. https://www.latimes.com/science/story/2022-04-21/reminders-to-drive-safely-led-to-more-car-crashes-in-texas-study-finds (the most recent report)
    c. Veridian/Wachtel study on digital signage and driver distraction: http://www.fairwarning.org/wp-content/uploads/2016/03/compendium-final-2-223.pdf

   d. Article about Wachtel study: Evidence Mounts of Distraction Risks from Digital Billboards Along Roadways: https://www.fairwarning.org/2016/03/digital-billboards/

2. An alternative is to install freeway signs behind sound walls, so they are not visible to residences and vehicles on streets.
3. An alternative to free-standing billboards outside of freeway walls is to install them on overpasses (analogs signs are already installed in some locations), so they are not visible to residences and vehicles on streets.
4. Courts may use these digital billboards that are located out of Sign Districts as justification and precedent to allow digital billboards anywhere in the city (digital billboards are allow only in Sign Districts currently). The digital billboard at Santa Monica and Bundy was turned off because it was installed illegally outside of a Sign District (Hollywood, Downtown).



Ex parte communications: J.Ross conferred with Ginny Brideau, Metro, for scheduling.
Disclosures and conflicts of interest: None disclosed by any committee members.
To government agencies: Only the Chair and designated Boardmembers may testify to public agencies on behalf of the West L.A. Sawtelle NC. The Board requests that the Council Office and private/non-profit entities do not testify or speculate on behalf of the NC.

/s/ Jamie L. Keeton

Jamie L. Keeton, Chair WLASNC

cc: Jason Douglas, Noah Fleischman, Council District #11

Committees:

Chair
Personnel, Audits,
and Animal Welfare

Vice Chair
Transportation

Member
Energy, Climate Change,
Environmental Justice
and River

Public Works

Ad Hoc Committee
on 2028 Olympics
and Paralympics Games

Website: http://cd5.lacity.org
Email: Paul.Koretz@lacity.org

City of Los Angeles

PAUL KORETZ
Councilmember, Fifth District

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Room 440
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(213) 978-2250 Fax

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West L.A. Office:
6380 Wishire Blvd.
Suite 800
Los Angeles, CA 90048
(323) 866-1828
(323) 852-1129 Fax

October 28, 2022

Metro Board of Directors
One Gateway Plaza
Mail Stop 22-9
Los Angeles, CA 90012

Attention: Shine Ling, Development Review Team

Dear Honorable Board Directors:

REGARDING METRO'S TRANSPORTATION COMMUNICATION NETWORK

I have extreme concerns about the proposed Transportation Communication Network (TCN) Program. The last thing the City of Los Angeles needs is additional digital signs. All advertising signs distract drivers, create visual blight, and lead to injuries and fatalities. There are three proposed TCN Structures (NFF-07, FF-26, FF-28) in Council District Five. While I do believe that Metro should scrap the entire program, I echo the calls of my constituents when I say that, at a minimum, Metro should remove all three proposed TCN Structures from my district.

While the City has allowed digital signage in some instances in exchange for clear and tangible public benefits or streetscape improvements, the proposed TCN program includes no discernible public benefits and I assert will instead degrade the public realm. The City of Los Angeles is not for sale, and extreme exceptions to the City's current sign restrictions should not be granted to allow these advertising displays.

Instead of pursuing this dead-on-arrival proposal, Metro should explore alternatives to meet its project objectives. Such alternatives could include providing Metro's Regional Integration of Intelligent Transportation Systems (RIITS) information to boost roadway efficiency, in addition to other project components, on more traditional signs which do not sell advertising space. Additionally, alternatives should better explore increased buffering from residential uses, reduced brightness, and other mitigation measures as it appears that the proposed locations will have direct impacts on adjacent residential units and other potentially sensitive users.

While the Environmental Impact Report (EIR) brings to light certain impacts of the project on the environment, the simple fact is that the negative impacts of this project go far and well beyond the scope of an EIR and California Environmental Quality Act review. The EIR lays out the potential for significant and unavoidable impacts related to Aesthetics, Cultural Resources, and Land Use and Planning. Additionally, the EIR relies on unproven mitigation measures to potentially address significant impacts related to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources. There is no way that the undefined potential benefits of this program would possibly outweigh the clear and obvious negative environmental and societal impacts associated with increased digital advertising and increased traffic dangers. I urge you to halt this program as soon as possible.

Thank you for the opportunity to provide comments on this project today.

Sincerely,

Paul Koretz

[redacted]
Councilmember, Fifth District

CBLA

Citizens for a Better Los Angeles

November 30, 2022

MTA Board of Directors
LA County MTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro Transportation Communications Network (TCN) Program
Metro Board Agenda, December 1, 2022, Item 13
OPPOSE APPROVAL OF TCN PROGRAM & ASSOCIATED EIR

Members of the Metro Board,

We are writing to voice our strong opposition to adoption of the Metro TCN Program and the associated EIR. We would also like to express our frustration with the opaque and secretive approach Metro has taken in moving this project forward. It seems clear that Metro is trying not just to avoid public engagement, but to keep the general public from learning of its plans.

There are numerous problems with this program. The first is Metro's failure to explore the serious privacy implications of deploying a massive Digital Out of Home (DOOH) advertising program across LA County. Apparently Metro does not want the public to know about how DOOH depends on the surreptitious collection of private data from members of the public. The EIR is also seriously flawed in its analysis of impacts with regard to wildlife, safety, energy and GHG emissions.

In protesting the adoption of the Metro TCN Program, we would like to emphasize the following points:

- The FEIR was released on November 15, 2022, only three weeks after the final deadline for comments on the DEIR. This makes it clear that Metro made no

meaningful effort to assess commenters' concerns or to offer meaningful responses.

- The FEIR was posted with no notice to the public, no notice to those who submitted comment letters, and no notice to those who requested notification. This is further proof that Metro has worked to thwart public engagement.

- The Metro Board approved the TCN prior to the EIR process, without considering public input, environmental impacts or project alternatives. This is clearly a violation of the law.

In view of Metro's dishonest and secretive approach to approval of the TCN Program, we demand that Metro remove it from the December 1 agenda. To comply with the law, Metro must delay consideration of the Program until it has conducted meaningful public outreach, allowing citizens to provide input on this project.

Sincerely,

[redacted]

Citizens for a Better Los Angeles

November 30, 2022

Metro Board of Directors
c/o Board Administration
1 Gateway Plaza, MS: 99-3-1
Los Angeles, California 90012
via email: boardclerk@metro.net

Re: Sierra Club California Opposes Metro Board Agenda Item #13
Metro Transportation Communication Network Program

Dear Metro Board of Directors:

Sierra Club California, on behalf of its 500,000 members and supporters, opposes the Metro Transportation Communication Network (TCN) Program, which seeks to introduce approximately 100 digital billboards with rotating messages along Los Angeles freeways and commercial corridors. This Program is in conflict with National Sierra Club policy, which states:

> *The Club supports the regulations of the location, size, and character of advertising signs; the screening or removal of nuisance sights; and the placement of utilities underground wherever practical.*
>
> ---
>
> *The Sierra Club opposes billboard development along highways and supports measures to restrict these billboards. Furthermore, the Sierra Club opposes any variance from its above-mentioned position, including [proposals] to allow billboards which carry environmental messages on federal highways.*
>
> ---
>
> *The Highway Beautification Act of 1965 has not fulfilled its promise or the intent of Congress. Thousands of illegal billboards remain on the highways because the Federal Highway Administration has failed to enforce the statue. The Sierra Club therefore authorizes litigation to compel the Federal Highway Administration to enforce the statue by decreasing highway funds to states without effective billboard control programs.*
>
> ---
>
> *The Sierra Club opposes the proliferation of outdoor off-premise advertising (billboards) and endorses legislative and other actions at the federal, state, and local levels to strengthen prohibitions against billboard proliferation and to replace existing billboards with state-managed service logo signs on highway rights-of-way.*

While we have not had time to fully review the environmental document, cursory review reveals that Metro has not done any actual analysis on lighting, it just relied on other standards that do not account for ecological impacts. Further, Metro has not adequately responded to the comments in the record.

Consequently, consideration of this Program must be removed from the December 1, 2022 consent calendar and rescheduled to give the public sufficient time to review the recently released Final Environmental Impact Report. That will also give time for Metro Board members to sufficiently consider the comments received to the record.

For the Wildlife,

Jim Hines

[redacted]
Team Leader, Sierra Club California Wildlife Team

cc: Brandon Dawson, Sierra Club California Director
Wendy-Sue Rosen, Executive Committee, Sierra Club California

Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org

Est. 1971

November 30, 2022

Metro Board of Directors
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012 VIA EMAIL: BoardClerk@metro.net

RE: Metro Board Meeting 12/1/22 - Item # 13. Metro Transportation Communication Network - Needs more consideration / Against

Dear Metro Board Members:

We are writing to request that you remove consideration of the Metro Transportation Communication Network from your December 1st consent calendar. The measure is not without controversy and deserves active consideration by the Board AFTER the public has been provided adequate opportunity and time to review the recently posted Final Environmental Impact Report (FEIR) and to submit comments in response. The Metro Board then needs adequate time to consider the public's input.

But first, the public must be NOTIFIED of the issuance of the FEIR document's release.

The release of the FEIR just prior to the Thanksgiving weekend and the scheduling of the Board meeting the week following the Thanksgiving holiday is both disrespectful and unacceptable. We learned of the release quite by accident as a result of a telephone conversation with a City Hall staff person who mentioned it in passing knowing of our interest in the topic.

The manner in which notification for this program has been done (starting with the notice for the scoping process) does not comport with Metro's usual standards for public outreach. It demonstrates that Metro is more concerned about pushing through the adoption of this program as quickly as possible as a "done deal" rather than one that reflects the level of public participation the community has come to expect from Metro. We note that we received NO notice from Metro as to the availability of the FEIR – this despite the fact that we submitted a comment letter in response to the DEIR and also sent a separate email request to Metro staff requesting to receive updates and information about the TCN program. That correspondence specifically requested notice related to the "TCN program, its environmental review process, hearings, etc." and was acknowledged by staff member Ginny Brideau. We would be happy to provide you with a copy of the correspondence.

If the Board and Metro were truly interested in receiving public input, there would have been adequate time allowed not only for public review of the FEIR, but for Metro and the Board to review the public's input. Instead, Metro has turned the CEQA process into a farce and a sham.

In addition, our very cursory review of the FEIR responses shows that the speedy turnaround from the DEIR comment deadline of Oct. 24 to FEIR release on November 15, was possible in part because the responses fail to adequately address and respond to the comments submitted to the DEIR.

It should also be noted that the manner in which the FEIR preparers compiled the Responses to Comments and *B*. *Matrix of Comments Received on the Draft EIR* (page II-2 through page 11-8), misrepresents the number of letters submitted to Metro. If any interested person were to review the Matrix, one would believe that only 77 letters had been submitted. No one would ever know that Letter No. 22, listed as "Opposition Form Letter" was not a single form letter, but instead represents 279 additional comment letters submitted to Metro – meaning that a total of 356 letters was received. The chart is deceptive; those reviewing the FEIR will not necessarily go to the middle of Section II, *C. Topical Responses* in order to discover the four pages that list the names of those who individually submitted a comment letter generated from the Scenic America website. Those responses required individuals to follow a number of queues and add their personal information. They deserve to be acknowledged by Metro as being interested in and concerned about the TCN program. And individuals reviewing the FEIR should understand that there is a significant level of interest in the TCN and opposition to it who should be given the opportunity to review the FEIR, comment and be heard – not as a matter of racing through the steps of an EIR/CEQA process as quickly as possible to check off the boxes required, but to implement an EIR / CEQA process that adequately evaluates impacts, identifies mitigations, and results in the identification of the best possible project alternative.

We reserve the opportunity to review the FEIR in detail once adequate time is provided. Our concerns related to zoning issues (Comment 21-3 referenced to Comment no. 9-21) are responded to with a reference that states that an EIR requires description of the physical environmental conditions in the vicinity of the Project as they exist at the time the notice of preparation was published. While residential projects may not have been erected on the commercial properties directly adjacent to and/or in the vicinity of the planned sign structures at the time the environmental review process commenced, the programs that permit residential zoning on commercially zoned land had been adopted by the City and were in force. Residential structures have been built on those corridors and DO exist and the changes in land use, zoning, transit-oriented community programs and neighborhood transit corridor plans must be taken into account. The ironic thing about Metro's failure to acknowledge the likelihood of residential projects in the vicinity of the proposed digital billboards is the fact that Metro actually funded the City's Planning Department program that resulted in the adoption of many Neighborhood Corridor Transit Plans (NCTP) and in the rezoning of commercial properties to allow for residential multi-family developments with added density made possible as a result of proximity to transit. Further, comparing the presence of a two-sided digital billboard structure's lighting impacts to the impacts of vehicle headlights, street lights, exterior and interior building lights, wayfinding lights, and "lighting associated with signage," does not address the impacts of lighting from the TCN structures that will be elevated far above all of these other lighting sources or that will be illuminated both DAY and night. Our experience living with digital billboards before they were shut down by court order is that the lighting and changes in lighting intensity is visible not only at night, but throughout daytime hours. The lighting mentioned in the FEIR response does not result in or trigger seizures in medically sensitive individuals nor does it temporarily blind those who have sensitivity to bright lights seen at night. The conclusion that

impacts to nearby residential uses would be “less than significant” is not adequately supported. The structures themselves will reflect lights that exist around them and change the manner that light travels and is experienced in their vicinity.

In response to our additional comments related to lighting (21-4, 21-5), we have consulted with an expert in lighting who indicated that there was not time to submit a proper response to the FEIR but who informed us that the study referenced in the FEIR on lighting does not include any actual analysis on lighting impacts and instead attempts to rely on other standards which do not account for ecological impacts.

The response to our Comment 21-7 fails to address the impact that these large structures will have on the surrounding area. Just because a "freeway-facing" sign is meant to be viewed from a freeway location, does not remove the presence of the structure from the setting in which it is place and from the areas from which it is visible. People see more than the screen. They see the base, the pole and the mass of the structure. Those elements are not adequately acknowledged in the FEIR response. To adequately shade the signs with louvers would be to cover them entirely. Light spill-over cannot be adequately accomplished with louvers. The signs are designed to be viewed by as broad a roadway audience as possible. And, as noted in additional comments, the impacts of these structures goes well beyond lighting.

Response to Comment 21-8 is an example of the FEIR referring back to the DEIR without adding any substantive information.

Response to Comment 21-9 does not explore other mechanisms that could be used without the construction of these massive intrusive and dangerous/distracting sign structures. Data from vehicles and other less expensive structures could be accessed to provide Metro with the information that it says it will gain from the TCN program structures. In addition, while touting the data it will gather, it fails to address the privacy issues associated with the capturing of data from those passing these signs. The FEIR does not acknowledge the recent Texas study that documented the dangers associated with the operation of digital changing messaging that does not change frequently and does not feature images or commercial messaging. That study showed that traffic safety messages distracted drivers and led to an increase in accidents.

We see that even highway message signs operated by Caltrans bring forth slowing of traffic when messaging is viewed. That would suggest that these signs, and certainly changing advertising messages, will result in slowing traffic. Slowing traffic adds to congestion. Congestion and idling vehicles adds to GREENHOUSE GAS EMISSION increases. This means that the FEIR misclassified all those responses that focused on driver distraction by failing to include those comments as those that have an impact on Greenhouse Gas Emissions. Letters that included comments about driver distraction were not only raised to comment on the public safety hazards (which Metro fails to adequately address), but should be acknowledged as future sources of added greenhouse gas emissions. Idling vehicles emit additional Greenhouse Gas Emissions.

Again, with Comment 21-8 it is inadequate to merely refer to the DEIR when answering a critique of the document. There has been no answer as to how the signs will improve public safety or roadway efficiency – particularly when there are other proven methods to do so that are not being considered. It is not the public's role to propose a program when answering a DEIR, that is meant to be the applicant's job.

Comment 21-10 was specific to the issues related to sign regulation in Los Angeles and how approval and operation of this program could be viewed as being one that opens the City's rights to regulate off-site signage/billboards to challenge. This program does not comply with the City's 2002 Sign Ordinance. It does not meet the standards recommended by the City Planning Commission in its work to revise and strengthen the 2002 Ordinance. Worst of all, given the City's history of needing to fight to defend its right to regulate off-site signage from a litigious and aggressive outdoor advertising industry, this program does not appear to meet the guidelines established as a result of a number of legal rulings that clarified and carved out the City's authority to regulate off-site signage. There has been no legal analysis presented that shows that this program meets those standards. From our viewpoint, it does not. By authorizing digital billboards in the Metro public-right-of-way across the City, the proposed contract puts the City's limited authority for off-site signage at risk. If the City as partner with Metro proliferates digital signs beyond those specifically placed in designated sign districts, the reason for the City's limitation to those districts, will very likely no longer be sound or defensible. Without the ability to present a consistent rational approach to the permitting of off-site digital signage, the City risks being held to task for violating the First Amendment rights of whatever billboard company/outdoor advertising firm chooses to challenge the City. Where is your legal opinion from experts in First Amendment rights, and off-site advertising case law that would show that the City is not undermining its ability to regulate and limit off-site signage in the future across the City? The City will be paying a very very high price in future sign blight and impacts to the environment and public safety if it loses its ability to limit and regulate billboards on private property. The Metro signs are not on City right-of-way and this appears to create a significant legal issue that has not been overcome or answered in the FEIR. There has been no understanding or attempt to analyze the impact that this program could have on future sign regulation and spread across the City. The history of sign regulation and legal battles fought in the City are relevant factors that have not been considered. The loss of regulatory authority and resulting presence of new billboard signage on private property will have immeasurable impacts not addressed in the FEIR.

Additionally, no analysis has been done to evaluate projected revenue streams. Just because the City and Metro have no out-of-pocket costs in the installation of the sign structures, does not mean that they do not "cost" the City anything. In fact, the addition of more off-site sign structures has not only environmental impacts, but they will have negative financial impacts as well as advertisers budget a set number of dollars for their annual promotional campaigns for each of their advertising strategies. The existence of a larger number of available signs in a market does not increase the number of films Disney will promote or the number of new models of telephones Apple will produce. The added signage will dilute the value of other existing signage by reducing the value. With the STAP program and the proposed IKE program, the cumulative impacts of these programs not only on the environment and aesthetics of the

City must be considered, but the financial impacts should be analyzed as well. Metro and City instead appear to covet any promise of minimum guaranteed revenues. As seen in the City's now ending 20-year street furniture contract, even minimum promised revenue guarantees are not necessarily reached. Promises and pledges cannot be taken to the bank. The proposed benefits of this program have not been adequately weighed – and particularly not considered when looking at the negative impacts.

Where is the legal analysis related to potential litigation from those who claim that their vehicle accident was caused by a distracting digital billboard? Metro and the City have been warned and provided with studies that prove the distraction dangers caused by these signs. Liability should be considered. If not in the FEIR as an environmental impact, certainly by the Board as it considers whether or not to move forward.

Comment 21-11: The establishment of a Sign District for this program would be viewed as a massive attempt to spot zone across the City and would be very difficult to defend. That fight will be had when the City presents its draft document that will attempt to create a framework within which to house and rationalize the existence and permitting of this program. If the City's regulatory framework for off-site signage is undermined by this program, the impacts of the program will be massive and impossible to justify under any set of assumptions or conditions.

Comment 21-14 / Takedown ratio: The response does not address the points raised. While stating that takedowns are not required, Metro is offering them as a tool to seek approval of the project – in an effort to appear to offer a community benefit to make the pain of the new program somehow more palatable. A higher takedown ratio can be pursued as part of the City's new ordinance that will be considered at a later time should the program move forward. If presented as a community benefit, it is particularly disingenuous to offer signs that may not have current permits or be out of compliance with their permits. It is no community benefit to offer to remove something that is illegal and should have been removed in the first place.

We are unable to complete our review even of the responses to our own letter, much less those from others and must reiterate our insistence that the process of FEIR approval be removed from the Metro Board Dec. 1st agenda and rescheduled to a date after which the public has had the opportunity to review the responses written and after the Board and those responsible for the program have had a chance to review OUR comments in response to the FEIR.

A failure to follow a reasonable process undermines the public's trust in our public agencies. The effort to expedite this program without allowing for public participation and the level of transparency that should be provided is unacceptable and only serves to invite legal challenges, added expense and time. Can someone explain to the public why there is such a rush to expedite this program? That is a mystery that none of us can understand. It is difficult to fathom how Metro would behave so differently regarding this program with few public releases, little (nearly no) outreach, etc. Without the efforts of community members and Scenic LA, there would have been few members of the public who would have known about the TCN or of availability of project documents. WHY is that? There has been an odd confluence of off-site

sign programs in these last months of the Mayor's tenure that goes beyond the TCN and may alter the City for years to come. WHY and WHY NOW?

[redacted]



[redacted]

cc: Paul Koretz, CD 5 Councilmember
Katy Young Yaraslovsky, Incoming CD 5 Councilmember
Dylan Sittig, CD 5 Planner
Mike Bonin, CD 11 Councilmember
Eric Bruins, CD 11
Traci Park, Incoming CD 11 Councilmember
Sheila Kuehl, LA County Supervisor
Lindsey Horvath, Incoming LA County Supervisor

December 2022 RBM Public Comment – Item 13

From: [redacted]
Sent: Monday, November 28, 2022 8:26 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Karo Torossian <karo.torossian@lacity.org>; paul.krekorian@lacity.org
Subject: December 1st METRO Meeting

Please reconsider the reported undemocratic move to place the Transportation Communication Network issue on the "consent" calendar as #13.

At issue, the November 15th release of a final EIR for this project, has been so far an affront to residents including people who responded to the draft. Ron Bitzer, North Hollywood

From: [redacted]>
Sent: Tuesday, November 29, 2022 7:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Opposition (public comment) METRO Digital Billboard Plan (Dec 1 agenda, item #13)
To Metro,

I oppose your digital billboard plan, which proposes installing 62 digital billboards on 34 "freeway-facing" mostly double-sided structures towering up to 95 feet above grade, and 50 feet above the adjacent roadway. An additional 35 "non-freeway facing" billboards will be erected on 22 structures from 30 to 60 feet above grade on 16 different commercial streets.

The public has no idea that our shared visual environment is about to be invaded by 97 giant digital billboards, some that will tower 50 feet over eight different freeways, others will be built adjacent to proposed housing, and still others will shine into sensitive habitat areas like the Ballona Wetlands Ecological Reserve – but all will be visible from our busy congested roadways, and all dangerous, distracting and changing signs causing significant negative environmental impacts.

I request that you remove the item from the consent calendar and delay any further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

I request transparency and the opportunity for public participation.

- The FEIR was released on November 15, 2022, just three weeks after the final deadline for comments on the Draft EIR.

- The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.

- The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

- I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Jay Ross
West LA

From: [redacted]
Sent: Tuesday, November 29, 2022 10:09 AM
To: Board Clerk <BoardClerk@metro.net>; sceniclosangeles <sceniclosangeles@gmail.com>
Subject: Metro FEIR TCN Program Item #13

Hi Metro Board,

I am a community member and have lived in Chatsworth for over 30 years. It was just brought to my attention that you released your final enviornment impact report two weeks ago about installing 97 digital billboards. We need more transparency on this topic and opportunity for the public to be involved. Regarding item #13 I am against this and it needs more consideration.

I ask your board to remove this item and delay all action until we, the public, have been given adequate notice and time to review the impact report.

Thank you,

[redacted]
Investor Property Loan
(818) 849-3546
matt@investorpropertyloan.com



See what our clients are saying Google Reviews & Yelp Reviews

From: [redacted]
Sent: Tuesday, November 29, 2022 10:11 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com; councilmember.lee@lacity.org
Subject: Dec. 1st Metro Board Agenda, Item# 13 - TCN proposal

Dear Metro Board Members,

I am AGAINST Item# 13 and strongly believe more time is needed for public review and input before any consideration is made on your part. How this could be considered a "Consent" item is beyond me. It is extremely controversial and concerning.

It is important to note that our Chatsworth Neighborhood Council sent a letter in Opposition to the proposed digital billboards back in August. As stakeholders who provide a voice for the community, we were never informed of the FEIR and time limit to provide comment.

I believe this item needs to be postponed from any decision until interested parties and the public at large have had proper notice and adequate time to review the FEIR.

[redacted]

Chatsworth Neighborhood Council Boardmember

(speaking in behalf of herself)

From: [redacted]
Sent: Tuesday, November 29, 2022 1:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: Regarding item #13 - Digital Billboards coming

Item #13 - needs more consideration

- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.

- I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

[redacted]

From: [redacted]
Sent: Tuesday, November 29, 2022 2:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Debra Matlock <debra.matlock@lfia.org>
Subject: TCN FEIR - item #13 - against

Dear Metro Board

I am writing to request that Metro TCN (item #13) be removed from the consent calendar for the December 1 meeting. This action is far too controversial to be included on a consent calendar.

Further, no action should be taken until the public has been given an adequate opportunity to review the FEIR and make comments.

Metro may see this as a money-making venture, but the affected citizens have strong concerns about digital billboards, including distracting drivers (which is exactly what the signs are designed to do—draw the attention of drivers), visual blight, and impact on habitat areas. It would be refreshing for this board to consider those concerns and what is actually good for the residents.

Thank you.

Amy Gustincic

President, Los Feliz Improvement Association

--
[redacted]
President, LFIA

Advocacy and Action for Los Feliz

lfia.org

From: [redacted]
Sent: Tuesday, November 29, 2022 3:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment- TCN Program-Digital Billboards- Item#13

The spirit of a democratic community demands transparency and the opportunity for public participation.

The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove the item#13 from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Digital billboards are not welcome and are dangerous to drivers on already crowded freeways. It is only responsible to consider all input before moving forward.

Regards,

[redacted]

10555 Nevada Ave

Chatsworth Ca 91311

From: [redacted]
Sent: Tuesday, November 29, 2022 6:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #13 Metro Billboards

Dear Board Clerk:

I am requesting that Metro TCN (Item # 13) be removed from the Dec. 1st consent calendar, and be delayed until consideration of the Metro TCN FEIR the public has been provided adequate notice and time to review the FEIR posted on Nov. 15 without public notification to interested parties. Most neighborhood councils will be unable to agendize consideration.

Thank you,

[redacted]

Los Angeles Resident

From: [redacted]
Sent: Tuesday, November 29, 2022 7:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Need more consideration on digital bill boards

Dear Colleagues,

Just came to know about the upcoming item #13 on the agenda of the Metro meeting on 11/30/2022. I am -- although an elected Board Member of Chatsworth Neighbourhood Council -- writing this on behalf of myself as a concerned stakeholder. I demand more consideration because of:

- The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

- The FEIR was released a week before Thanksgiving and is coming before the Metro Board to be approved by consent the week after the holiday, leaving the public little time to review, analyze, and respond.

- The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

- I demand the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Thanks a lot,

[redacted]

[redacted]

Chatsworth Neighborhood Council (for ID purpose only)

"If you want change, be the change"

--Mahatma Gandhi

From: [redacted]
Sent: Wednesday, November 30, 2022 8:13 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: ITEM #13/METRO BOARD AGENDA 11/30/2022 digital billboards

Dear Metro Board -

I am a Chatsworth Neighborhood Council board member, and volunteer for many other LA groups. I am writing this letter/email and **speaking on behalf of myself (not part of any organization)** as I am strongly opposed to digital billboards. We, the community and stakeholders demand transparency and the opportunity for public participation.

The addition of these digital billboards will have a negative visual impact and will cause driving safety hazards by distracting commuters and drivers on our already busy, overcrowded roadways. The signs will also create light pollution, shining into sensitive habitat areas (for example, the Ballona Wetlands Ecological Reserve). These changing dangerous signs will cause significant negative environmental impacts to all, including environmental issues with light pollution, affecting people, kids and animals.

The public has not been given adequate notice and time to review, further analyze and respond in detail to the final EIR. I am demanding complete transparency and the opportunity for further public participation. I am completely against item #13 and the installation of digital billboards.

Regards,

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 10:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Remove Item 13 from consideration, No new electronic billboards without public comment first

Metro Board Members,

The spirit of a democratic community demands transparency and the opportunity for public participation.

The FEIR was posted with NO notice to the public; No notice to those who submitted comment letters; and NO notice to those who requested notification.

The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove item #13 from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

Digital billboards are not welcome and are dangerous to drivers on already crowded freeways. It is only responsible to consider all input before moving forward.

Regards,

[redacted]

Resident of Chatsworth CA

From: [redacted]
Sent: Wednesday, November 30, 2022 11:48 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Electronic Billboards

As a practicing pediatric neurologist, I lectured on the training of children to have poor attention with the advent of Baby Einstein videos, and of course, poor attention is with the coming of all the videogames and individual "smart" phones and tablets. Human attention goes to whatever is visually moving, visually brightest, or loudest to our senses. These billboards will certainly distract drivers from the road.

By the way, how can we outlaw texting on our phone but allow electronic billboards?

Please delay the hearing and reach-out to more sophisticated data before approving such dangerous distractions to drivers!!!

[redacted]

Child Neurology & Epileptology

From: [redacted]
Sent: Wednesday, November 30, 2022 12:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>
Subject: Metro TCN FEIR

Dear Metro Board:

Los Angeles Audubon Society commented on the Metro TCN Draft EIR, raising concerns about the impact on biological resources from the digital billboards and their associated light pollution. We only just learned about the Final EIR and request that additional time be given before it is voted on by the Board so that the public has adequate time to review and respond to the assertions made in the response to comments. It flies in the face of good public engagement to release a final EIR over the Thanksgiving holiday and then vote on it 15 days later.

Metro's aggressive schedule does not allow me time to go into this in detail, but the FEIR does not contain substantial evidence to support the proposed determination that the project will have no impact on biological resource from light pollution. Even though the response to comments contains some text that purports to address this issue, it does not contain any facts on which to base the conclusions. Rather, it refers to a document written by a consultant for another project five years ago in a different location with different species present and claims that because that consultant report references some of the same papers and asserted that there would be no impacts from the billboard, that therefore the current project and its billboards would have no impacts. That isn't how environmental analysis works. It would be the same as referring to a Philip Morris consultant's report from 1980 claiming smoking has no impact on health is substantial evidence on which to conclude that smoking has no impact on health today. CEQA requires a fresh look that is specific to the conditions of the project at hand, not second-hand reliance on unvetted and non-peer reviewed assertions by paid consultants in different ecosystems.

The consultant report, although not available to me to review, has major problems that are obvious in the recitation of it in the FEIR. It claims that billboards aren't any brighter than the full moon as measured in luminance. That is the wrong metric from a physics perspective because the total area of the billboard as viewed from a nearby receptor is much larger than the full moon. Also, light from the full moon is only visible a very small fraction of the time during a month once you account for lunar angle and phase, so it is not the right comparison to evaluate environmental impacts. Furthermore, the assertions in the consultant report relied upon in the FEIR have not been tested. They are simply assertions, and never peer reviewed or field tested.

The light trespass limits in the California code are far too high to mitigate biological impacts. CEQA requires independent assessment of impacts. The CALGreen standard is not designed to mitigate biological impacts and cannot be relied upon to do so. Nocturnal species, as shown in the papers I attached to my original comment, respond to light levels that are orders of magnitude dimmer than the 0.09 fc limit that the FEIR relies upon. That limit is still two times brighter than the light from a typical full moon (see details here: https://travislongcore.net/2017/08/06/how-bright-the-moon-correcting-a-propagated-figure-error-in-the-literature/), which we know from extensive published scientific literature has biological impacts. The project is no where close to reducing offsite illumination areas in parks to a less than significant level if you consider the visual systems and responses of potentially affected species.

I say all of this as one of the most highly cited scientists in the world working on the adverse impacts of light at night on ecosystems. The FEIR analysis on the impacts of light on wildlife is not sound and any conclusion drawn from it would not be based on substantial evidence. I request that additional time for public comment is allowed before this item goes to the Board.

I am writing on my own behalf because the compressed timeline pursued by Metro.

Sincerely,

[redacted]

[redacted]
President / Los Angeles Audubon Society

M: [redacted]
[redacted]
[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 1:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: sceniclosangeles@gmail.com
Subject: Item 13, Dec. 1, 2022, Metro Transportation Communications Network (TCN) Program

FOR DISTRIBUTION TO BOARD MEMBERS PRIOR TO THE HEARING

Honorable Chair and Board Members:

I am outraged and appalled that a measure to erect dozens on dangerous digital billboards in the public space is slated for "consent." The public is being cheated of a voice in a matter of public safety and quality of life. MTA is showing a complete disregard for the citizens affected by this program and who will be subject to accidents due to distracted drivers and to the conversion of the region into a crass Times Square.

The FEIR was released on November 15, 2022, just three weeks after the final deadline for comments on the Draft EIR. The Metro Board approved the TCN prior to the EIR process and thus did so without consideration of any public comment or the identification of cumulative impacts or project alternatives.

I ask the Metro Board to remove the item from consent and delay further action until the public has been given adequate notice and time to review, analyze, and respond to the Final EIR.

The MTA is quickly becoming synonymous with the corruption of the public interest that characterizes the City of Los Angeles.

Sincerely,

[redacted]

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
dsilverla@me.com
https://ehleague.org

From: [redacted]
Sent: Wednesday, November 30, 2022 2:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No billboards

Please do not take action on installation of 62 digital billboards without community input!

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 2:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro TCN (Item # 13)

Please do not take action on the digital billboards without receiving input from the community.

Thank you.

[redacted]

Valley Village Resident, zip code 91607

From: [redacted]
Sent: Wednesday, November 30, 2022 2:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: digital billboards -- NO!!!

Dear Board,

As a Valley Village resident, I urgently request the below items when you meet on December 1st. Digital billboards at bus stops are not only an unwanted visual blight, but are dangerous distractions to drivers…..Please do not lump this item in with other items.

The following is urgently requested:

a) public notification to interested parties. Most neighborhood councils will be unable to agendize consideration.

b) Request Metro TCN (Item # 13) be removed from the Dec. 1st consent calendar

c) Request a delay consideration of the Metro TCN FEIR until the public has been provided adequate notice and time to review the FEIR posted on Nov. 15 without pub

Sincerely,

[redacted]
5150 Goodland Ave.
Valley Village, CA 91607

From: [redacted]
Sent: Wednesday, November 30, 2022 3:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda Item #13 for December 1st board meeting

I am against Agenda Item #13 (TCN) being placed on the consent calendar, and against allowing digital billboards anywhere in Los Angeles. This needs further consideration, and an opportunity for public comment. It appears that the Board is rushing to approve this and has deliberately taken steps and timed its actions to limit any response from the public to what is being done. Digital billboards are a blight on the landscape and dangerous to drivers, including drivers driving at high speeds on freeways. Please remove this from the consent calendar and delay its consideration to allow for public comment on this item.

[redacted]

11950 Otsego Street

Valley Village, CA 91607

From: [redacted]
Sent: Wednesday, November 30, 2022 3:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 22-0392 Council File

Digital billboards change the landscape of Los Angeles with negative impacts. The brightness and sizes alone not only cause distraction to drivers but also to our neighborhoods that have to bear witness to them 24/7.

If you can pass laws about cell phone usage due to causing a distraction while driving, shouldn't these billboards be considered the same?

They are a distraction and accordingly, I am AGAINST the 22-0392 billboard proposal.

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 4:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: AGAINST digital billboards

Dear Metro,
Please think about the damage that will be done with the digital billboards and how they negatively impact not only communities but how they disturb people.
We are constantly being bombarded with crime, traffic, ads, and so much more.
The billboards amplify the chaos and disorder that we live and breath every day.

Thank you,
[redacted]

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CREATING VALUE IN REAL ESTATE

Compass | Beverly Hills Office
150 S. Rodeo Dr. Suite #100
Beverly Hills, CA 90212
Phone: 310-500-3900

From: [redacted]
Sent: Wednesday, November 30, 2022 4:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #13

Please reconsider and take off agenda. This would be dangerous and distracting to motorists.

Sent from my iPad

From: [redacted]
Sent: Wednesday, November 30, 2022 9:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>; Jarrett Thompson <jarrett.thompson@lacity.org>; Mehmet Berker <mehmet.berker@lacity.org>; BABCNC Board <board@babcnc.org>; TCharnofsky@bos.lacounty.gov
Subject: Re: Metro TCN FEIR

To the Board of Metro:

The Bel Air-Beverly Crest Neighborhood council requests that the Metro Board defer its scheduled vote on the Transportation Communication Network Final EIR until an adequate period for public comment has been provided. The FEIR was uploaded to your website on November 15 and then scheduled to be voted on December 1, with the major Thanksgiving holiday in between. Such scheduling is not adequate to allow public review and engagement in issues of public interest and importance.

This request was approved by the Bel Air-Beverly Crest Neighborhood Board at a duly noticed Special Meeting on November 30, 2022 with a quorum of members present casting a unanimous vote of 17 yeses.

Sincerely,

[redacted]

Bel Air Beverly Crest
NEIGHBORHOOD COUNCIL
Building a Better Community

Travis Longcore, Ph.D. President
Bel Air-Beverly Crest Neighborhood Council | City of Los Angeles

(310) 247-9719

babcnc.org tlongcore@babcnc.org

Join our mailing list

15505 Roscoe Boulevard
North Hills, California 91343

The Honorable Ara Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
VIA EMAIL (anajarian@glendaleca.gov)

RE: North San Fernando Valley Transit Corridor Project

Dear Chair Najarian,

On behalf of Galpin Motors, I'm writing in support of the **North San Fernando Valley Transit Corridor and the BRT Network Improvements option** as was presented to us at a previous briefing with the Metro project team. The main entrance to our campus is on Roscoe Bl, so we were initially concerned with how the proposed bus priority lanes could affect traffic from the 405 freeway, which could cause a bottleneck right in front of our location. However, Metro staff discussed the traffic analysis they had conducted, which recommended not carrying the bus lanes through the portion of Roscoe Bl, between Sepulveda Bl and Haskell Av. This design would minimize potential traffic operations issues at our business.

We understand the importance of providing Angelenos with multiple transportation options, including public transit. We also support the numerous benefits this project will bring to the North Valley and its many residents and businesses.

We hope the Metro Board of Directors will approve staff's recommendation and move this project forward!

Sincerely,

Jeff Skobin
CMO & Vice President of Business Operations

Cc: Metro CEO Stephanie Wiggins (swiggins@metro.net) and the Metro Board of Directors (BoardClerk@metro.net)

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CSUN | ASSOCIATED STUDENTS | STUDENT LEADERSHIP

Senate Bill No.:	SB-2019-20-001
Date:	September 3rd, 2019
Authored by:	Senator Rassamekiarttisak, College of Health and Human Development, Senator Kukucka, College of Arts, Media, and Communication
Referred to:	External Affairs
Committee Rec:	Committee of the Whole
Senate Action:	October 14, 2019 (16-0-2)
Title:	**Support for the Proposed the North San Fernando Valley Bus Rapid Transit**

1. WHEREAS: The Associated Students, Inc. (AS) is the official voice of over **38,000** students at California State University Northridge; AND

2. WHEREAS: AS is the primary advocate for students at CSUN and provides excellent, meaningful programs and services designed to create and enhance a spirited, learning focused campus environment; AND

3. WHEREAS: AS is always trying to get more students involved and increase student participation within the many programs and services we offer; AND

4. WHEREAS: CSUN students have purchased 9,725 U-Passes since 2016 and metro ridership has increased 24% in the CSUN community over the last five years; AND

5. WHEREAS: The North San Fernando Valley Bus Rapid Transit (NSFV BRT) project will provide a premium east-west transit service to link key activity centers and improve access to jobs, education, essential services and the regional transit; AND

6. WHEREAS: Measure M was approved by voters with 71.15% of the vote and the tax dollars will be used to fund transportation infrastructure improvements; AND

7. WHEREAS: 57% of CSUN's students said they would use public transit if they needed only one bus to get to campus; AND

8. WHEREAS: The BRT is the best way to reduce more than 160,000 single-occupancy vehicle trips to campus each week; AND

9. WHEREAS: LA Metro estimates the approximately 20-mile corridor could see 28,000 daily and the BRT on Nordoff will increase capacity for existing transit ridership; THEREFORE LET IT BE

1. RESOLVED: The Associated Students strongly supports the North San Fernando Valley Bus Rapid Transit project; AND LET IT BE FURTHER

2. RESOLVED: AS encourages all students, faculty, staff and administration to support the NSFV BRT; AND LET IT BE FURTHER

3. RESOLVED: AS encourages all students, faculty, staff and administration to continue actively seeking information to make informed decisions about the BRT; AND LET IT BE FINALLY

4. RESOLVED: That copies of this resolution be distributed widely, including but not limited to the following:

- Gavin Newsom, Governor State of California
- Eric Garcetti, Mayor of Los Angeles
- Paul Krekorian, City Council Member
- Dianne Harrison, President California State University Northridge
- William Watkins, Vice President of Student Affairs CSUN
- Glenn Bailey, President Northridge East Neighborhood Council
- The Daily Sundial

_____ _____

Diana Vicente

President, 2019-2020

Mohammad "Q" Hotaki

Vice President, 2019-2020

December 2022 RBM Public Comments – Item 17

From: [redacted]
Sent: Wednesday, November 30, 2022 11:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Gold Line Eastside Extension - Item 17 - Metro Board Meeting 12/1

- *Dear Metro Board Directors*
- *I am writing to express my support for Metro's recommendation to environmentally clear the Gold Line Eastside Transit Corridor Phase 2 Project (Item #17) with the first phase ending in Montebello. My community needs this project in order to bring new, high-quality transit to our neighborhoods. When we have ample transit, our community members can rely on cars less which will improve our air and the health of our children. This new rail line will allow me to travel to Downtown Los Angeles, Santa Monica and beyond. It will also bring jobs, economic development, and new opportunities to the communities of East Los Angeles, Commerce and Montebello. I support this project and the pursuit of additional funding to extend the line beyond Montebello. Thank you.*

Best,

[redacted]

514 S Gerhart Ave

Los Angeles. CA 90022

City of El Segundo

Office of the Mayor

November 15, 2022

Elected Officials:

Drew Boyles,
Mayor
Chris Pimentel
Mayor Pro Tem
Carol Pirsztuk,
Council Member
Scot Nicol,
Council Member
Lance Giroux,
Council Member
Tracy Weaver,
City Clerk
Matthew Robinson,
City Treasurer

Appointed Officials:

Darrell George,
City Manager
Mark D. Hensley,
City Attorney

Department Directors:

Barbara Voss
Deputy City Manager
Joseph Lillio,
Chief Financial Officer
Deena Lee,
Fire Chief
Jose Calderon,
Information Technology Services
Aly Mancini,
Recreation, Parks and Library
Rebecca Redyk,
Human Resources
Michael Allen,
Community Development
Jamie Bermudez,
Police Chief
Elias Sassoon,
Public Works

www.elsegundo.org
www.elsegundobusiness.com
www.elsegundo100.org

The Honorable Ara J. Najarian, Chair
Los Angeles County Metropolitan Transportation Authority
Metro Board of Directors
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Concerns Regarding Los Angeles County Land Bank Program

Dear Chairperson Najarian:

The City of El Segundo has concerns regarding the county's proposal to establish a land bank pilot program. We believe that it could undermine local land use and zoning regulations and exempt property taxes while the county "hold" land for future use. Local jurisdictions are required by law to carefully study and develop sound General Plan Land Use and Housing Elements. The county should not implement the Land Bank Pilot without input from incorporated cities, particularly if it does not conform with local development standards and is not restricted to unincorporated areas.

As proposed, the Land Bank Pilot would not only negate the extensive community and stakeholder input received and analyzed as part of the development of General Plans, but also would explicitly usurp local authority over land use decisions. City Councils are elected by voters to listen, respond, and work with the community to adopt these local priorities. The Land Bank Pilot would undermine state certified housing elements by allowing the county to indefinitely hold land for potential future uses negating local land-use decision making, crippling cities' ability to implement their prepared plans and threatening future funding for local services.

The Land Bank Pilot would also deprive cities of essential property tax info that is used to fund important community services. Tax-free acquisition and retention of property by the county, and the recommendation that the tax-free status should also be extended to private parties, would negatively impact cities' ability to provide basic services. The proposal does not address how cities are to recoup this loss of property-tax income either.

350 Main Street, El Segundo, California 90245-3813
Phone (310) 524-2302 Fax (310) 322-7137

Another significant concern involves the Land Bank Pilot's competition with and duplication of the work by the LA County Affordable Housing Solutions Agency recently created by SB679. The new agency will have the authority to preserve, protect, and build affordable housing through bonds and other long-term revenue sources. It could achieve the same goals as the Land Bank Pilot and would conceivably compete for the same funding and land resources.

If the county moves forward with implementation of the Land Bank Pilot, it should only apply to unincorporated areas and should be voluntary for incorporated cities. The county should also ensure that the pilot program adheres to all local use and zoning requirements for cities that do participate.

The fact that the county has developed the program without stakeholder input further erodes trust between the county and the 88 cities in it. The Blue Ribbon Commission on Homelessness (BRCH) report released earlier this year highlighted the severe challenges the county faces in its attempts to solve homelessness though LAHSA and Measure H. The BRCH report clearly identified the need for the county to partner with cities to address the complex issue of homelessness. Housing affordability is as complex an issue and there is no reason the same philosophy shouldn't apply to the Land Bank Pilot.

We understand the dire need for affordable housing in Los Angeles County. Like the county, cities are responding and continuing to plan, zone, and promote opportunities for the construction of housing projects to meet that need. Additionally, state legislation continuously propels cities and the county to reexamine current land-use functions. The implementation of major housing bills, like SB 9 and most recently AB 2011 and SB 6, should drastically transform the supply, affordability, and landscape of housing throughout the region. The statewide laws, along with the reasons stated above, make the creation of a countywide land bank program unnecessary.

We understand that the Metro Board of Directors, like El Segundo, has its own land use authority and must find opportunities to create and fund affordable housing in its unincorporated areas. We believe the land bank program may be most suitable for the unincorporated areas in each Board Member's jurisdiction, or in cities that chose to participate.

Again, the City of El Segundo urges you to reconsider the land bank proposal and to work collaboratively with cities throughout the county to address the urgent affordable housing needs our region faces.

Sincerely,

Drew Boyles
Mayor of El Segundo

cc: Los Angeles County Supervisors Hahn, Kuehl, Solis, Barger
Los Angeles County CEO
Los Angeles County Metropolitan Transportation Authority Board of Directors
Los Angeles County Division, League of California Cities
California Contract Cities Association

350 Main Street, El Segundo, California 90245-3813
Phone (310) 524-2302 Fax (310) 322-7137

CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1310 • FAX: (562) 468-1095
E-mail: cvo@cerritos.us
cerritos.us

November 30, 2022

OFFICE OF THE MAYOR
CHUONG VO

Los Angeles County Metropolitan Transportation Authority
Attn: Board of Directors
One Gateway Plaza
Los Angeles, CA 90012
Via email: BoardClerk@metro.net

SUBJECT: **CITY OF CERRITOS SUPPORT LETTER FOR LA METRO'S MOTION REGARDING THE LOS ANGELES COUNTY LAND BANK PILOT PROGRAM (Agenda Item #26)**

Dear Honorable Metro Board of Directors:

The City of Cerritos remains opposed to the County-proposed Land Bank Pilot Program ("Program") on the grounds that it jeopardizes local land use control and circumvents the public hearing review and approval process employed by cities to ensure that development proposals are deemed to be in compliance with applicable long-range plans, zoning regulations and development standards. Furthermore, the democratic decision making process afforded to local elected officials provides for transparency and the opportunity to solicit public input on projects that may result in unavoidable adverse impacts to the existing community and built environment. Despite its opposition to the County's Program in concept, the City would like to express support for the motion introduced by Metro Board of Directors Janice Hahn, Ara Najarian, Fernando Dutra, Tim Sandoval, and James Butts that directs Metro to adopt policies that are aligned with Metro's Transit Oriented Communities (TOC) Policy and that requires Metro-owned property selected for land banking to be considered in coordination with the respective local jurisdiction.

As a corridor city that would be directly impacted by the Program, it would be irresponsible for the County to purchase property for any use or reuse, including housing projects, without first consulting with and following the established review and approval procedures of the local jurisdiction to ensure compliance with the City's long-term goals and objectives. Over the past several years, the City has advocated for preserving local control and the decision making powers of local elected officials relative to land use because, among other reasons, the City's residents understand that city-elected officials are generally responsible for local land use decisions with that incorporated city. In order to ensure that new developments meet the City's economic development and financial needs while maintaining the cultural integrity of the community, it is imperative for the County to work in collaboration with the City.

The City of Cerritos encourages the County and Metro to work in partnership with local jurisdictions to facilitate development on Metro-owned properties, in an effort to facilitate station area development along existing and proposed transit lines, that include housing

that is sited appropriately and constructed in a responsible manner by taking into account the unique needs of each community. Should you have any questions about this letter or should you like to further the collaboration and consultation with the City of Cerritos as described in this letter, please do not hesitate to contact City Manager Art Gallucci at (562) 916-1301.

Sincerely,

Chuong Vo
MAYOR

cc Cerritos City Council
Art Gallucci, City Manager, City of Cerritos
Fernando Dutra, Metro Board
Stephanie Wiggins, Metro Chief Executive Officer
David Mieger, Metro Senior Executive Officer
Meghna Khanna, Metro WSAB Corridor Project Manager
Marisa Perez, Transportation Deputy – Dutra
Luke Klipp, Senior Transportation Deputy – Hahn
Viviana Gomez, Transportation Deputy – Hahn
Lauren Yokomizo, Field Deputy – Hahn
Michael G. Colantuono, Special Legal Counsel
Bill Ihrke, City Attorney, City of Cerritos
Kristine Guerrero, League of California Cities
Eric Shen, Eco-Rapid Transit
Nancy Pfeffer, Gateway Cities Council of Government

CITY OF COMMERCE

Oralia Y. Rebollo
Mayor

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT FOR METRO'S LAND BANK PILOT PROGRAM WITH REQUIREMENT FOR METRO TO COORDINATE WITH LOCAL JURISDICTIONS WHEN CONSIDERING PROPERTY WITHIN SAID JURISDICTION

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Commerce we support the adoption of the Metro Board policy that would align with the recently issued Board Action is necessary to ensure clarity of roles and responsibilities, for Metro and the cities impacted by Metro's highway and transit capital projects. It is important for the City of Commerce and surrounding communities to see where Metro's role and how capital program will fit in with the County's Land Bank Program.

The City of Commerce is fully in support of the Los Angeles County Land Bank Pilot Program, and supporting the construction of affordable housing in communities where it is mostly needed. The City of Commerce is experiencing housing crisis, and is in search of more affordable places to live. At the same time, the City is actively working towards improving the Los Angeles River area, as well as efforts to build high quality transit. While supporting this measure is important for the region, the City of Commerce would like to respectfully request that any Land Banking matters should include dialogue and input from the local jurisdiction. This dialogue will ensure that our respective jurisdictions have the ability to address the unnecessary intrusion of variables that could price out many of our low income residents.

We look forward to our continued dialogue on this matter as we continue to support and work in unison with Metro.

Sincerely,

Oralia Y. Rebollo
Mayor
City of Commerce

December 1, 2022 RBM Public Comments – Item 26

From: [redacted]
Sent: Thursday, November 17, 2022 11:09 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Klipp, Luke <LKlipp@bos.lacounty.gov>; Gomez, Viviana <VGomez@bos.lacounty.gov>; Kristine Guerrero <kguerrero@calcities.org>
Subject: Metro Executive Management Board Meeting 11.17.22 - Agenda Item 26 - Downey Comments
Importance: High

Good morning Board Clerk,

With the speaker cut off on Agenda 26 - LAND BANK PILOT PROGRAM MOTION, the City of Downey wasn't able to provide comments. As directed by the Chair, we are submitting our comments to you for the record:

Good morning Executive Management Committee, my name is Vaniah De Rojas calling on behalf of the City of Downey

We would like to thank Directors Janice Hahn, Najarian, Dutra, and Sandoval for coauthoring this motion.

Downey has been long standing supporters of Metro projects, and also
of housing development including affordable housing which can be seen with our recently certified housing element, and our general plan updates.

We are appreciative of Committee's dialog on this item and Metro's desire to continue partnering with local jurisdictions. Our cities have plans underway for when Metros' transit projects are built, and it is imperative that cities are at the table for land use decisions, including the land bank program, that impact their cities.

Thank you for providing us the opportunity to speak on this matter, and your continued collaboration.

Best,

[redacted]
Interim Assistant City Manager
City Manager's Office

CityofDowney

11111 Brookshire Avenue | Downey, CA 90241
(562) 904-7284
[redacted]
www.downeyca.org

Downey City Hall is open to the public. Per the updated L.A. County Health Officer Order, effective March 4, 2022, indoor masking at all City facilities will be strongly recommended,

but not required for vaccinated and unvaccinated individuals. Please protect yourself and others from COVID-19 by staying home if you are sick with a cough or fever, staying 6 feet away from others, and cleaning your hands frequently. Services to the public will continue to be provided by phone and email for those unable to visit City Hall. For specific information regarding other City operations and questions regarding COVID-19, residents can visit the City's website at https://www.downeyca.org/coronavirus or call the City's COVID-19 hotline at (562) 299-6711.

From: [redacted]
Sent: Thursday, November 17, 2022 11:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: comment on agenda item 26 at today's executive committee meeting

Dear Metro board executive committee members,

I teach and do research at UCLA, where we are currently conducting research to support collaborative, community-driven equitable community development planning around Taylor Yard and the confluence of the Rio Hondo and the Los Angeles River.

I didn't get a chance to comment before the comment period was closed on this item today, but I wanted to share my thoughts with you.

It was great to hear the commitment to affordable housing and equity, as well as the commitment to collaboration demonstrated by the executive committee today.

As amended, I think the motion keeps the door to collaboration open so that the land bank can move forward. And I would encourage you to see the land bank pilot program as a way to move forward with willing partners, to learn and improve these collaborative efforts, and not impose roadblocks to building affordable housing so that communities can thrive in place as we work to construct crucial infrastructure equitably across Los Angeles County.

Thank you for all that you do to ensure that happens.

Yours truly,

[redacted]

[redacted], Adjunct Assistant Professor
UCLA Institute of the Environment and Sustainability
Luskin Center for Innovation
Laboratory for Environmental Narrative Strategies
mobile: 650-759-6534 | email: jonchristensen@ioes.ucla.edu
christensenlab.net

CHAMPIONS IN SERVICE
Every Family Deserves a Champion

Location 1
8743 Burnet Ave.
North Hills, CA. 91343
PH: 818.891.9399
admin@cisgla.org

Location 2
12605 cis Osborne St.
Pacoima, CA 91331
PH: 818.891.9399
admin@cisgla.org

Executive Director/co-founder
William "Blinky" Rodriguez

President/co-founder
Robert Arias, MSW, MPA

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November 30, 2022

Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Honorable Chair and Metro Board Members:

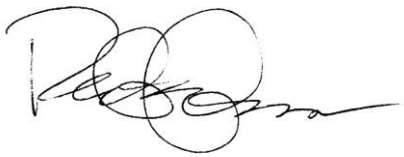
On behalf of Champions in Service, I am pleased to submit this letter in support of the package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the top priority.

This project is sorely needed to support our highly transit-dependent community, and reshape our built environment in a positive way. The early history of the Northeast Valley stems from roots in heavy industry, with the area by default becoming where many factory workers and low-income families lived. As such, the area has been overlooked for strategic planning and investment for decades. This has resulted in a built environment disconnected from vital job centers that often feels difficult for pedestrians to safely and efficiently navigate.

CalEnviroScreen, a tool that uses environmental, health, and socioeconomic information to produce pollution burden scores for every census tract in the state shows that nearly all census tracts within the project area score in the 90th percentile and higher on CalEnviroscreen and fall within an SB535 Disadvantaged Community. As noted in the staff report, 63 percent of the project area falls within federally designated areas of persistent poverty, and/or Equity Focused Communities. The ESFVT Light Rail project, being the first of its kind for the region, holds the power to serve as a catalyst for positive change and connectivity in our communities. The $600M grant is an overdue investment in the Northeast Valley and will yield invaluable improvements to transportation and related infrastructures such as crossings, sidewalks, and other streetscape and safety elements.

We look forward to being active participants in the multimodal, better-connected, and more sustainable future that the ESFV Light Rail Project can help realize for our communities. We urge your support for the adoption of the proposed priority project order for the TIRCP Cycle 6 application.

Sincerely,



[redacted], MSW, MPA
President of Champions in Service

November 30, 2022

The Honorable Ara Najarian
Chair, Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Najarian and Members of the Board of Directors,

The Northeast San Fernando Valley is overwhelmingly composed of working-class communities that heavily rely on public transit. These neighborhoods have been isolated from the broader city due to a lack of mobility infrastructure. The East San Fernando Valley Light Rail Transit project (ESFV LRT) will provide a critical connection and link these neighborhoods to the broader region. We urge you and the Metro Board to adopt the Metro staff recommendation and give this project the highest possible priority.

For decades, residents of the Northeast Valley have watched the Metro rail system expand while patiently waiting for their own line. With the groundbreaking of the ESFV LRT, this dream will finally become a reality. This line will run along one of the highest ridership bus routes in the city and will link several Equity Focused communities to jobs, education and services.

We could not have gotten to this historic point without the leadership of the Metro Board who have consistently championed the ESFV LRT. However, we must continue to push and ensure that this project breaks ground and receives the hundreds of millions of dollars in federal funding, which is an investment the community deserves.

Sincerely,

SHARON M. TSO
Caretaker,
Council District 6

November 30, 2022

The Honorable Ara Najarian
Chair, Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Dear Chairman Najarian and Members of the Board of Directors,

As Los Angeles City Councilmembers representing districts wholly or substantially within the San Fernando Valley, we are writing to thank you for your past and ongoing support of the East San Fernando Valley Light Rail Transit project (ESFV LRT). With respect to Metro's application for a grant from the State of California's Transit and Intercity Rail Capital Program (TIRCP), we urge you to adopt the Metro staff recommendation in full, assigning this project the highest possible priority.

While each of the projects listed in the application is integral to our regional transportation system, the ESFV LRT will provide its most direct benefit to Equity Focused Communities, as defined in the Metro staff report. This 9-mile light rail line will serve over 35,000 passengers each day, potentially taking thousands of cars off the road while supplying convenient, reliable transportation to the working families who need it most. I am especially gratified to see Metro staff's recommendation that ESFV LRT be given highest priority for TIRCP support.

It is our hope that the Board will take heed of the staff's recommendation and adopt the item in question, lending its full support to assigning ESFV LRT the highest possible priority for state funding.

Very truly yours,

Paul Krekorian
Council President
Councilmember, Second District

Nithya Raman
Councilmember, Fourth District
City of Los Angeles

Monica Rodriguez
Councilmember, Seventh District
City of Los Angeles

CC: Stephanie Wiggins
Michael Cano

LOS ANGELES MISSION COLLEGE

Armida Ornelas, Ph.D.
President

OFFICE OF THE PRESIDENT

November 30, 2022

Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 Grant Application, Support for the East San Fernando Valley (ESFV) Light Rail Transit Project (Item 49, Metro Board Agenda for December 1, 2022)

Honorable Chair and Metro Board Members:

On behalf of Los Angeles Mission College, I am pleased to submit this letter in support of the package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the top priority.

Los Angeles Mission College (LAMC) is a community college that serves approximately 10,000 students each semester from diverse socioeconomic backgrounds. The College was founded in 1975 as the ninth and newest college in the Los Angeles Community College District (LACCD), and the 100th community college in California.

The College provides transfer, transitional, and career education programs. Committed to student success, LAMC prides itself on its commitment to access and diversity, its institutional culture of collegiality and innovation, and its inclusion of the community in its programming.

This project is sorely needed to support our highly transit-dependent community, and reshape our built environment in a positive way. The early history of the Northeast Valley stems from roots in heavy industry, with the area by default becoming where many factory workers and low-income families lived. As such, the area has been overlooked for strategic planning and investment for decades. This has resulted in a built environment disconnected from vital job centers that often feels difficult for pedestrians to safely and efficiently navigate.

CalEnviroScreen, a tool that uses environmental, health, and socioeconomic information to produce pollution burden scores for every census tract in the state shows that nearly all census tracts within the project area score in the 90th percentile and higher on CalEnviroscreen and fall within an SB535 Disadvantaged Community. As noted in the staff report, 63 percent of the project area falls within federally designated areas of persistent poverty, and/or Equity Focused Communities. The ESFVT

Light Rail project, being the first of its kind for the region, holds the power to serve as a catalyst for positive change and connectivity in our communities. The $600M grant is an overdue investment in the Northeast Valley and will yield invaluable improvements to transportation and related infrastructure such as crossings, sidewalks, and other streetscape and safety elements.

We look forward to being active participants in the multimodal, better-connected, and more sustainable future that the ESFV Light Rail Project can help realize for our communities. We urge your support for the adoption of the proposed priority project order for the TIRCP Cycle 6 application.

Sincerely,

[redacted], PhD.
President
Los Angeles Mission College

MONICA RODRIGUEZ
COUNCILWOMAN, 7TH DISTRICT

November 30, 2022

% Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Item 49, Metro Board Agenda For December 1, 2022 - Transit And Intercity Rail Capital Program (TIRCP) Cycle 6 Grant Application & the East San Fernando Valley (ESFV) Light Rail Transit Project

Dear Metro Board Members:

It is with great enthusiasm and urgency that I write to you today in support of the proposed package of prioritized projects for the Transit and Intercity Rail Capital Program (TIRCP), Cycle 6, which lists the East San Fernando Valley (ESFV) Light Rail Project as the number one priority.

The ESFV Light Rail Project is the first of its kind for the Northeast San Fernando Valley. The communities being served by this project are the most transit-dependent in the region, with the Van Nuys Boulevard corridor recently recorded as the busiest in Metro's Countywide bus system. This was further amplified by the higher ridership rates during the COVID-19 pandemic due to the number of transit-dependent essential workers who live or work in the corridor. The data underscores the importance of this project to the users in a region that has been overlooked for investment for decades.

Those of us elected to represent this corridor have been hard at work, in collaboration with Metro staff, to move the project forward in a way that centers around inclusivity and equity, establishing a Community Leadership Council (CLC) for the alignment. The proactive coordination between elected leadership, the agency, and local community based organizations ensures that our CLC will be ready to provide critical and productive feedback as the project continues into progressive design build, putting us on track for the spend down requirements outlined in this grant.

The $600M proposed allocation to the ESFV Light Rail Project southern segment (also referred to as Interim Operating Segment, "IOS" 1) is a critical step in completing the ESFV Light Rail Project in its originally proposed totality, inclusive of both and IOS 1 and IOS 2. I would like to stress the importance of completing the light rail line all the way to the Sylmar/San Fernando Metrolink Station. The connection to Sylmar/San Fernando station represents a vital transportation link to the western edge of the northeast valley, enabling efficient and affordable access to-and-from local educational institutions such as the Los Angeles Mission College, and job centers around our valley civic centers, and downtown Los Angeles city center.

With 63 percent of the ESFV Light Rail Project area qualifying as a Very High Need, or High Need community according to federally designated areas of persistent poverty and Equity Focused Communities, the previous point, and the need for this funding is crystal clear.

As the first light rail project Metro is implementing in the San Fernando Valley, the agency has an opportunity to apply an equity-focused lens for project development, fostering a transition to a more sustainable future. I stand committed to continue my partnership with Metro to ensure this project is delivered in a timely manner, with the community's needs remaining at the center of everything we do.

Sincerely,

Monica Rodriguez
Los Angeles City Councilwoman, Seventh District

cc: Honorable Mayor Eric Garcetti, City of Los Angeles
Honorable Luz Rivas, Assembly Member, 39th District
Honorable Laura Friedman, Assembly Member, 43rd District
Honorable Bob Hertzberg, Senator, 18th District
Lee Ann Eager, Chair, California Transportation Commission
Connie Llanos, General Manager, Department of Transportation, City of Los Angeles
Vince Bertoni, Planning Director, Department of City Planning, City of Los Angeles

San Fernando Valley Council of Governments

November 29, 2022

Honorable Ara Najarian
Chair, Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Approval of Staff Recommendations for TIRCP Cycle 6 funding for the East San Fernando Valley Transit Corridor Project

Dear Chair Najarian:
Since the planning for the passage of Measure M nearly a decade ago, the East San Fernando Valley Transit Corridor Project (ESFVTC) has been a priority for the San Fernando Valley region. As you know, the San Fernando Valley Council of Governments Board has repeatedly affirmed its prioritization of this project (as recently as last year). It will be a game-changer for the neighborhoods in the Valley and beyond; it's one of the reasons that the San Fernando Valley voters voted for Measure M (including it the fact it would be one of the first major projects under Measure M to be completed).

Recognizing the regional importance and local impact of the project, the SFVCOG urges you and the Board to adopt the staff recommendation to provide additional funds through the State of California Transit and Intercity Rail and Capital Program (TIRCP) Cycle 6. As the staff report indicates, the ESFVTC satisfied all the main criteria for funding under the TIRCP Cycle 6 Guidelines, including:

- Previously received TIRCP funds, establishing the project's further eligibility
- Has progressed to the point where the funds can be expended by June 30, 2027
- Will not use these new funds to supplant other funds
- Is essentially "shovel-ready" in that its environmental document is currently approved

Even more importantly, ESFVTC risks losing $908.8 million in FTA Expedited Project Delivery funds if these supplemental state funds are not awarded to the project.

We encourage you to adopt the staff recommendations as presented and strongly oppose any effort to change the priority order for these funds. To do so could jeopardize a great opportunity to complete the ESFVTC on time and as envisioned. We appreciate your continued support of this vital, priority project.

Sincerely,

John Bwarie

[redacted]
Executive Director, SFVCOG

Chair Ara Najarian
Board Administration
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Transit and Intercity Rail and Capital Program (TIRCP) - East San Fernando Valley Transit Corridor Project (ESFVTC) - SUPPORT

Dear Chair Najarian,

The Valley Industry and Commerce Association (VICA) supports the East San Fernando Valley Transit Corridor Project (ESFVTC), which will be a transformative project for the communities along its route, most of which are equity focused.

Since discussions of what to include in a sales tax measure began in 2013, building this project and building it as light rail has been the number objective of Valley leaders, including VICA. One of the reasons that the San Fernando Valley voted so strongly in favor of Measure M was because of funding for ESFVTC and the fact that it would be one of the first major projects under Measure M to be completed.

As with many transit projects here in Los Angeles and across the nation, costs have risen past the funds originally anticipated under Measure M. Additional funds are necessary to complete the project in a timely manner and to start providing the benefits of rapid transit to the east Valley. We are very pleased that Metro staff has identified an opportunity to provide additional funds though the State of California Transit and Intercity Rail and Capital Program (TIRCP) Cycle 6 and even more pleased that staff has determined that the ESFVTC scores extremely well.

As the staff report indicates, the ESFVTC satisfied all the main criteria for funding under the TIRCP Cycle 6 Guidelines. As staff points out, the ESFVTC:

- Previously received TIRCP funds, establishing the project's further eligibility
- Has progressed to the point where the funds can be expended by June 30, 2027
- Will not use these new funds to supplant other funds
- Is essentially "shovel-ready" in that its environmental document is currently approved

Even more importantly, ESFVTC risks losing $908.8 million in FTA Expedited Project Delivery funds if these supplemental state funds are not awarded to the project.

We note that two other projects are also included in the staff report, with slightly lower priority, i.e., the Foothill Extension to Montclair and the West Santa Ana Branch project. We agree that these are incredibly important projects. We also strongly agree that the staff report strikes the correct priority order of funding, given the projects' ability to meet the above criteria.

For these reasons, VICA strongly supports the staff report. Further, we strongly oppose any effort to change the priority order for these funds. To do so could jeopardize a great opportunity to complete the ESFVTC on time and as envisioned and would probably not help other Metro projects, for which there will be other funding opportunities (federal and state) when they are shovel ready.

Sincerely,

[redacted] VICA Chair

[redacted] VICA President

ACTIVE SGV

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November, 22, 2022

Chair Ara Najarian
Metro Los Angeles Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD / L LINE

Dear Chair Najarian and the Metro Board of Directors,

As a place-based community organization dedicated to realizing a more sustainable, equitable, and livable San Gabriel Valley, ActiveSGV is writing to urge your support for allocating $798 million of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold / L Line – a transformational project named a first priority by the LA Metro Board in 2009, and the top priority for the San Gabriel Valley's Legislative Caucus, representing 31 cities and more than two million people.

The Foothill Gold / L Line is the only project in the region that is truly shovel-ready. Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the extension of the L Line to Montclair has been environmentally cleared, completed extensive design and was readied for construction. The westernmost 9.1-mile, four-station segment of the project is under construction, on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.and can start creating an estimated 5,500 jobs, $860 million in economic output, $345 million in labor income and $13 million in tax revenue right away during construction.

Benefits of completing the last two stations in Claremont and Montclair include:

- **Improving regional mobility by creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff;
- **Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor** - only 3 percent are currently made by transit;
- **Expanding transit-friendly housing opportunities for thousands of people**; 10,000 new housing units are already planned or underway adjacent to the Claremont and Montclair stations; and
- **Supporting cleaner air and reducing GHG emissions** in one of the most polluted regions in the United States.

Once completed, the project will expand transit opportunities for millions of residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation.

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). The cost to build these major infrastructure projects continues to rise every year. Now is the time to take advantage of state funding to fulfill the promise to county voters to complete the Foothill Gold / L Line.

As an organization committed to improving the health and well-being of residents of the San Gabriel Valley, one of the most diverse regions in the United States, ActiveSGV urges your support of full funding to complete the Foothill Gold / L Line light rail project through this year's TIRCP grant program. If you have any questions regarding this matter, please contact me at david@activeSGV.org.

Thank you for your time and consideration,



[redacted], MPH
Executive Director

City of Arcadia

November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5401
www.ArcadiaCA.gov

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

Tom Beck,
Mayor, City of Arcadia

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 28, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the California Apartment Association (CAA), I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

On behalf of the CAA, I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

[redacted]
Vice President of Public Affairs, Los Angeles
California Apartment Association

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line

CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA

Office of the President

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of California State Polytechnic University, Pomona (Cal Poly Pomona), I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

In addition to fulfilling the promise to county voters to complete the Foothill Gold Line, this project will greatly improve access for Cal Poly Pomona students, faculty, and staff by providing a new, reliable, environmentally friendly transportation option. I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



[redacted], Ph.D.
President

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

JUDY CHU, Ph.D.
27TH DISTRICT, CALIFORNIA
WASHINGTON OFFICE:
2423 Rayburn House Office Building
Washington, DC 20515
(202) 225–5464
(202) 225–5467 (Fax)
PASADENA DISTRICT OFFICE:
527 South Lake Avenue, Suite 250
Pasadena, CA 91101
(626) 304–0110
(626) 304–0132 (Fax)

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
SUBCOMMITTEE ON WORKER AND FAMILY SUPPORT
SUBCOMMITTEE ON OVERSIGHT
COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON OVERSIGHT, INVESTIGATIONS, AND REGULATION
SUBCOMMITTEE ON ECONOMIC GROWTH, TAX, AND CAPITAL ACCESS
COMMITTEE ON THE BUDGET

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

RE: Urging Support of Full Funding for Foothill Gold Line

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system

JUDY CHU, Ph.D.
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Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON HEALTH
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SUBCOMMITTEE ON ECONOMIC GROWTH, TAX, AND CAPITAL ACCESS
COMMITTEE ON THE BUDGET

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I believe this project offers great potential for the Southern California region I represent. I enthusiastically support full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program, and I thank you for your full and fair consideration of their application. Should you have any questions regarding this letter of support, please contact Jenna Christiansen in my office at Jenna.Christiansen@mail.house.gov.

Sincerely,

Judy Chu

[redacted]
Member of Congress

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

CITY OF CLAREMONT

Administrative Services Department

City Hall
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711-0880
FAX (909) 399-5492
www.ci.claremont.ca.us

City Manager • (909) 399-5441
City Clerk • (909) 399-5460
Community Information • (909) 399-5497
Personnel • (909) 399-5450
Technology • (909) 399-5462
contact@ci.claremont.ca.us

November 8, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

As City Manager of the City of Claremont, I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
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Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I, therefore, respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Adam Pirrie
City Manager
City of Claremont

V:\Apirrie\letters\Legisl-Regional\

c: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 28, 2022

VIA EMAIL: langstonco@metro.net

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment (through to Montclair) of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is genuinely shovel-ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income, and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design, and was readied for construction. At this time, the project's westernmost 9.1-mile, four-station segment is under construction. It is on budget and scheduled to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that could not be completed with the current construction due to funding constraints. This last project segment is shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State. The benefits of completing the last two stations in Claremont and Montclair alone include the following:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700-weekday boardings to the transit system

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop) and to Claremont's nine colleges/universities with tens of thousands of students, faculty, and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit.**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved completing the Foothill Gold Line and the K-Line/Crenshaw Line as first-priority projects for non-federal New Starts funding. Last month, Metro celebrated the completion and opening of the first of those two projects - the K-Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost of building these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



[redacted]
Chief Executive Officer
The Claremont Colleges Services

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

CALIFORNIA LATINO LEGISLATIVE CAUCUS

November 22, 2022

Stephanie Wiggins, CEO
Los Angeles County
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Prioritizing Funding For the Foothill Gold Line

Dear CEO Wiggins:

On behalf of the CA Latino Legislative Caucus, we write to request that the LA Metropolitan Transportation Authority prioritize the Foothill Gold Line when allocating funds secured through the Transit and Intercity Rail Capital Program. This shovel ready project is critical to connect residents of San Bernardino County to Los Angeles, making it easier for those in the Inland Empire to access the metropolitan hub of Los Angeles.

The Foothill Gold line will reduce congestion, eliminate an estimated 26.7 million vehicle miles travelled annually, and reduce carbon emissions by 1.75 metric tons. These environmental benefits cannot be delayed as climate change threatens our communities daily. It is essential that the region prioritize public transportation for the health and safety of humans and the environment and the Foothill Gold Line is a perfect opportunity to invest in the health of our region. Funding this project now is also cost-effective since expenses will only increase the longer the project is delayed. Any prolonged delay could preclude the availability of these many benefits in time for the 2028 Olympic and Paralympic Games.

Thank you for your consideration of this important request. If you have any questions, please do not hesitate to contact us at (916) 651-1535.

Sincerely,

[redacted]
Chair, CA Latino Legislative Caucus
Senator, 24th District

[redacted]
Vice Chair, CA Latino Legislative Caucus
Assemblymember, 60th District

(CHAIR)
Senator María Elena Durazo

(VICE CHAIR)
Assemblymember Sabrina Cervantes

SENATORS
Bob Archuleta, Anna Caballero, Susan Talamantes Eggman, Lena A. Gonzalez, Ben Hueso, Melissa Hurtado, Monique Limón, Susan Rubio

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Cecilia Aguiar-Curry, David Alvarez, Joaquin Arambula, Mia Bonta, Lisa Calderon, Wendy Carrillo, Cristina Garcia, Eduardo Garcia, Jose Medina, Sharon Quirk-Silva, James Ramos, Speaker Anthony Rendon, Eloise Gómez Reyes, Luz Rivas, Robert Rivas, Freddie Rodriguez, Blanca E. Rubio, Rudy Salas, Miguel Santiago, Carlos Villapudua

1020 N Street, Suite 550 • Sacramento, CA 95814 • Phone (916) 651-1535

November 16, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income, and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and was readied for construction. At this time, the westernmost 9.1-mile, a four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, a two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State.

In 2018, Fairplex released a Strategic Plan at the conclusion of a year-long process, which included a series of meetings that brought key constituents and community members together to contribute to the vision of Fairplex's future. Feedback from community members was overwhelmingly in favor of the conscientious development of Fairplex and the surrounding

region. We are now preparing a Specific Plan with the City of Pomona that will take our vision as a community partner and economic engine further into the future.

The interest of residents in the investment of sustainable, equitable, and inclusive development demonstrates the need for the implementation and completion of projects that support the improvement of local communities today and in the future. The completion of the extension of the Gold Line to Montclair is an essential development that will shape the region and increase the quality of life for residents throughout Los Angeles County.

Proudly located in both Pomona and La Verne, Fairplex is home to the LA County Fair and 300 other events with over two million visitors to our grounds over the year. Attendees travel from throughout Southern California to explore, learn and play on the Fairplex grounds. The vast majority of our attendees choose to drive to our grounds, recording the following drive times:

- 400,000 vehicular trips with an average driving distance of 26.3 miles during the LA County Fair

- Half a million vehicular trips from an average distance greater than 30 miles during other events

We feel that investing in travel alternatives for residents is important at a time when there has been an increase in vehicle travel in Southern California, in order to address statewide traffic and pollution concerns. Fairplex anticipates our annual attendance to increase in the coming years and it would be a wonderful opportunity to provide our guests the option to attend our events without needing to drive. Fairplex currently generates $323.6 million in economic output for Los Angeles County and another $20.4 million in tax revenue. The ease of the rail system will improve the guest on-board experience as well as the revenue to Fairplex and the surrounding area.

The extension of the Gold Line to Montclair will be of economic benefit to the region, especially as the population grows (Pomona being the sixth largest city in Los Angeles County and the Inland Empire being one of the fastest-growing regions in Southern California).

Again, I urge your support of the budget appropriation request to complete the Foothill Gold Line light rail project from Glendora to Montclair.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from

the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff

- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making the completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

[redacted]
President & CEO
Fairplex

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

Foothill Gold Line
Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
Monrovia, CA 91016-3633

p 626.471.9050 f 626.471.9049
www.foothillgoldline.org

November 15, 2022

Board Members:

Ed Reece
Chair
Mayor Pro Tempore,
City of Claremont
Appointee, SGVCOG

Tim Sandoval
Member
Mayor,
City of Pomona
Appointee, LACMTA

Mendell Thompson
Member
Council Member,
City of Glendora
Appointee, City of
South Pasadena

Melchor A. Ilomin
Member
Alternate Appointee,
City of Los Angeles

Tim Hepburn
Member
Mayor
City of La Verne
Appointee,
City of Pasadena

Vacant
Gubernatorial
Appointee

Gene Masuda
Member, Non-Voting
Council Member,
City of Pasadena
Appointee, City of
Pasadena

Daniel M. Evans
Member, Non-Voting
Appointee, City of
South Pasadena

Alan D. Wapner
Member, Non- Voting
Mayor Pro Tem,
City of Ontario
Appointee, SBCTA

Executive Officer:

Habib F. Balian
Chief Executive Officer

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

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Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
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I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

[redacted]
Chairman
Metro Gold Line Foothill Extension
Construction Authority Board of Directors

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

Foothill Gold Line
Metro Gold Line Foothill Extension Construction Authority

406 East Huntington Drive, Suite 202
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p 626.471.9050 f 626.471.9049
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November 15, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing on behalf of the 15 member-cities of the Foothill Gold Line Joint Powers Authority to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

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Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

Executive Officer:

Habib F. Balian
Chief Executive Officer

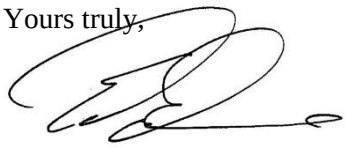
- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



[redacted]
Chairman
Foothill Gold Line Phase II
Joint Powers Authority Board of Directors

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

City of Glendora | City Hall
116 E. Foothill Blvd., Glendora, CA 91741-3380
(626) 914-8200 | (626) 914-8221 Fax | CityOfGlendora.org

November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The City of Glendora is urging your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**

- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

CITY OF GLENDORA

[redacted] Mayor

[redacted], Councilmember and
Foothill Gold Line Board Member

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 21, 2022

The Honorable Ara Najarian
Board Chair
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and Metro Board:

As the former Mayor of Glendora and former Foothill Gold Line Authority Board Member, I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties. I am also hopeful in the future to get the Line to the Ontario airport (ONT).

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. **It is on budget and on schedule** to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boarding's to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project

- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair Trans Center (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to the San Gabriel Valley's **10** colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Former Mayor, City of Glendora

Cc: Stephanie Wiggins, LA Metro (langstromc@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0041
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FAX (916) 319-2141

DISTRICT OFFICE
600 NORTH ROSEMEAD BLVD., SUITE 117
PASADENA, CA 91107
(626) 351-1917
FAX (626) 351-6176

Assembly
California Legislature

CHRIS R. HOLDEN
CHAIR: ASSEMBLY APPROPRIATIONS COMMITTEE
ASSEMBLYMEMBER, FORTY-FIRST DISTRICT

COMMITTEES
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS
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SELECT COMMITTEES
CHAIR: REGIONAL TRANSPORTATION SOLUTIONS
CO-CHAIR: CORPORATE BOARD AND CALIFORNIA WORKFORCE DIVERSITY

CAUCUSES
CALIFORNIA LEGISLATIVE BLACK CAUCUS

BOARD MEMBER
SANTA MONICA MOUNTAINS CONSERVANCY BOARD

November 28, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUPPORT - FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State.

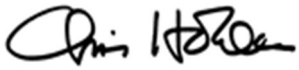
Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line. I respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



[redacted]
Assemblymember, 41st District

Cc: Office of the Governor:
Ronda Paschal (ronda.paschal@gov.ca.gov)
Vishesh Anand (vishesh.anand@gov.ca.gov)
Thomas Martin (thomas.martin@gov.ca.gov)
Chad Edison, CalSTA Chief Deputy Secretary (chad.edison@calsta.ca.gov)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)
Julius McIntyre, Office of Speaker Rendon (julius.mcintyre@asm.ca.gov)

November 9, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support to allocate $798,000,000 of TIRCP grant funds for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, and $345,000,000 in labor income and, $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and, visitors from Los Angeles, San Bernardino and, Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board's first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and was readied for construction. At this time, the westernmost 9.1-mile, a four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, a two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and, federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making the completion of the Foothill Gold Line and the K-Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K-Line. The use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Larry G. Burrola
Mayor

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 27, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations

- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

[redacted]
Professor Emeritus of Public Administration
College of Business and Public Management
University of La Verne

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line

CITY OF LA VERNE
CITY HALL
3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

November 14, 2022

The Honorable Ara Najarian
Chair of the Board, LA Metro
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Tim Hepburn

Mayor Tim Hepburn
City of La Verne

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012
Via Email: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian:

On behalf of the City of Monrovia, I am writing to you to strongly urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first-priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel-ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income, and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. Additionally, the project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first-priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed the extensive design, and prepared for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). Due to recent funding constraints, the two-station segment is not complete. Therefore, the current TIRCP grant request will help fund the final 3.2-mile portion of this project.

The Foothill Gold Line light rail project's final completion segment has immense support at every level (community, local, state, and federal), and its benefits will be tremendously significant to our region and state.

The benefits of completing the last two stations in Claremont and Montclair include the following:

- **Reduce 26.7 million vehicle miles traveled** annually, and **eliminate an estimated 1.75 million MTCO2e** over the life of the project;
- **Eliminating 15,000 car trips per day** (first year)**;** adding 7,700-weekday boarding's to the transit system;
- Expanding opportunities for thousands of people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations;
- **Improving regional mobility by creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's ten colleges/universities with tens of thousands of students, faculty and staff; and
- **Providing a sustainable and reliable alternative** for the nearly three million trips being made each day within and through this corridor – **only 3% are currently made by transit.**

Since launching the Foothill Gold Line project, LA County taxpayers have invested more than $3 billion in building the light rail system and were promised the completion of the project as part of LA County's Measure R (2008) and Measure M (2016). Further, it should be noted that last month, Metro celebrated the completion and opening of the K Line project, which received support and was set as a priority along with the Foothill Gold Line project in 2009. Therefore, using the state funding available through this TIRCP grant process can make completing this project a reality. We must take advantage of this state funding opportunity to fulfill the promise to County voters and complete the Foothill Gold Line.

I, therefore, respectfully urge your support of total funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. Thank you in advance for your consideration. We look forward to a favorable response.

Sincerely,

[redacted]
City Manager

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

MONTCLAIR

BUILD THE GOLD LINE TO MONTCLAIR

November 14, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL TIRCP FUNDING FOR FOOTHILL GOLD LINE

Dear Governor Newsom and Secretary Omishakin:

On behalf of the Montclair City Council and Montclair community, I am writing to urge your support for allocating $798,000,000 of Transit and Intercity Rail Capital Program (TIRCP) grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line—a transformational regional project that was named a first priority project by the LA Metro Board in 2009; the top priority transportation project for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people; and a top priority tiered transit project for the San Bernardino County Transportation Authority (SBCTA) for the Valley Subarea (West End of San Bernardino County) pursuant to Measure I—San Bernardino County's half–cent sales tax for transportation and transit improvements, first approved by San Bernardino County voters in November 1989 and re-authorized in 2004.

Pursuant to Assembly Bill 1600 (2012), sponsored by Assembly Member Norma Torres, the City of Montclair is the designated eastern terminus for Gold Line light rail service. AB 1600 authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) Gold Line Foothill Extension Construction Authority (Construction Authority) to accept the transfer of funds from federal and other sources. AB 1600 also requires LA Metro to assume responsibility for operation of each phase of the Gold Line project as completed, including granting LA Metro authority to operate the Gold Line in San Bernardino County.

The people of San Bernardino County recognize the importance of extending the Gold Line to the Inland Empire via the Montclair Transcenter, and certified this position in 2004 when they overwhelmingly approved extension of the Measure I sales tax with 80.03 percent of the vote.

Pursuant to Measure I's Expenditure Plan, approved projects can be changed only upon approval by the San Bernardino County Board of Supervisors and a majority of all cities in the County representing a majority of the incorporated population of the County. Within the Expenditure Plan, eligible projects include construction and operation of an extension of the Gold Line to the Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles.

Prioritization of the Gold Line Extension to Montclair was again confirmed as an SBCTA Valley Subarea priority project when, on February 5, 2014, upon motion by Director Montclair Mayor Paul Eaton, the SBCTA Board of Directors voted to direct its Commuter Rail and Transit Committee to establish each of the following three transit projects in San Bernardino County as equally weighted top-tier priority transit projects:

- The Redlands Passenger Rail Project;
- Phase 2B Gold Line Extension from Claremont to Montclair; and
- Metrolink Double–Tracking Project.

SBCTA has also demonstrated past actions of support for the Montclair Segment of the Gold Line that include, but are not limited to, (1) a joint application with LA Metro (as lead agency) and the Construction Authority to apply to CalSTA for approximately $280± million in TIRCP funds; and (2) an agreement (SBCTA Agreement No. 15–1001309) between SBCTA and the City of Montclair to reimburse Montclair for advancing up to $3 million for SBCTA's share of the cost for advanced engineering and environmental work for the Gold Line Phase 2B Extension Project.

Within the framework of LA Metro transit projects, the Foothill Gold Line extension to Montclair is the only project in the region that is fully shovel ready. If funded, the project would create an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue during construction. Once completed, the light rail extension to Montclair would expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties. Completion of the project would also extend zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, and later as a first priority Valley Subarea project in 2014 by SBCTA, the Foothill Gold Line has been environmentally cleared, completed extensive design and is ready for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed by January 2025. The current TIRCP grant request will fund the final 3.2-mile, two-station segment from Pomona to Claremont and Montclair. If funding through the current TIRCP cycle is authorized, this last segment of the project can be completed within five years of funding, completing one of LA Metro's **Twenty-eight by '28** initiatives.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels, including local, state and federal support. Completion of the extension to Montclair would also afford significant benefits for the region and the State, including the following:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system.
- **Reducing 26.7 million vehicle miles traveled annually**.
- **Eliminating 1.75 million MTCO2e** over the life of the project.

- Expanding opportunities for thousands of more people to live near transit—**10,000± new housing units** are already planned or underway adjacent to the Claremont and Montclair stations.

- Improving regional mobility by **creating direct connections** for riders to/from the Montclair Transcenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff.

- Providing a sustainable and reliable alternative for the nearly three million vehicle trips being made each day within and through this corridor—**only 3 percent of commuter trips are currently made by transit.**

Of particular concern to Montclair and San Bernardino County is the state's battle against unhealthy levels of ozone pollution. While that effort has not been unsuccessful, much of the success depends on where one lives—more notable positive gains have been made in areas closer to coastal regions. In the Inland Empire, however, elevated smog levels have re–emerged as a persistent problem, with the area suffering some of the highest asthma levels in California. In 2018, for example, the San Bernardino area had 102 unhealthy air days — more unhealthy air days than the area has logged since the 1990s—compared to four unhealthy air days for downtown Los Angeles.

Air quality is often the poorest in urban and suburban areas where traffic congestion is the worst, meaning that residents of these areas, especially those living in close proximity to major freeways, thoroughfares or highways confront much higher health risks due to poor air quality. Public transit can reduce the need for vehicle trips in populated areas, thereby reducing emissions—transit vehicles typically emit less pollution on a per person basis. Light rail, in particular, produces little or no pollution, as the trains are powered by electricity.

The Federal Transit Administration (FTA) supports improvement of air quality through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which is jointly administered with the Federal Highway Administration. Together, the two agencies recognize the important role that public transit can play in improving local air quality.

The FTA estimates that transportation accounts for 29± percent of greenhouse gas emissions in the United States—by moving more people to public transit greenhouse gas emissions can be reduced. National averages demonstrate that public transit produces significantly lower greenhouse gas emissions per passenger mile than private vehicles, with various transit systems producing collectively up to 76 percent lower greenhouse gas emissions per passenger mile than an average single–occupancy vehicle.

Montclair is also committed to extension of the Gold Line because public transit facilitates higher density land development. Compact, transit-adjacent development complies with Governor Newsom's objective to (1) increase the housing supply; (2) reduce emissions from transportation and the distance and time people travel to reach their destinations; (3) remove congestion from the state's highways; (4) leave more land for parks, wildlife preserves, forests and other uses. Furthermore, reducing pavement means less water run–off that degrades the state's precious water supply. Extending the Gold Line to Montclair allows for achievement of each of the preceding objectives.

Finally, I note that extending the Gold Line eastward from Los Angeles reflects a regional commitment, and one that LA County taxpayers have invested more than $3 billion in constructing, with funding coming through Los Angeles County's Measure R (2008) and Measure M (2016) tax measures.

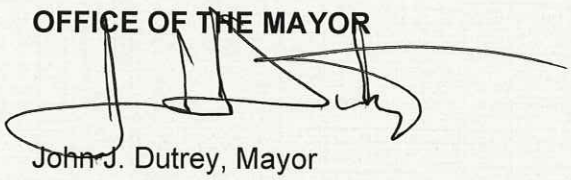
In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. This last October, LA Metro celebrated completion and opening of the first of these two projects—the K Line. Use of the state funding available through the TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise each year. Taking advantage of the current state TIRCP funding opportunity would fulfill the promise to Los Angeles County and San Bernardino County voters to complete the Foothill Gold Line to Montclair.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

OFFICE OF THE MAYOR



John J. Dutrey, Mayor

c: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

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Grace F. Napolitano
Congress of the United States
House of Representatives
32nd District of California

TRANSPORTATION AND INFRASTRUCTURE
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CONGRESSIONAL MENTAL HEALTH CAUCUS
CO-CHAIR
CONGRESSIONAL YOUTH CHALLENGE CAUCUS
CO-CHAIR
CONGRESSIONAL HISPANIC CAUCUS

November 23, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region

and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



[redacted]
Member of Congress

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

OFFICE OF THE MAYOR

November 17, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA 90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the

100 North Garfield Avenue · Pasadena, CA 91109
(626) 744-4311 Fax (626) 744-3921

region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

VICTOR M. GORDO
Mayor

cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

TIM SANDOVAL
Mayor

OFFICE OF THE MAYOR

November 8, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
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- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,

Tim Sandoval

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

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SENATOR.PORTANTINO@SENATE.CA.GOV

California State Senate

ANTHONY J. PORTANTINO
SENATOR
TWENTY-FIFTH SENATE DISTRICT

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APPROPRIATIONS
CHAIR
BANKING & FINANCIAL INSTITUTIONS
GOVERNMENTAL ORGANIZATION
INSURANCE

SELECT COMMITTEES
CALIFORNIA, ARMENIA & ARTSAKH MUTUAL TRADE, ART, AND CULTURAL EXCHANGE
CHAIR

November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

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I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Sincerely,



[redacted]
State Senator, 25th District

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

City Council
Emmett Badar, Mayor
John Ebiner, Mayor Pro Tem - District 3
Ryan A. Vienna - District 4
Eric Weber - District 1
Eric Nakano - District 2

City Manager
Chris Constantin

Assistant City Manager
Brad McKinney

City Attorney
Jeff Malawy

Director of Administrative Services
Michael O'Brien

Director of Community Development
Henry K. Noh

Director of Parks and Recreation
Scott Wasserman

Director of Public Works
Shari Garwick

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

We are writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

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- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million $MTCO_2e$** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Emmett G. Badar,
Mayor

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

November 14, 2022

The Honorable Ara Najarian
Chair of the Board, LA Metro
One Gateway Plaza
Los Angeles, California 90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the San Gabriel Valley Economic Partnership, I urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line. This important regional project was not only named the first priority project by the LA Metro Board in 2009 but is also the top priority for the San Gabriel Valley's Legislative Caucus, representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students, and visitors from Los Angeles, San Bernardino, and Riverside Counties - extending zero-emission light rail service through one of the most congested corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

This project helps the State meet its environmental goals by reducing vehicle miles traveled by the millions annually and has the potential to eliminate 1.75 MTCO2e over the life of the project. The Foothill Gold Line has benefited the communities that surround the current line, and the extension project will open opportunities for housing, improving regional mobility, and accessibility.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state, and federal; and affords significant benefits for the region and the State. This last segment of the project can be completed within five years of funding.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

For these reasons, the San Gabriel Valley Economic Partnership respectfully urges your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



[redacted]
President & CEO

Cc: Stephanie Wiggins, CEO, LA Metro
Habib F. Balian, Foothill Gold Line



November 21, 2022

Los Angeles Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Prioritizing Funding For Foothill Gold Line

Dear CEO Wiggins,

The San Gabriel Valley Caucus is grateful for the support of LA Metro in securing $1.83 billion for Southern California through the Transit and Intercity Rail Capital Program. We respectfully request that LA Metro prioritize the Foothill Gold Line in applying for the funds this year. The Foothill Gold Line project is unique among others in Southern California as it is shovel-ready.

Extending the Foothill Gold Line to Montclair will connect residents of San Bernardino County to Los Angeles, making it easier for those in the Inland Empire to access the metropolitan hub of Los Angeles, and the cities along the way.

The Foothill Gold Line is shovel-ready – already environmentally approved and designed – and has been for several months. Therefore, this project will deliver on its benefits much sooner than any other competing transportation project. The project just needs to secure the critical funds to complete construction. It is essential that the project be funded with this year's Budget allocation as project costs increase the longer the project goes unfunded. Delaying funding also means that construction will not be complete in time to serve the 2028 Olympic and Paralympic Games.

As you know, the Foothill Gold line will reduce congestion, eliminate an estimated 26.7 million vehicle miles travelled annually, and reduce carbon emissions by 1.75 metric tons. These environmental benefits cannot be delayed as climate change threatens our communities daily. It is essential that the region prioritize public transportation for the health and safety of humans and the environment and the Foothill Gold Line is a perfect opportunity to invest in the health of our region.

Thank you for your support in securing TIRCP funds. As stated above, costs will continue to rise, making completion more difficult, if the project is not funded this year. We respectfully request you prioritize funding for the Foothill Gold Line in your application this year.

Assemblymember Freddie Rodriguez, Chair

Assemblymember Lisa Calderon, Vice-Chair
Assemblymember Cristina Garcia
Assemblymember Phillip Chen
Assemblymember Mike Fong
Assemblymember Chris Holden
Assemblymember Blanca Rubio

Senator Bob Archuleta
Senator Anthony Portantino
Senator Susan Rubio
Senator Josh Newman

Sincerely,



[redacted]
Assemblymember, 52nd District



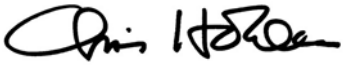
[redacted]
Assemblymember, 48th District



[redacted]
Assemblymember, 49th District



[redacted]
Assemblymember, 55th District



[redacted]
Assemblymember, 41st District



[redacted]
Senator, 29th District



[redacted]
Senator, 25th District



[redacted]
Assemblymember, 58th District

SAN GABRIEL VALLEY
CONSERVATION CORPS
10900 Mulhall Street
El Monte, CA. 91731
Phone (626) 655-0015
www.sgvcorps.org

11/22/22

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The San Gabriel Valley Conservation Corps is writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people. The mission of the San Gabriel Valley Conservation Corps (SGVCC) is to develop and transform disadvantaged youth in the San Gabriel Valley by providing academic, vocational, and leadership development while also employing them to provide valuable services to improve their communities and our natural environment. As a community-based organization, SGVCC, serves disadvantaged communities and supports public projects that will improve the lives of the people we serve.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

SAN GABRIEL VALLEY
CONSERVATION CORPS
10900 Mulhall Street
El Monte, CA. 91731
Phone (626) 655-0015
www.sgvcorps.org

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,

Norma Quiñones

[redacted]
Executive Director

SGVCOG

OFFICERS
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Becky Shevlin
1st Vice President
Tim Hepburn
2nd Vice President
Ed Reece
3rd Vice President
April Verlato

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Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

November 22, 2022

The Honorable Ara Najarian
Chair
Los Angeles Metro Board of Directors
One Gateway Plaza
Los Angeles, California 90012

VIA EMAIL: langstonco@metro.net

RE: SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and Metro Board of Directors,

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), we urge your support for a $798,000,000 set aside of TIRCP grant funds to complete the final segment of the Foothill Gold Line. This project was named a first priority project by the LA Metro Board in 2009 and is a top priority for the SGVCOG, representing the 31 cities and unincorporated areas of the San Gabriel Valley and encompassing nearly 2 million residents

The Foothill Gold Line is the only project in the region that is truly shovel ready and its immediate economic impacts will be significant. It will create an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income, and $13,000,000 in tax revenue during construction. Once completed, it will expand transit opportunities for residents, workers, students, and visitors of Los Angeles, San Bernardino and Riverside Counties; extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line project has been environmentally cleared, completed extensive design, and was readied for construction. The westernmost, 9.1-mile, four-station segment of the project is under construction and is on track to be completed in early 2025. The current TIRCP grant request will fund the final 3.2-mile, two-station segment, which can be completed within five years of funding.

Benefits of completing the last two stations in Claremont and Montclair include:

- Eliminating nearly 15,000 car trips each day opening year; adding 7,700 weekday boardings to the transit system
- Reducing 26.7 million vehicle miles traveled annually
- Eliminating 1.75 million MTCO2e over the life of the project
- Expanding transit-oriented housing development, as 10,000 new housing units are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by creating direct connections for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty, and staff

- Providing a sustainable and reliable alternative for the nearly 3 million trips made daily along this corridor - only 3 percent of which are currently made by transit

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

Last, the cost to complete this project continues to increase every year that it is not underway. The SGVCOG urges you to take advantage of the funding available now to complete this important regional project before the cost increases again.

We therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. Thank you for your consideration and please do not hesitate to reach out to me if you have any questions.

Sincerely,

Marisa Creter

[redacted]
Executive Director

cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

BOARD OF DIRECTORS
Brian Bowcock
David D. De Jesus
Carlos Goytia
Bob Kuhn
Jody Roberto
Danielle Soto
Mike Ti

GENERAL MANAGER/CHIEF ENGINEER
Matthew H. Litchfield, P.E.

November 21, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

The Three Valleys Municipal Water District (TVMWD) urges your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and scheduled to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

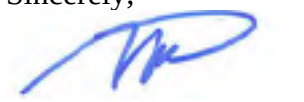
- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system
- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated the completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

TVMWD therefore respectfully urges your support for full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program. If you have questions, you may contact me via email at mlitchfield@tvmwd.com.

Sincerely,



[redacted]
General Manager

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

University of La Verne

Devorah Lieberman, Ph.D.
President

November 29, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798,000,000 of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009; and is the top priority for the San Gabriel Valley's Legislative Caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860,000,000 in economic output, $345,000,000 in labor income and $13,000,000 in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties - extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design and was readied for construction. At this time, the westernmost 9.1-mile, four-station segment of the project is under construction. It is on budget and on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was unable to be completed with the current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels - community, local, state and federal; and affords significant benefits for the region and the State. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system

- **Reducing 26.7 million vehicle miles traveled annually**
- **Eliminating 1.75 million MTCO2e** over the life of the project
- Expanding opportunities for thousands of more people to live near transit, as **10,000 new housing units** are already planned or underway adjacent to the Claremont and Montclair stations
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor - **only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line, LA County taxpayers have invested more than $3 billion in building the Foothill Gold Line light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects - the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



[redacted]
President

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

Western University
OF HEALTH SCIENCES

Jeffery S. Keating, MA
Chief of Community & Governmental Affairs

November 22, 2022

The Honorable Ara Najarian
Chair of the Board
LA Metro
One Gateway Plaza
Los Angeles, CA
90012

VIA EMAIL: langstonco@metro.net

SUBJECT: URGING SUPPORT OF FULL FUNDING FOR FOOTHILL GOLD LINE

Dear Chair Najarian and the Metro Board of Directors:

I am writing to urge your support for allocating $798 million of TIRCP grant funds set aside for Southern California to complete the final segment of the Foothill Gold Line – a transformational regional project that was named a first priority project by the LA Metro Board in 2009, and is the top priority of the San Gabriel Valley's legislative caucus representing 31 cities and more than two million people.

The Foothill Gold Line is the only project in the region that is truly shovel ready and can start creating an estimated 5,500 jobs, $860 million in economic output, $345 million in labor income and $13 million in tax revenue right away during construction. Once completed, it will expand transit opportunities for millions of California residents, workers, students and visitors from Los Angeles, San Bernardino and Riverside Counties -- extending zero-emission light rail service through one of the most congested and smoggiest corridors in the nation. The project is 100% within or adjacent to Equity Focus Communities.

Since being named a Metro Board first priority project in the 2009 Long Range Transportation Plan, the Foothill Gold Line has been environmentally cleared, completed extensive design, and was readied for construction. The westernmost 9.1-mile, four-station segment of the project is under construction, is on budget, and is on schedule to be completed in just over two years (January 2025). The current TIRCP grant request will fund the final 3.2-mile, two-station segment that was not completed during current construction due to funding constraints. This last segment of the project is truly shovel-ready and can be completed within five years of funding.

Completing the final segment of the Foothill Gold Line has an unmatched coalition of support at all levels -- community, local, state and federal -- and affords significant benefits for the region and the state. Benefits of completing the last two stations in Claremont and Montclair alone include:

- **Eliminating nearly 15,000 car trips each day opening year;** adding 7,700 weekday boardings to the transit system.

909.469.5205 • *jkeating@westernu.edu*
309 East Second Street • Pomona, California 91766-1854 USA • *www.westernu.edu*

- **Reducing 26.7 million vehicle miles traveled annually.**
- **Eliminating 1.75 million MTCO2e** over the life of the project .
- Expanding opportunities for thousands more people to live near transit, as **10,000 new housing units** are planned or underway adjacent to the Claremont and Montclair stations.
- Improving regional mobility by **creating direct connections** for riders to/from the Montclair TransCenter (with existing stops for more than a dozen bus lines arriving from the Inland Empire and a new Greyhound stop), and to Claremont's 10 colleges/universities with tens of thousands of students, faculty and staff.
- Providing a sustainable and reliable alternative for the nearly three million trips being made each day within and through this corridor. **Only 3 percent are currently made by transit**

Since embarking on the Foothill Gold Line project, LA County taxpayers have invested more than $3 billion in this light rail system and have been promised completion of the line as part of LA County's Measure R (2008) and Measure M (2016). In 2009, the LA Metro Board unanimously approved making completion of the Foothill Gold Line and the K Line/Crenshaw Line first-priority projects for non-federal New Starts funding. Just last month, Metro celebrated completion and opening of the first of those two projects -- the K Line. Use of the state funding available through this TIRCP grant process can make completing the second of those priority projects a reality.

The cost to build these major infrastructure projects continues to rise every year. We must take advantage of this current state funding opportunity to fulfill the promise to county voters to complete the Foothill Gold Line.

I therefore respectfully urge your support of full funding to complete the Foothill Gold Line light rail project through this year's TIRCP grant program.

Yours truly,



Jeffery S. Keating
Vice President, Community & Governmental Affairs
Western University of Health Sciences

Cc: Stephanie Wiggins, CEO, LA Metro (langstonco@metro.net)
Habib F. Balian, Foothill Gold Line (hbalian@foothillgoldline.org)

CAPITOL OFFICE
STATE CAPITOL
ROOM 5066
SACRAMENTO, CA 95814
TEL (916) 651-4032

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA
THIRTY-SECOND SENATE DISTRICT

STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL
ORGANIZATION
INSURANCE
TRANSPORTATION

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October 2022 letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch does that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



[redacted]
California State Senate, District 32

THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701
Telephone 562 / 865-6262
FAX 562 / 865-6240

"Service Builds Tomorrow's Progress"

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Artesia, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, Infrastructure Act's principles and the Governor's 500,000 apprenticeships by 2029 vision as well as Metro's Equity Platform Framework.

Currently the West Santa Ana Branch light-rail project will locate a station in the City of Artesia. This station will serve as the start and end of the line, bringing with it an opportunity for the ridership to visit, shop, and eat in Artesia. The rail line will also spur new Transit Oriented Development, providing new economic and housing opportunities for our community. Thus, serving as a huge economic catalyst for Artesia.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles meets local match requirements. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

As Metro's Number One federal project, West Santa Ana Branch "is more than a line" and the southeast corridor is Los Angeles County's example of Justice 40 to address environmental Justice, disparity, workforce training and skilled job opportunity for those who live in those communities from Artesia to Slauson. The TIRCP is an opportunity to leverage and accelerate the White House vision regarding the job

opportunities created by the Infrastructure Investment and Jobs Act: "The deal will create good-paying, union jobs. With the President's Build Back Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America's path to fill employment and increasing labor force participation."

No better place in Los Angeles County to check all the infrastructure boxes than the southeast Los Angeles corridor. Finally, two other federal laws when combined with the TIRCP give the southeast corridor (which the West Santa Branch Line runs through) an accelerated chance for more federal aid to surrounding disadvantaged communities who experience severe inequities; CHIPS, Science Act of 2022 and the Inflation Reduction Act would benefit this area greatly.

Moreover, once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities, as part of the Eco-Rapid Transit joint powers authority are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years. Thank you.

Sincerely,



Melissa Ramoso
Mayor
City of Artesia

City of Avalon

Santa Catalina Island, CA

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Avalon, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Ann H. Marshall
Mayor

NANETTE DIAZ BARRAGÁN
44TH DISTRICT, CALIFORNIA
FACEBOOK.COM/CONGRESSWOMANBARRAGAN
TWITTER: @REPBARRAGAN

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTES:
HEALTH
ENVIRONMENT AND CIMATE CHANGE
ENERGY

COMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEES:
BORDER SECURITY, FACILITATION, AND OPERATIONS
CHAIRWOMAN

CONGRESSIONAL HISPANIC CAUCUS
FIRST VICE CHAIR

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
2246 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-8220

DISTRICT OFFICES:

MAIN OFFICE
302 W. FIFTH STREET, SUITE 201
SAN PEDRO, CA 90731
(310) 831-1799

701 E. CARSON STREET
CARSON, CA 90745

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

205 S. WILLOWBROOK AVENUE
COMPTON, CA 90220

November 28, 2022

Honorable Ara Najarian
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: State Transit and Intercity Rail Capacity Program

Dear Chair Najarian and the Board of Directors:

I write in support of a $1,000,000,000 allocation of State Transit and Intercity Rail Capital Program (TIRCP) funds to accelerate development of the West Santa Ana Branch (WSAB) light rail transit corridor.

The WSAB is a transformative public transit project which will connect the economically disadvantaged communities of Southeast Los Angeles (SELA) County with the employment centers and larger transit hubs of Downtown Los Angeles. Currently, the communities of SELA are severely underserved by public transit, and the WSAB is the only priority project that will deliver rail transit to communities that do not have it in their region. The WSAB, which is consistent with President Biden's Justice40 Initiative and Metro's Equity Platform Framework, is projected to improve mobility and economic opportunities for these communities which are disproportionately impacted by decades of underinvestment and transit inequities.

The allocation requested would nearly fully-fund the first segment of the WSAB, which would connect passengers from the City of Artesia to the Slauson/A Line station in South Los Angeles. The TIRCP funds requested would support utility relocation and early project construction to further advance the timeline of this critical transit development. Additionally, a robust allocation of TIRCP dollars will position the WSAB to be more competitive for federal funding opportunities, including the new and expanded funding programs within the Infrastructure Investment and Jobs Act.

As the Representative of California's 44th Congressional District, which includes the City of South Gate and other SELA communities that will greatly benefit from the WSAB, I respectfully request your thorough consideration of a robust $1,000,000,000 allocation to support the

development of this vitally important light rail transit corridor. Thank you for your leadership on this essential public transit project.

Sincerely,

Nanette Diaz Barragán

[redacted]
Member of Congress

City of Bell, CA
Office of City Council
6330 Pine Avenue
Bell, CA 90201

Monica Arroyo
Mayor
Phone: (323) 588-6211
Fax: (323) 771-9473

November 18, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair, Najarian and the Metro Board of Directors:

On behalf of the City of Bell, we request your support in allocating $500,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and associated work necessary to advance the project toward heavy construction. Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $500,000,000 of TIRCP funding in this cycle would nearly fully fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. We fully agree with the critical point Senator Lena Gonzalez made in her October letter to the Metro Board regarding support for the prioritization of the WSAB and the legislative objective of augmenting the TIRCP program: "A major focus of this action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)."

This project will be the State's most important transit project to be constructed this decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, the West Santa Ana Branch will be a 19-mile light-rail line, connecting a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroStreen's SB 535-defined "Disadvantaged Communities," facing some of the worst air pollutions anywhere in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this long-overdue project.

This project is set to begin early utility relocation work in 2023, and our cities are collaborating with Metro to accelerate the project at every opportunity. A $500,000,000 allocation of TIRCP funding in this grant cycle would secure the resources necessary to advance the project's utility relocation and associated works and ensure that it remains on schedule for completion in 2033-2035.

We respectfully request that you support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Monica Arroyo, Mayor

The City of Bellflower
Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Bellflower, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Ray Dunton
Mayor

Ray Dunton, *Mayor*
Sonny R. Santa Ines, *Mayor Pro Tem*
Raymond Y. Hamada, *Council Member*
Dan Koops, *Council Member*
Victor A. Sanchez, *Council Member*

CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, CA 90650-6292 • (562) 860-2451 • Fax (562) 860-1104

Office of the President

November 30, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the Cerritos Community College District, I am writing to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

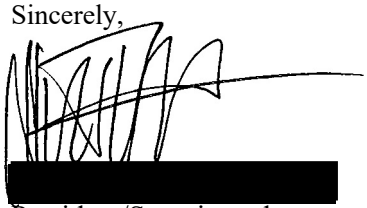
Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



President/Superintendent

CITY OF COMMERCE

Oralia Y. Rebollo
Mayor

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Commerce we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act. (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Oralia Y. Rebollo
Mayor
City of Commerce

CUDAHY
OPEN MINDS, OPEN DOORS
Incorporated November 10, 1960

5220 Santa Ana Street
Cudahy, CA, 90201
Phone: (323) 773-5143
Fax: (323) 771-2072
www.cityofcudahy.com

November 29, 2022

Mayor
Elizabeth Alcantar

Vice Mayor
Jose R. Gonzalez

Councilmember
Jack M. Guerrero

Councilmember
Blanca Lozoya

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Cudahy, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58).**" The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Alfonso Noyola

Alfonso Noyola, ICMA-CM
City Manager

City of Downey

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Downey, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



[redacted]
Mayor

ECO-RAPID TRANSIT

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California.
The Authority is composed of the following public agencies:

City of Artesia

City of Bell

City of Bell Gardens

City of Cerritos

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Jose R. Gonzalez
Vice Mayor
City of Cudahy

Secretary

Alejandra Cortez
Councilmember
City of Bell Gardens

Treasurer

Isabel Aguayo
Vice Mayor
City of Paramount

Internal Auditor

Vacant

Executive Director
Eric C. Shen

General Counsel
Matthew T. Summers

Ex-Officio
Ricardo Reyes
City Manager Representative

November 21, 2022

Via BoardClerk@Metro.net

The Honorable Ara Najarian, Chair of the Board and
Members of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

The Eco-Rapid Transit, formally known as the Orangeline Development Joint Powers Authority, respectfully request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

ECO-RAPID TRANSIT

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California.
The Authority is composed of the following public agencies:

City of Artesia

City of Bell

City of Bell Gardens

City of Cerritos

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Jose R. Gonzalez
Vice Mayor
City of Cudahy

Secretary

Alejandra Cortez
Councilmember
City of Bell Gardens

Treasurer

Isabel Aguayo
Vice Mayor
City of Paramount

Internal Auditor

Vacant

Executive Director
Eric C. Shen

General Counsel
Matthew T. Summers

Ex-Officio
Ricardo Reyes
City Manager Representative

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Should you have additional questions, please contact Eric C. Shen, Executive Director at eshen@eco-rapid.org. Thank you.

Sincerely,



CC via Email:
Eco-Rapid Transit Board of Directors
Eric C. Shen, Executive Director, Eco-Rapid Transit
Nancy Pfeffer, Executive Director, Gateway Cities COG
Marisa Perez, Executive Deputy to Metro Board Director Fernando Dutra
Luke Klipp, Transportation Deputy to Supervisor Hahn

ert wsab ticrp support letter 20221121 vf

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058
FAX 916-319-2158

DISTRICT OFFICE
8255 FIRESTONE BLVD, SUITE 203
DOWNEY, CA 90241
(562) 861-5803
FAX (562) 861-5158

Assembly
California Legislature

CRISTINA GARCIA
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT
CHAIR, LEGISLATIVE WOMEN'S CAUCUS

COMMITTEES
BANKING AND FINANCE
BUDGET
ENVIRONMENT SAFETY AND TOXIC MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE

CHAIR, BUDGET SUBCOMMITTEE # 5 ON PUBLIC SAFETY

November 23, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the 58th Assembly District, I request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058
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DISTRICT OFFICE
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(562) 861-5803
FAX (562) 861-5158

Assembly
California Legislature

CRISTINA GARCIA
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT
CHAIR, LEGISLATIVE WOMEN'S CAUCUS

COMMITTEES
BANKING AND FINANCE
BUDGET
ENVIRONMENT SAFETY AND TOXIC MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE

CHAIR, BUDGET SUBCOMMITTEE # 5 ON PUBLIC SAFETY

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

[redacted]
CHAIR, LEGISLATIVE WOMEN'S CAUCUS
ASSEMBLYMEMBER, 58TH DISTRICT

CG:ee

Artesia
Avalon
Bell
Bellflower
Bell Gardens
Cerritos
Commerce
Compton
Cudahy
Downey
Hawaiian Gardens
Huntington Park
Industry
La Habra Heights
La Mirada
Lakewood
Long Beach
Lynwood
Maywood
Montebello
Norwalk
Paramount
Pico Rivera
Santa Fe Springs
Signal Hill
South Gate
Vernon
Whittier
County of Los Angeles
Port of Long Beach

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

November 22, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Najarian and the Metro Board of Directors:

SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

On behalf of Gateway Cities Council of Governments, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality.

Thank you for your support.

Ali Saleh

Ali Saleh, President, Board of Directors
Gateway Cities Council of Governments

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY

SELECT COMMITTEE
CHAIR, PORTS AND GOODS MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY RESPONSE

SENATOR LENA A. GONZALEZ
THIRTY-THIRD SENATE DISTRICT
CHAIR, SENATE COMMITTEE ON TRANSPORTATION

November 23, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support of State Transportation Funding for West Santa Ana Branch

I write to request Metro support $1 billion of funding from the Transit and Intercity Rail Capital Program (TIRCP), appropriated in the 2022-2023 State Budget for Southern California transit investments, for the West Santa Ana Branch project.

Along with anticipated federal funding for this project, which remains Metro's top priority for funding through the U.S. Department of Transportation's Capital Investment Grant program, funding from this TIRCP cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson.

As you are aware, once fully completed, the West Santa Ana Branch project - will connect over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this 19-mile light-rail line is located within disadvantaged communities with some of the worst air pollution in the state. The project is consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework. For generations, the people along the West Santa Ana Branch project corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion.

Specifically, the West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and the cities in my district are working in collaboration with Metro to accelerate this at every opportunity. TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK,CA 90255
TEL (323) 277-4560
FAX (323) 277-4528

SENATOR.GONZALEZ@SENATE.CA.GOV • WWW.SEN.CA.GOV/GONZALEZ

Thank you for your consideration. Should you have any questions regarding my support please do not hesitate to contact my office at (562) 256-7921.

Sincerely,



[redacted]
Senator, Senate District 33

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
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HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
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TEL (323) 277-4560
FAX (323) 277-4528

SENATOR.GONZALEZ@SENATE.CA.GOV • WWW.SEN.CA.GOV/GONZALEZ

Eduardo Martinez
Office of the City Council

November 28, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Huntington Park, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)."** The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Eddie Martinez

Eduardo Martinez,
Mayor, City of Huntington Park

6550 Miles Avenue | Huntington Park, CA 90255 | (323) 584-6221 | e-martinez@hpca.gov | www.hpca.gov

Ariel Pe
Vice Mayor

Cassandra Chase
Council Member

Todd Rogers
Council Member

Jeff Wood
Council Member

Steve Croft
Mayor

November 22, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: **Support of State Transportation Funding For West Santa Ana Branch**

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Lakewood, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58).**" The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you for your consideration.

Sincerely,

Steve Croft
Mayor

MAYOR ROBERT GARCIA
CITY OF LONG BEACH

November 27, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Long Beach, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

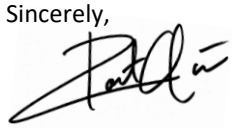
Along with anticipated Federal funding for this project – Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



[redacted]
City of Long Beach

562.570.6801 | mayor@longbeach.gov | @LongBeachMayor
411 West Ocean Blvd, Long Beach, California 90802

ALAN LOWENTHAL
47TH DISTRICT, CALIFORNIA
COMMITTEE ON NATURAL RESOURCES
CHAIR, SUBCOMMITTEE ON ENERGY & MINERAL RESOURCES
SUBCOMMITTEE FOR INDIGENOUS PEOPLES OF THE UNITED STATES
SUBCOMMITTEE ON WATER, OCEANS, & WILDLIFE
COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS & TRANSIT
SUBCOMMITTEE ON WATER & ENVIRONMENT
SUBCOMMITTEE ON COAST GUARD & MARITIME

Congress of the United States
House of Representatives
Washington, DC 20515

108 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE (202) 225-7924
FAX (202) 225-7926

275 MAGNOLIA AVENUE
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LONG BEACH, CA 90802
PHONE (562) 436-3828
FAX (562) 437-6434

12912 BROOKHURST STREET
SUITE 360
GARDEN GROVE, CA 92840
PHONE (714) 243-4088
FAX (562) 437-6434

www.lowenthal.house.gov
facebook.com/RepLowenthal
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November 28, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I support the request for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, Infrastructure Act's principles and the Governor's 500,000 apprenticeships by 2029 vision as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles meets local match requirements. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

As Metro's Number One federal project, West Santa Ana Branch "is more than a line" and the southeast corridor is Los Angele's County's example of Justice 40 to address environmental Justice, disparity, workforce training and skilled job opportunity for those who live in those

communities from Artesia to Slauson. The TIRCP is an opportunity to leverage and accelerate the White House vision regarding the job opportunities created by the Infrastructure Investment and Job Act: "The deal will create good-paying, union jobs. With the President's Build Back Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America's path to fill employment and increasing labor force participation."

No better place in Los Angeles County to check all the infrastructure boxes than the southeast Los Angeles corridor. Finally, two other federal laws when combined with the TIRCP give the southeast corridor (which the West Santa Branch Line runs through) an accelerated chance for more federal aid to surrounding disadvantaged communities who experience severe inequities; CHIPS, Science Act of 2022 and the Inflation Reduction Act would benefit this area greatly.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and cities, as part of the Eco-Rapid Transit joint powers authority are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore ask you to provide your full and fair consideration to this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they deserve for the last 20 years.

Sincerely,



[redacted]
Member of Congress

OFFICE OF THE
CITY COUNCIL

City of
LYNWOOD
Strength Through Community
Incorporated 1921
11330 Bullis Road, Lynwood, CA 90262
(310) 603-0220 x 200

Lynwood
All-America City

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Lynwood, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58).**" The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities,"

with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Marisela Santana
Council Member, City of Lynwood

City of Maywood
4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5700 • Fax (323) 773-2806

November 22, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Maywood, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the

CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,



Heber Marquez
Mayor
City of Maywood

CITY OF NORWALK
A Connected Community

Rick Ramirez, Mayor
Ana Valencia, Vice Mayor
Tony Ayala, Councilmember
Jennifer Perez, Councilmember
Margarita L. Rios, Councilmember

Jesus M. Gomez, City Manager

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Norwalk, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Rick Ramirez, Mayor
City of Norwalk

VILMA CUELLAR STALLINGS
Mayor

ISABEL AGUAYO
Vice Mayor

ANNETTE C. DELGADILLO
Councilmember

PEGGY LEMONS
Councilmember

BRENDA OLMOS
Councilmember

November 21, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Paramount, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

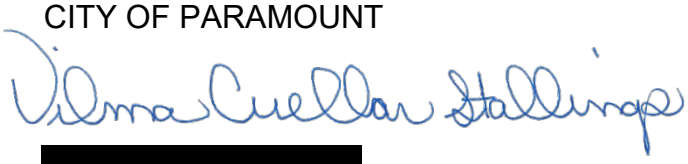
Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged

Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next two years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

For these reasons, the City of Paramount urges you to support this request to make the West Santa Ana Branch a reality. Please feel free to contact City Manager John Moreno at (562) 220-2222, if you have any questions. On behalf of the City of Paramount, we thank you for your time and consideration.

CITY OF PARAMOUNT



[redacted]
Mayor

cc.
Janice Hahn, LA County Supervisor, District 4
Fernando Dutra, Metro Boardmember, District 4

Port of
LONG BEACH
THE PORT OF CHOICE

December 1, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Support of State Transportation Funding for the West Santa Ana Branch Project

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the Port of Long Beach, I am writing to respectfully request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program (TIRCP) funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is a priority project that will bring rail transit to communities that have not had this in their region. The project will provide equity and transit accessibility in some of the State's lowest income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008, the Infrastructure Investment and Jobs Act's (IIJA) principles, Governor Newsom's goal to create 500,000 apprenticeships by 2029, and Metro's Equity Platform Framework.

The West Santa Ana Branch light-rail project will locate a station in the City of Artesia. This station will serve as the start and end of the line, bringing with it an opportunity for the ridership to visit, shop, and eat in Artesia. The rail line will also spur new Transit Oriented Development, providing new economic and housing opportunities for communities along the 19-mile rail line.

The project is a top priority for funding through the U.S. Department of Transportation's Capital Investment Grant program. Along with anticipated federal funding for this project, an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch and meet local match requirements for federal programs. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

The West Santa Ana Branch can be a shining example of Los Angeles County's commitment to Justice 40 by addressing environmental justice, disparity, workforce training and skilled job opportunities for those who live in nearby disadvantaged communities. The project is also poised to apply for other federal funding such as the Science Act of 2022 and the Inflation Reduction Act.

Moreover, once fully completed, this light-rail line will connect over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles, providing access to hundreds of thousands of jobs.

The West Santa Ana Branch will begin utility relocation work and early construction within the next two years, and local cities, as part of the Eco-Rapid Transit joint powers authority, are working in collaboration

with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years as we continue to work with Metro staff to ensure that the full development of this project is compatible with the Port of Long Beach's future needs.

Sincerely,

[redacted]
Executive Director

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0065
(916) 319-2065
FAX (916) 319-2165

DISTRICT OFFICE
1440 N. HARBOR BOULEVARD, SUITE 270
FULLERTON, CA 92835
(714) 525-6515
FAX (714) 525-6521

Assembly
California Legislature

SHARON QUIRK-SILVA
CHAIR: COMMUNICATIONS AND CONVEYANCE
ASSEMBLYMEMBER, SIXTY-FIFTH DISTRICT

COMMITTEES
EDUCATION
GOVERNMENTAL ORGANIZATION
HOUSING AND COMMUNITY DEVELOPMENT

SELECT COMMITTEES
CHAIR: ORANGE COUNTY HOMELESSNESS AND MENTAL HEALTH SERVICES
CALIFORNIA-MEXICO BI-NATIONAL AFFAIRS
EARLY CHILDHOOD DEVELOPMENT
FOOD SYSTEMS
LOS ANGELES COUNTY HOMELESSNESS
SOCIAL HOUSING

November 25, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had access to this region in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and provide access to jobs, entertainment, and a variety of appointments for transit users. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been heavily impacted by industrial pollution and traffic congestion, and are in need of this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

Thank you for your consideration of this important project. On behalf of my district, I urge you to support this request to help make the West Santa Ana Branch a reality.

Sincerely,

Sharon Quirk-Silva

[redacted]
Assemblymember, 67th District

ANTHONY RENDON
SPEAKER of the ASSEMBLY
Sixty-Third Assembly District

November 30, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: Support of State transportation funding for West Santa Ana Branch

Dear Chair Najarian and Metro Board of Directors:

I am writing to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch light rail project, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities. It is consistent with President Biden's Justice40 Initiative, Executive Order 14008, the Governor's 500,000 apprenticeships by 2029 vision, and Metro's Equity Platform Framework.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project. Currently, there is only one light rail station in my district with the population size of about half a million people.

I therefore urge you to support this request to make the West Santa Ana Branch a reality and give the disadvantaged communities of this region what they have deserved for over 20 years. A

CAPITOL OFFICE: STATE CAPITOL, ROOM 219 · SACRAMENTO, CA 95814 · *Phone* (916) 319-2063 · *Fax* (916) 319-2163
DISTRICT OFFICE: 4909 LAKEWOOD BOULEVARD, SUITE 400 · LAKEWOOD, CA 90712 · *Phone* (562) 529-3250 · *Fax* (562) 529-3255
WEB SITE: ASMDC.ORG/SPEAKER · E-MAIL: SPEAKER.RENDON@ASSEMBLY.CA.GOV

$1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

Sincerely,

ANTHONY RENDON
Speaker of the State Assembly

MEMBER:
COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON SELECT REVENUE MEASURES
SUBCOMMITTEE ON SOCIAL SECURITY
SUBCOMMITTEE ON TRADE

Linda T. Sánchez
38TH DISTRICT, CALIFORNIA

Congress of the United States
House of Representatives
Washington, DC 20515

DC OFFICE:
2329 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-6676

DISTRICT OFFICE:
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SUITE 140
NORWALK, CA 90650
(562) 860-5050

www.lindasanchez.house.gov

November 30, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Support of State Transportation Funding for West Santa Ana Branch

Dear Chair Najarian and the Metro Board of Directors,

I write to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program ("TIRCP") funds apportioned for Southern California for the West Santa Ana Branch (WSAB), for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that do not have it their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities. Importantly, it is consistent with President Biden's Justice40 Initiative and Executive Order 14008, the Governor's vision for 500,000 apprenticeships by 2029, and Metro's Equity Platform Framework.

The WSAB light-rail project will begin in my district, the City of Artesia. The Station in Artesia will serve as the start and end of the line and will finally connect the Gateway cities I represent to the City of Los Angeles. Although the Gateway cities have populations and employment densities that are five times higher than the average for Los Angeles County, our region lacks reliable and efficient public transportation. The WSAB project will improve regional mobility while increasing economic opportunities for the communities along the light rail.

Along with anticipated federal funding for this project, an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of WSAB, from Pioneer Blvd. in the City of Artesia to Huntington Park in the City of Los Angeles. As Metro's number one federal project, WSAB "is more than a line" and this corridor is Los Angeles County's prime example of the kinds of projects that President Biden's Justice40 initiative is intended to benefit. It will address environmental justice and economic disparities by reconnecting communities and increasing access to workforce training and skilled job opportunities for those who live in Southeast Los Angeles County.

PRINTED ON RECYCLED PAPER

Funding from the TIRCP is an opportunity to leverage and accelerate President Biden's vision for economic prosperity and equity through the transformation investments of the Infrastructure Investment and Jobs Act. Thank you for your consideration of this worthwhile request. I look forward to continuing to work with our local and state partners to gather the funding necessary to bring the West Santa Ana Branch project to completion.

Sincerely,

Linda T. Sánchez
Member of Congress

CITY OF
SANTA FE SPRINGS
11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org
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November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of the City of Santa Fe Springs, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, **"A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58).**" The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air

Annette Rodriguez, Mayor • Joe Angel Zamora, Mayor Pro Tem
City Council
Juanita Martin • John M. Mora • Jay Sarno
City Manager
Raymond R. Cruz

pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The West Santa Ana Branch will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Annette Rodriguez
Mayor

Annette Rodriguez, Mayor • Joe Angel Zamora, Mayor Pro Tem
City Council
Juanita Martin • John M. Mora • Jay Sarno
City Manager
Raymond R. Cruz

STATE CAPITOL
P.O. BOX 942849
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LOS ANGELES, CA 90013
(213) 620-4646
FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly
California Legislature

MIGUEL SANTIAGO
ASSEMBLYMEMBER, FIFTY-THIRD DISTRICT

COMMITTEES
CHAIR: COMMUNICATIONS AND CONVEYANCE
HEALTH
HIGHER EDUCATION
PUBLIC SAFETY
UTILITIES AND ENERGY

SELECT COMMITTEE
CHAIR: LOS ANGELES COUNTY HOMELESSNESS

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

I write to express my support of allocating $1 billion of State Transit and Intercity Rail Capital Program (TIRCP) funds apportioned for Southern California for the West Santa Ana Branch for utility relocation and early project construction.

The West Santa Ana Branch is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

An allocation of $1 billion of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within disadvantaged communities that face the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

This allocation amount would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035. I respectfully encourage you to support this request to make the West Santa Ana Branch a reality.

Thank you for your consideration. Feel free to contact me at (213) 620-4646 for any questions.

Sincerely,

Miguel Santiago

[redacted]
Assembly Member, 53rd District

MS: mr

City of South Gate

Office of the City Council
8650 California Avenue, South Gate, CA 90280
P: (323) 563-9543 F: (323) 569-2678
www.cityofsouthgate.org

Al Rios
MAYOR

November 14, 2022

The Honorable Ara Najarian
Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair, Najarian and the Metro Board of Directors:

On behalf of the City of South Gate, we request your support in allocating $500,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and associated work necessary to advance the project toward heavy construction. Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $500,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. We fully agree with the important point Senator Lena Gonzalez made in her October letter to the Metro Board regarding support for prioritization of the WSAB and the legislative objective of augmenting the TIRCP program: "A major focus of this action was to leverage federal transportation funding included in the Infrastructure and Jobs Act, (P.L. 117-58)"

This project will be the State's most important transit project to be constructed this decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Once fully completed, the West Santa Ana Branch will be a 19-mile light-rail line, connecting a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroStreen's SB 535-defined "Disadvantaged Communities," facing some of the worst air pollution anywhere in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this long-overdue project.

This project is set to begin early utility relocation work in 2023, and our cities are working in collaboration with Metro to accelerate the project at every opportunity. A $500,000,000 allocation of TIRCP funding in this grant cycle would secure the resources necessary to advance the project's utility relocation and associated works and ensure that it remains on schedule for completion in 2033-2035.

We therefore respectfully urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

Al, Rios,
Mayor

CITY ADMINISTRATION
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811

November 18, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Dear Chair Najarian and the Metro Board of Directors:

On behalf of the City of Vernon, we request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch Transit Corridor (WSAB) project, for utility relocation and early project construction.

The WSAB is the only priority project that will bring rail transit to communities that have not had this in their region. It will be the State's most important transit project to be constructed in the next decade, providing equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project - Metro's top priority for funding through the US Department of Transportation's Capital Investment Grant program - an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the WSAB, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch Transit Corridor project will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the WSAB project corridor have been

under-served by transit and heavily impacted by industrial pollution and traffic congestion, and they deserve this project.

The WSAB will begin utility relocation work and early construction within the next 2 years, and our cities are working in collaboration with Metro to accelerate this at every opportunity. A $1,000,000,000 allocation of TIRCP funding would secure the resources necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch Transit Corridor a reality. Thank you.

Sincerely,



[redacted]
City Administrator, City of Vernon

City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Jessica Martinez
Mayor Pro Tem

Fernando Dutra
Council Member

Cathy Warner
Council Member

Octavio Martinez
Council Member

Brian Saeki
City Manager

December 1, 2022

The Honorable Ara Najarian, Chair of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT OF STATE TRANSPORTATION FUNDING FOR WEST SANTA ANA BRANCH

Dear Chair Najarian and the Metro Board of Directors:

As Mayor of the City of Whittier, I am writing to request your support for allocating $1,000,000,000 of State Transit and Intercity Rail Capital Program, or TIRCP, funds apportioned for Southern California for the West Santa Ana Branch, for utility relocation and early project construction.

The West Santa Ana Branch will provide equity and transit accessibility in some of the State's lowest-income and most transit-dependent communities, consistent with President Biden's Justice40 Initiative and Executive Order 14008 as well as Metro's Equity Platform Framework.

Along with anticipated Federal funding for this project, an allocation of $1,000,000,000 of TIRCP funding in this cycle would nearly fully-fund the first segment of the West Santa Ana Branch, from Artesia to Slauson. In her October letter to the Metro Board of Directors, Senator Lena Gonzalez noted that, "A major focus of this [TIRCP funding] action was to leverage federal transportation funding included in the Infrastructure Investment and Jobs Act, (P.L. 117-58)." The West Santa Ana Branch will do that.

Once fully completed, this will be a 19-mile light-rail line, connecting over a million residents in a dozen Southeast Los Angeles communities with Downtown Los Angeles and access to hundreds of thousands of jobs. Nearly the entire alignment for this light-rail line is located within the CalEnviroScreen's SB 535-defined "Disadvantaged Communities," with some of the worst air pollution in the State. For generations, the people along the West Santa Ana Branch project corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion. A $1,000,000,000 allocation of TIRCP funding would secure the resources

necessary to advance the project's utility relocation and early project construction to ensure that it remains on schedule for completion in 2033-2035.

We therefore urge you to support this request to make the West Santa Ana Branch a reality. Thank you.

Sincerely,

[redacted]
Mayor

CC: Gateway Cities COG
Honorable Janice Hahn, Supervisor, Fourth District
Whittier City Council
Kristine Guerrero, League of California Cities, kguerrero@calcities.org

act·LA
Housing Jobs & Transit for All

November 30, 2022

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

Re: Acknowledgment and Concerns on Item #50- Fare Capping & Fare Change

Dear Metro Board of Directors:

On Monday, November 14, 2022 at the Metro Board public hearing, Angelenos firmly opposed a fare restructuring proposal that would have negatively impacted many riders. As part of that organized effort, the Alliance for Community Transit - Los Angeles (ACT-LA)—a county-wide coalition of 42 organizations—collected over 600 petition signatures and over 50 comment cards expressing opposition to Metro's fare change proposal, along with concerns that transit riders want Metro to address (see below). This demonstration of community power and Metro's swift action in responding with a much-improved revision of the proposal illustrates how community engagement can identify transit riders' needs and concerns and shape policy for the better.

While the updated fare proposal is a vast improvement for riders over Metro's original proposal, the real solution is still universal fareless transit. Fare caps will help TAP users save money but still leave out cash riders. Seniors and people with disabilities should not face any fare hikes and Metro should not be planning to raise fares for all riders in the future with fare indexing. These concerns would not exist with a plan for universal fareless transit.

In place of Metro staff Recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should instead put the agency on a path toward universal fareless transit. This should include, as first steps, reinstating a fareless transit task force, this time with community representation, to understand the transportation cost burden of its riders and the full cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

We look forward to working with you further as we continue to envision a transit system for all.

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Petition Text:

Many LA transit riders want universal fareless transit, divestment from law enforcement, and investment in care-based safety strategies.

However, Metro, the public agency that runs and funds public transit in LA, is proposing to increase fares for its riders and spend the revenue on law enforcement. Over 60% of Metro's riders earn under $18,000 a year. Metro's fare hike proposal would make it more expensive and difficult for its riders to use transit, especially riders who rely on the 2-hour free transfer window and riders who use cash, and it would also push Metro farther away from achieving universal fareless transit.

Instead of advancing this fare hike proposal, Metro should be investing more of its $8.8-billion annual budget on what its riders need most -- reliable and frequent bus service, universal fareless transit, and care-based safety strategies. The agency can and should reclaim public dollars by not renewing Metro's ballooned, wasteful and ineffective law enforcement contracts and by not further committing Metro to corporations who run its fare systems through this fare hike proposal.

Take action -- Join transit riders by signing this petition to urge Metro CEO Wiggins and its Board of Directors to stop considering its current fare hike proposal.

Muchos pasajeros del transporte público de Los Ángeles quieren transporte universal sin tarifa, desinversión de las fuerzas del orden público e inversión en estrategias de seguridad basadas en la atención.

Sin embargo, Metro, la agencia pública que administra y financia el transporte público en Los Ángeles, propone aumentar las tarifas para sus pasajeros y gastar los ingresos en la aplicación de la ley. Más del 60% de los pasajeros de Metro ganan menos de $18,000 al año. La propuesta de aumento de tarifas de Metro haría que sea más costoso y difícil para sus pasajeros usar el transporte público, especialmente los pasajeros que dependen de la ventana de transferencia gratuita de 2 horas y los pasajeros que usan efectivo, y también empujaría a Metro más lejos de lograr el tránsito universal sin tarifa.

En lugar de avanzar en esta propuesta de aumento de tarifas, Metro debería invertir más de su presupuesto anual de $ 8.8 mil millones en lo que más necesitan sus

pasajeros: servicio de autobús confiable y frecuente, tránsito universal sin tarifa y estrategias de seguridad basadas en la atención. La agencia puede y debe reclamar fondos públicos al no renovar los contratos de aplicación de la ley inflados, derrochadores e ineficaces de Metro y al no comprometer más a Metro con corporaciones que administran sus sistemas de tarifas a través de esta propuesta de aumento de tarifas.

Tomar acción -- Únase a los usuarios del transporte público firmando esta petición para instar al director ejecutivo de Metro, Wiggins, y a su junta directiva a que dejen de considerar su propuesta actual de aumento de tarifas.

Signees:

1	Aaron Vogel, Los Angeles, CA 90042
2	Abigail Benjamin, Los Angeles, CA 91606
3	Abigail Bokun, Los Angeles, CA 91601
4	Abigail Carrillo, Los Angeles, CA 91402
5	Abigail Morales, Los Angeles, CA 90062
6	Adam wells Wells, Bettendorf, CA 91311
7	Adrian Reyes, Leona Valley, CA 93551
8	Adrian Riskin, Los Angeles, CA 90037
9	Adriana Ochoa, Los Angeles, CA 90034
10	Aezana Nora, Santa Clarita, CA 91355
11	Alan Berman, Los Angeles, CA 90034
12	Alba Castro, Monterey Park, CA 91754
13	Alberto Espiricueta, Maywood, CA 90270
14	Alburn Binkley, Los Angeles, CA 90064
15	Alejandra Alvarez, Los Angeles, CA 90037
16	Alejandra Martinez, Bell Gardens, CA 90201
17	Alejandra Rios, Los Angeles, CA 90046
18	Alejandro Diaz, Lynwood, CA 90262
19	Alejandro Valencia, Paramount, CA 90723
20	alene gipson, Los Angeles, CA 90006
21	Alex Curran, Los Angeles, CA 90027
22	Alex Kennedy, Los Angeles, CA 90014
23	Alex Lopez, Van Nuys, CA 91205

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24	Alexander Ferrer, Los Angeles, CA 90024
25	Alexi Gill, Los Angeles, CA 90024
26	Alfonso Directo, Los Angeles, CA 90025
27	Alison Francisco, Los Angeles, CA 90005
28	Alison Vu, Los Angeles, CA 90804
29	Alissa Duong, Irvine, CA 92617
30	Allison Mannos, Los Angeles, CA 90027
31	Allon Percus, Santa Monica, CA 90403
32	Alma Sernas, Santa Monica, CA 90404
33	Aly Monroe, Los Angeles, CA 90027
34	Alysha Ferguson, Glendora, CA 91741
35	Alyssa Davis, Los Angeles, CA 90066
36	Alyssa Villalobos, Hacienda Heights, CA 91745
37	Am√©lie Cherlin, Los Angeles, CA 90027
38	Amanda Gormsen, Santa Monica, CA 90404
39	Amanda Hernandez, Los Angeles, CA 90018
40	Amanda Tapia, South Gate, CA 90280
41	Amanda Trebach, Florence-Graham, CA 90001
42	Ana Medina, Culturas Mexicanas, CA 91107
43	Andrea Duran, Los Angeles, CA 90004
44	Andrea Garcia-Contreras, Los Angeles, CA 90020
45	Andrea Juarez, East Los Angeles, CA 90063
46	Andrea Rojas, Los Angeles, CA 90018
47	Andres Gonzalez, Los Angeles, CA 90026
48	Andres Gonzalez, Maywood, CA 90270
49	Andrés R, Canoga Park, CA 90065
50	Andrew Cobb, Covina, CA 91723
51	Andrew Graebner, Los Angeles, CA 91405
52	Aneil Rallin, Los Angeles, CA 90014
53	Angel Ortega, Los Angeles, CA 90018
54	Angela Givant, La Crescenta - Montrose, CA 91214
55	Angela Gonzales, Los Angeles, CA 90042
56	Angelique Bayardo, Los Angeles, CA 91331
57	Angelique Rojo, Los Angeles, CA 91411
58	Angelo Mike, Los Angeles, CA 90020
59	Angie Jean-Marie, Los Angeles, CA 90016
60	Anna Scheckel, Altadena, CA 91001
61	Anna Scialli, Los Angeles, CA 90036

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62	Anna Trejo, Los Angeles, CA 90065
63	Annalisa Bejarano, Long Beach, CA 90731
64	Annathalia Nalapraya, Los Angeles, CA 91601
65	Anonymous, Alhambra, CA 91801
66	Anonymous, Covina, CA 91724
67	Anonymous, El Monte, CA 91731
68	Anonymous, Glendale, CA 91207
69	Anonymous, La Verne, CA 91750
70	Anonymous, Los Angeles, CA 90005
71	Anonymous, Los Angeles, CA 90011
72	Anonymous, Los Angeles, CA 90012
73	Anonymous, Los Angeles, CA 90025
74	Anonymous, Los Angeles, CA 90026
75	Anonymous, Los Angeles, CA 90026
76	Anonymous, Los Angeles, CA 90066
77	Anonymous, Los Angeles, CA 90066
78	Anonymous, Los Angeles, CA 91423
79	Anonymous, Los Angeles, CA 91423
80	Anonymous, Rosemead, CA 91770
81	Anonymous, San Juan Capistrano, CA 92675
82	Anonymous, Santa Clarita, CA 91355
83	Anonymous, South Whittier, CA 90605
84	Anthony Morrison, Los Angeles, CA 91401
85	Anthony Romero, Gardena, CA 90247
86	Antonia Kitto, Los Angeles, CA 90026
87	Antonio Garza, Los Angeles, CA 90005
88	Antonio Rodriguez, Los Angeles, CA 91331
89	Araceli Hernandez, Mission Hills, CA 91345
90	Arielle Davalos, Glendale, CA 91205
91	Ashleu Moreno, Los Angeles, CA 90011
92	Ashley Bonilla, Los Angeles, CA 91402
93	Ashley Carrillo, Los Angeles, CA 91304
94	Ashley Gutierrez, Los Angeles, CA 90033
95	Ashley Morales, Los Angeles, CA 91306
96	Asiyahola Sankara, Los Angeles, CA 90016
97	Astryd Reyes, Los Angeles, CA 90032
98	Athena Aquino, Pasadena, CA 91106
99	Austin Anderson, Los Angeles, CA 90020

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100	Austin Benavides, Baldwin Park, CA 91706
101	Avery Nelson, Los Angeles, CA 90007
102	Ayse Durak, Los Angeles, CA 90038
103	Beau Shurley, Los Angeles, CA 90014
104	Ben Dover, Bell Gardens, CA 90201
105	Ben Wilson, Los Angeles, CA 90041
106	Beni Sanchez, Los Angeles, CA 90008
107	Bethany Michaels, Los Angeles, CA 90028
108	Bianca Avila, Los Angeles, CA 91331
109	Bianca Martinez, Los Angeles, CA 90036
110	Bill D, Los Angeles, CA 90042
111	Branden Stoltz, Los Angeles, CA 90028
112	Brandon Najera, South Gate, CA 90280
113	brandon rivas, South Gate, CA 90280
114	Brashear Brashear, Ladera Heights, CA 90056
115	Brenda Covarrubias, Los Angeles, CA 90007
116	Brenda Quintero, Los Angeles, CA 90002
117	Brent Beath, Los Angeles, CA 90035
118	Brian Edwards, Los Angeles, CA 91601
119	Brian Lee, Los Angeles, CA 90006
120	Brian Pacheco, Los Angeles, CA 90029
121	Briana Haynie, Glendale, CA 91206
122	Briana Moller, Los Angeles, CA 90043
123	Brianna Jacome, CA 93550
124	Brianna Uresti, Los Angeles, CA 90065
125	Briar Edmiston, Los Angeles, CA 91606
126	Bridget Ware, Los Angeles, CA 90034
127	Brigette Amaya, Los Angeles, CA 90044
128	Brittany Monta√±o, Carson, CA 90810
129	Bryan Kastelan, Los Angeles, CA 91607
130	Byron Adams, Long Beach, CA 90802
131	Cailyn Nagle, Los Angeles, CA 90065
132	Camille Kolodziejski, Los Angeles, CA 90031
133	Candace Ahumada, Alhambra, CA 91801
134	Candace Roman, Los Angeles, CA 90048
135	Candy Martinez, Los Angeles, CA 91356
136	Cariad Owen, Los Angeles, CA 90046
137	Carla Contreras Cabrera, Los Angeles, CA 91605

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138	Carmen conde, Pasadena, CA 91107
139	Carmen Gil, Oviedo, CA 91106
140	Carmina Calderon, Los Angeles, CA 90042
141	Carolyn Angius, Culver City, CA 90232
142	Carolyn Pugh, Los Angeles, CA 90025
143	Cassandra Guerra, Los Angeles, CA 91324
144	Cate Carlson, Los Angeles, CA 90039
145	Cayla McCrae, Los Angeles, CA 90012
146	Cecilia Garcia, Los Angeles, CA 90033
147	Charles (Nate) Edgar, Pasadena, CA 91104
148	Charles Malecki, Los Angeles, CA 90028
149	Charles Morris, Los Angeles, CA 90042
150	Chelsea Kirk, Los Angeles, CA 90026
151	Chelsie Rivera, Los Angeles, CA 91343
152	Cheyanne Washington, Los Angeles, CA 91311
153	Chris Warren, Los Angeles, CA 90041
154	Christian Krieger, Los Angeles, CA 91606
155	Christian Lucas, Inglewood, CA 90303
156	Christian Osorio, Los Angeles, CA 90062
157	Christine Nguyen, Los Angeles, CA 90042
158	Christopher Michel, Marina del Rey, CA 90292
159	Christopher Morales, Los Angeles, CA 90031
160	Christopher Rackley, Los Angeles, CA 91406
161	Cindy Reyes, Los Angeles, CA 90057
162	Cinthia Silva, Los Angeles, CA 91331
163	Claire Chang, Fullerton, CA 92831
164	Claire Norris, Glendale, CA 91201
165	Clarissa Mancha, Los Angeles, CA 90007
166	Claudia Calderon, Los Angeles, CA 90042
167	Cole Henry, Los Angeles, CA 90036
168	Colin Beckett, Los Angeles, CA 90028
169	Concepcion Bonilla, Los Angeles, CA 90019
170	Connor Morgan, Los Angeles, CA 90006
171	Cooper Bowen, Los Angeles, CA 90024
172	Corey A, Los Angeles, CA 90029
173	Cristyn Wingood, Hawthorne, CA 90250
174	Crystal Grant, Los Angeles, CA 90005
175	Czarina Jimenez, Loma Linda, CA 92354

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176	Daisy Cruz, Baldwin Park, CA 91706
177	Dalia Toledo, Huntington Park, CA 90255
178	Dane Fig, East Los Angeles, CA 90063
179	Daniel Dominguez, Los Angeles, CA 90046
180	Daniel Ruiz, Los Angeles, CA 90006
181	Daniel Sangouthai, Huntington Park, CA 90255
182	Daniela Fuerte, Los Angeles, CA 90003
183	Daniela Hernandez, East San Gabriel, CA 91775
184	Daniela Simunovic, Los Angeles, CA 90032
185	Danielle Dirksen, Los Angeles, CA 90013
186	Danielle Nguyen, Los Angeles, CA 91311
187	Danita Bayer, Los Angeles, CA 90027
188	Darla Soto, Los Angeles, CA 90011
189	David Choi, Los Angeles, CA 90057
190	David Levitus, Los Angeles, CA 90025
191	David Wilcox, Los Angeles, CA 90042
192	De Anna Pittman, Compton, CA 90221
193	Deborah Murphy, Los Angeles, CA 90039
194	Destiny Ruiz, Los Angeles, CA 90042
195	Diana Arterian, Los Angeles, CA 90039
196	Diana Chang, Los Angeles, CA 90027
197	Diana Choi, Los Angeles, CA 90020
198	Diana Jimenez, Los Angeles, CA 90031
199	Diana Relth, Los Angeles, CA 90062
200	Diris Pineda, Los Angeles, CA 90037
201	dominique pearson, Los Angeles, CA 90047
202	Dorothy Edwards, Pasadena, CA 91104
203	Douglas Lamb, Los Angeles, CA 90029
204	Edgar Vaca, Los Angeles, CA 90059
205	Edward Portillo, Los Angeles, CA 90065
206	Eileen Lee, Cerritos, CA 90703
207	Elia Hernandez, Los Angeles, CA 90059
208	Eliana Bohn, Los Angeles, CA 90024
209	Eliot Phillips, Los Angeles, CA 90042
210	Elisa Ellis, Los Angeles, CA 90036
211	Elisa Tapia, Los Angeles, CA 91601
212	Eliza Fleming, Los Angeles, CA 90041
213	Eliza Gutierrez, Los Angeles, CA 91325

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214	Elizabeth Adams, Los Angeles, CA 90004
215	Elizabeth Hamilton, Los Angeles, CA 90032
216	Elizabeth Israelian, Los Angeles, CA 90029
217	Elizabeth Juarez, Los Angeles, CA 90005
218	Elizabeth Medrano, Los Angeles, CA 90005
219	Elizabeth Villescas, Los Angeles, CA 90042
220	Ellie Gluhosky, Portland, CA 97211
221	Ellie Guzman, East Los Angeles, CA 90022
222	Elvia Arroyo, Long Beach, CA 90805
223	Elyssa Rivero, Glendale, CA 91206
224	Emely Sanchez, Los Angeles, CA 91304
225	Emma Gerch, East Los Angeles, CA 90063
226	Emma Montoya, Porterville, CA 93257
227	Eric Espinoza, Los Angeles, CA 91423
228	Erica Childs, Glendale, CA 91202
229	Erica Doering, Los Angeles, CA 90027
230	Erich Bollmann, Los Angeles, CA 90029
231	Ericka Calderon, Los Angeles, CA 90047
232	Erin McGee, Yerres, CA 91344
233	Esteban McKenzie, Long Beach, CA 90805
234	Ethan Seu, Los Angeles, CA 90033
235	Evan Rubin, Pittsburgh, CA 15224
236	Faraz Aqil, Downey, CA 90242
237	Fatima Murrieta, Los Angeles, CA 90046
238	Favian Gonzalez, Los Angeles, CA 90007
239	Felisa Vasquez Gonzalez, Los Angeles, CA 90011
240	Felix Frame, Los Angeles, CA 90014
241	Fernanda Blanco, Los Angeles, CA 90011
242	Forest Haywood, Thornton, CA 80602
243	Francisco Espinosa, Los Angeles, CA 90034
244	Francisco Palacios, Los Angeles, CA 90037
245	Freddie Webster, Los Angeles, CA 90015
246	Gabriel Lopez, Maywood, CA 90270
247	Gabriel Vidal, Los Angeles, CA 90027
248	Gemma Lurie, Los Angeles, CA 90026
249	Geno Sanchez, Los Angeles, CA 90020
250	George Karam, San Fernando, CA 91344
251	GH Gianola, Glendale, CA 91201

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252	Gina Viola, Los Angeles, CA 90068
253	Gissell Alvarez, Los Angeles, CA 90008
254	Gisselle Rodriguez, Los Angeles, CA 90037
255	Glafira Lopez, South Whittier, CA 90605
256	Grace Doyle, Los Angeles, CA 90039
257	Grace Hut, Los Angeles, CA 90026
258	Grace Kluck, Los Angeles, CA 90068
259	Grant Sunoo, Culver City, CA 90232
260	Gretty Rodriguez, Los Angeles, CA 90065
261	gustavo lopez coronado, Los Angeles, CA 90016
262	Gwen Burke, Los Angeles, CA 90026
263	Gwen Creighton, Los Angeles, CA 90046
264	h bang, Los Angeles, CA 90004
265	Hailey Barker, Los Angeles, CA 90025
266	Hailey Martinez, Los Angeles, CA 90033
267	Hans Beischel, Los Angeles, CA 90043
268	Hayat Rasul, San Fernando, CA 91344
269	Hercilia Garnica, Canoga Park, CA 91325
270	Hermes Padilla, San Fernando, CA 91344
271	Hortencia Rodriguez, Los Angeles, CA 90004
272	Hugo Hernandez, Los Angeles, CA 90006
273	Ina Morton, Los Angeles, CA 90042
274	Isabel Guerrero, Montclair, CA 91763
275	Isaiah Bryant, Lynwood, CA 90262
276	Ivana Alvarez, Los Angeles, CA 90037
277	J Glick, Los Angeles, CA 90035
278	Jack Eidt, Los Angeles, CA 90050
279	Jackie esbin, Los Angeles, CA 90004
280	Jaclyn Rackerby, Los Angeles, CA 91326
281	Jacob DelReal, Burbank, CA 91505
282	jacqueline Chiquillo, Los Angeles, CA 90019
283	Jake Sneider, Los Angeles, CA 90039
284	Jamilet Ochoa, Long Beach, CA 90803
285	Janet Hurtado, Baldwin Park, CA 91706
286	Janet Reyes, Los Angeles, CA 90037
287	Jasmin Ponce, Los Angeles, CA 90027
288	Jasmin Vargas, Los Angeles, CA 90041
289	Jason Novak, Los Angeles, CA 90025

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290	jazmin valenzuela, Los Angeles, CA 90042
291	Jeanette Miller, Modesto, CA 95355
292	Jen Lopez, Los Angeles, CA 90005
293	Jenna Hoover, Covina, CA 91723
294	Jenna Sheridan, Los Angeles, CA 90006
295	Jennifer Flores, Los Angeles, CA 90020
296	Jennifer Foltz, Los Angeles, CA 91423
297	Jennifer Funes, Los Angeles, CA 90004
298	Jennifer Ho, La Crescenta - Montrose, CA 91214
299	Jennifer Maldonado, Los Angeles, CA 90032
300	Jenny Mendoza, Rosemead, CA 91770
301	Jerin Haynes, Los Angeles, CA 90005
302	Jesse Gray, Los Angeles, CA 90011
303	Jessenia Zelaya, Los Angeles, CA 90007
304	Jessi Martinez, Santa Monica, CA 90405
305	Jessica Bardales, Los Angeles, CA 91405
306	jessica garcia, CA 93550
307	Jessica Martinez, Los Angeles, CA 91423
308	Jessica Prieto, Los Angeles, CA 90023
309	Jessica Urena, South Gate, CA 90280
310	Jesus Castillo, Los Angeles, CA 90059
311	Jesus Payan, Los Angeles, CA 90027
312	Jesus Rodriguez, East Los Angeles, CA 90063
313	Jillian Burgos, Los Angeles, CA 91601
314	JIMBO TIMES, Los Angeles, CA 90029
315	Joana Cruz, Inglewood, CA 90301
316	Joanna Orduna, Bellflower, CA 90706
317	Jocelyn Borrayo Baltazar, Los Angeles, CA 90025
318	Jocelyn Cobian, Los Angeles, CA 90026
319	Jocelyn Gomez, Los Angeles, CA 91402
320	Jocelyn Sun, CA 9101-
321	Jocelyn Vivaldo, Los Angeles, CA 90031
322	Joe Linton, Los Angeles, CA 90004
323	John Corona, Los Angeles, CA 90011
324	John Jackson, Los Angeles, CA 90028
325	John Perry, Pasadena, CA 91106
326	John Yi, Los Angeles, CA 90005
327	Jonathan Rubio, Los Angeles, CA 91605

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328	Jonathan Smith, Montebello, CA 90640
329	Jonny Coleman, Los Angeles, CA 90026
330	Jordan Vann, Los Angeles, CA 90057
331	Jordy Coutin, Los Angeles, CA 90019
332	Jos√© Luis Castro, Los Angeles, CA 90011
333	Josh Singer, Santa Monica, CA 90404
334	Joshua Ball, Korb, CA 91104
335	Joshua Ericson, Burbank, CA 91501
336	Joslynn Cerrato, Los Angeles, CA 90062
337	Judy Branfman, Santa Monica, CA 90401
338	jules deem, Los Angeles, CA 90020
339	Julia Goldberg, Los Angeles, CA 90029
340	Julio Moreno, Los Angeles, CA 90011
341	Juneberry McNelis, La Crescenta - Montrose, CA 91214
342	Justin Dodd, Los Angeles, CA 90029
343	Justin Mickens, Burbank, CA 91510
344	Justin Toobi, Los Angeles, CA 90046
345	Kainan Short, Los Angeles, CA 90065
346	Kanoa Ichiyanagi, CA 91381
347	Karen Barrios, Palmdale, CA 93552
348	Karen Molina, Los Angeles, CA 90006
349	Karina Angel, Los Angeles, CA 90044
350	Karla G, Los Angeles, CA 90047
351	Karlee Currin, Burbank, CA 91505
352	Kat E, Los Angeles, CA 90066
353	Kat Jeffries, Los Angeles, CA 90018
354	katanna camero, Los Angeles, CA 91311
355	Katelyn Padilla, Carson, CA 90810
356	Katherine Tattersfield, Los Angeles, CA 91311
357	Katie Duberg, Los Angeles, CA 90026
358	Kaydence Gallo, Los Angeles, CA 91602
359	Kayla Hanson, Los Angeles, CA 90027
360	Keila Lopez, Los Angeles, CA 90033
361	Kelly Majewski, Los Angeles, CA 90039
362	Kelsey Schwartz, Los Angeles, CA 91403
363	Kelsey Stefanson, Los Angeles, CA 90026
364	Kenneth Scalir, Los Angeles, CA 91403
365	Kevin Cervantes, Huntington Park, CA 90255

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366	Kevin Liu, South Pasadena, CA 91030
367	Kevin Tellez, Lynwood, CA 90262
368	Kiana Stepney, Los Angeles, CA 90002
369	Kimberly Figueroa, Los Angeles, CA 90037
370	Kimberly Rivera, Huntington Park, CA 90255
371	Kit Brogden, Los Angeles, CA 90013
372	Kristina Meshelski, Los Angeles, CA 90068
373	Kritzia Pinedo, Fontana, CA 92336
374	Kumari Strong, CA 93550
375	Kyle Smith, Los Angeles, CA 90034
376	Kyra Abrams, Richmond, CA 94806
377	L Perez, Los Angeles, CA 91324
378	Laine Nowak, Los Angeles, CA 90024
379	larry Burgess, St. Louis Park, CA 55416
380	Laura Cowan, Los Angeles, CA 90039
381	Laura Raymond, Los Angeles, CA 90026
382	laura romero, Los Angeles, CA 90038
383	Laurel Trammell, Bothell, CA 98011
384	Lauren Abrahamian, Burbank, CA 91505
385	Lauren Batten, Culver City, CA 90232
386	Lauren Cubacub, Los Angeles, CA 90035
387	Lauren Scharf, Los Angeles, CA 91602
388	Lawrence Maldonado, Los Angeles, CA 90024
389	Leslie Delgado, Compton, CA 90221
390	Lesly Palestino, Bell Gardens, CA 90201
391	Libertad Marquez, Maywood, CA 90270
392	Lili Koenig, Long Beach, CA 90813
393	Liliana Cortez, Los Angeles, CA 90007
394	Liliana Trejo, Inglewood, CA 90302
395	Lillian Liang, Los Angeles, CA 90046
396	LiNDA TOVAR, Pasadena, CA 91103
397	Lindsay Burke, Los Angeles, CA 91401
398	Lisset Mendoza, Anaheim, CA 92807
399	Liza Lang, Altadena, CA 91001
400	Lizbeth Ayala, Los Angeles, CA 90012
401	Lizeth Rizo, Los Angeles, CA 90024
402	lizette enriquez, Maywood, CA 90270
403	Lorena Barbosa, Los Angeles, CA 90017

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404	Lorenzo Mutia, Los Angeles, CA 91601
405	Lovey E, Torrance, CA 90501
406	Luca Young, Torrance, CA 90501
407	Lucas Ayandele, Los Angeles, CA 91402
408	Lucy Briggs, Los Angeles, CA 90025
409	Lucy Svoboda, Santa Monica, CA 90404
410	Luis Rios, Montclair, CA 91763
411	Luis Sanchez, Lynwood, CA 90262
412	Lupe Velez, Los Angeles, CA 90024
413	Lyanne Hernandez, Los Angeles, CA 90003
414	Lyndsey Nolan, Los Angeles, CA 90006
415	M Dequina, Carson, CA 90810
416	Maeve Richards, Santa Monica, CA 90404
417	Mag Gio, Los Angeles, CA 90089
418	Magan Wiles, Inglewood, CA 90302
419	Mahdi Manji, Whittier, CA 90602
420	Mallory Dennis, Burbank, CA 91505
421	Manuel Hernandez, Oxnard, CA 93030
422	Marcos Gonzalez, Los Angeles, CA 90019
423	Marcus Love, Pasadena, CA 91103
424	Maria Jimenez, Los Angeles, CA 90023
425	Maria Luna, Inglewood, CA 90301
426	maria madrigal, Sun Valley, CA 91402
427	Maria Patino, CA 9022
428	Mariana Raya, East Los Angeles, CA 90063
429	Marianna Yamamoto, Oakland, CA 94618
430	Maribel Morales, Florence-Graham, CA 90001
431	Marisol Ceja, East Los Angeles, CA 90022
432	Marissa Ayala, Los Angeles, CA 91325
433	Mars Bars, San Antonio, CA 90042
434	Martha Santos, Monterey Park, CA 91755
435	Martha Servin, Los Angeles, CA 90031
436	marysol Flores, Los Angeles, CA 90004
437	Matilde Marcolli, CA 91101
438	Matt Hanchey, Glendale, CA 91204
439	Matt Plotkin, Los Angeles, CA 91411
440	Matthew Bane, Los Angeles, CA 90027
441	Matthew Nussbaum, Santa Monica, CA 90404

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442	Max Wilcox, Los Angeles, CA 90042
443	Maxwell Hellmann, Los Angeles, CA 90034
444	Maya Donnelly, Los Angeles, CA 90029
445	maya lucyshyn, Los Angeles, CA 90026
446	Mayra Blas, Los Angeles, CA 90004
447	Melanie Perez, Mission Hills, CA 91345
448	Melissa Bailey, Los Angeles, CA 91356
449	Melissa Rojas, Los Angeles, CA 90018
450	Mercedes Guzman, Raisin City, CA 93652
451	Mia Lewis, Los Angeles, CA 90025
452	Michael Calderon-Zaks, Santa Monica, CA 90403
453	Michael Kapphahn, Los Angeles, CA 90031
454	michael konik, Los Angeles, CA 90046
455	Michael MacDonald, Los Angeles, CA 90041
456	Michaela Arzola, Austin, CA 78702
457	Michelle G, Los Angeles, CA 91601
458	Michelle Hinojosa, Los Angeles, CA 90019
459	Michelle Lewis, Long Beach, CA 90802
460	Michelle Lopez, Los Angeles, CA 90027
461	Michelle Michelle Lopez, Lynwood, CA 90262
462	Mickey McConnell, San Fernando, CA 91344
463	Miguel Cruz, CA 90011
464	Mikael Kloda, Los Angeles, CA 91607
465	Milan Arana, South Gate, CA 90280
466	Milena Morris, Redondo Beach, CA 90277
467	Minerva Garcia, Los Angeles, CA 90057
468	Mohammad Tajsar, Pasadena, CA 91104
469	Molly Cronin, Los Angeles, CA 90029
470	Monaye Moyes, Los Angeles, CA 91367
471	Monserrat Carrillo, Pasadena, CA 91104
472	Mosammet Rahman, Los Angeles, CA 91401
473	Myrna Ortiz, Los Angeles, CA 90023
474	Nan Lee, Los Angeles, CA 90064
475	Nancy Zelaya, Los Angeles, CA 90018
476	Naomi Iwasaki, Los Angeles, CA 90019
477	Naria kiani, Los Angeles, CA 90036
478	Natalie Piotrowski, Los Angeles, CA 91325
479	Nathan Heidt, Los Angeles, CA 90025

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480	Nathan Remillard, Los Angeles, CA 90036
481	Nayra Pacheco, Los Angeles, CA 90006
482	Nelly Garnica, Canoga Park, CA 90066
483	Nelvi Sandoval, Los Angeles, CA 90005
484	Nenetzin Rodriguez, Alhambra, CA 91801
485	Nick ScottRussell, Los Angeles, CA 90039
486	Nicola Yip, Los Angeles, CA 90033
487	Nicole Johnson, Los Angeles, CA 90004
488	Nina Long, Los Angeles, CA 90025
489	Noah Durkin-White, New York, CA 10027
490	Nona Randois, Los Angeles, CA 90041
491	Nora Healy, Los Angeles, CA 91601
492	Norma Ibarra, Los Angeles, CA 90043
493	Ofelia Plat√≥n, Los Angeles, CA 90033
494	olivia ramirez, Long Beach, CA 90731
495	Olyvia Ratliff, Long Beach, CA 90814
496	Oscar Garcia, Florence-Graham, CA 90001
497	Oscar Vazquez, East Los Angeles, CA 90063
498	Oscar Zarate, Compton, CA 90222
499	Paola Reyes, Los Angeles, CA 90018
500	Paola Tirado, Los Angeles, CA 90002
501	Patricia Hernandez, Woodland Hills, CA 91335
502	Patrick Labyorteaux, Los Angeles, CA 91423
503	Patrick McNamee, Santa Monica, CA 90403
504	Patrick Susmilch, Los Angeles, CA 90026
505	Paul Belmes, Los Angeles, CA 91401
506	Paul Yoon, Los Angeles, CA 90032
507	Paula Outon, Los Angeles, CA 90027
508	Perla Flores Reyes, Los Angeles, CA 90012
509	Peter Horton, Los Angeles, CA 90025
510	Petrona Garcia, Los Angeles, CA 90006
511	Phoenix Wysocki, Bellflower, CA 90706
512	Pilar Galvez, Los Angeles, CA 90029
513	Rachel Lu, Los Angeles, CA 90025
514	Rachel Playstead, Los Angeles, CA 90004
515	Rae Bloom, Los Angeles, CA 90064
516	Ramandeep Kaur, Los Angeles, CA 90045
517	Raphael Padilla, San Fernando, CA 91344

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518	Rebecca Heard, Santa Clarita, CA 91351
519	Rebecca Hu, Los Angeles, CA 90026
520	Rebecca Pynoos, CA 90219
521	Rebecca Saavedra Swint, Los Angeles, CA 90036
522	Ricardo Perez, Los Angeles, CA 91406
523	Rick Van Der Weij, Palo Alto, CA 94306
524	Rob Mork, Redondo Beach, CA 90277
525	Robert Hogg, Los Angeles, CA 91325
526	Robin Cummings, Reno, CA 89502
527	Roc√≠o Vallejo, Los Angeles, CA 90015
528	Rocio Martinez, Los Angeles, CA 90016
529	Rocxy Rivera, Huntington Park, CA 90255
530	Roger Carnow, Los Angeles, CA 91601
531	Roghan Weafer, Los Angeles, CA 90038
532	Rosa Arana, South Gate, CA 90280
533	Rosa Sanchez, Los Angeles, CA 90011
534	Rox Quin, Los Angeles, CA 90006
535	Roxan Rivas, Los Angeles, CA 90064
536	Ruben Garcia, Bell Gardens, CA 90201
537	ryan alcazar, Los Angeles, CA 90045
538	Sadie Buerker, Los Angeles, CA 90019
539	Safiya Cooper, Los Angeles, CA 90018
540	samantha l., Alhambra, CA 91801
541	Samantha Murillo, Montebello, CA 90640
542	Sandra Romero, Huntington Park, CA 90255
543	Sara Eastwood, Los Angeles, CA 90015
544	Sara Lendechy, Compton, CA 90221
545	sara reihani, Los Angeles, CA 90065
546	Sarah Aqil, Downey, CA 90242
547	Sarah Back, Los Angeles, CA 90026
548	Sarah Cronk, Los Angeles, CA 91401
549	Sarah Hickman, Los Angeles, CA 90015
550	Sarah Meacham, Pasadena, CA 91103
551	Sarah Oh, Pasadena, CA 91106
552	Sarah Rubinstein, Los Angeles, CA 90034
553	Sasha Burik, Los Angeles, CA 90034
554	Savannah Ramirez, East Los Angeles, CA 90063
555	Scarlett DeLeon, Los Angeles, CA 91601

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556	Scott Zenteno, Pasadena, CA 91101
557	Sean McCann, Los Angeles, CA 90004
558	Selina Ho, East San Gabriel, CA 91775
559	Shannon Herber, Los Angeles, CA 91607
560	Shannon Robinson, Los Angeles, CA 90089
561	Shannon Seufert, Los Angeles, CA 91367
562	Shari Reed, Burbank, CA 91504
563	Sherin Bennett, Los Angeles, CA 90027
564	Sheryl Sinclair, Los Angeles, CA 90057
565	Shewit Zerai, Los Angeles, CA 90039
566	Silvia Anguiano, Los Angeles, CA 91331
567	Sivan Silver-Swartz, Los Angeles, CA 90012
568	Sofia Cano, Los Angeles, CA 90031
569	Sofia Huezo, Los Angeles, CA 90003
570	Sofia Huezo, Los Angeles, CA 91601
571	Sofia Salazar, Los Angeles, CA 90004
572	Sonia Suresh, Los Angeles, CA 90034
573	Sonum Dixit, Cerritos, CA 90703
574	Sophat Phea, Los Angeles, CA 90012
575	Sophia Li, East Los Angeles, CA 90063
576	Sophie Len, Whittier, CA 90601
577	Sophie Prime, Beverly Hills, CA 90210
578	Spane Boswell, Glendale, CA 91204
579	Stella Padilla, Los Angeles, CA 90025
580	Stephanie Gordian, Los Angeles, CA 90018
581	Stephanie Guzman, Los Angeles, CA 91342
582	Stephanie Leon, Los Angeles, CA 90042
583	Stephanie Norton, Pasadena, CA 91101
584	Stephanie Silva, Los Angeles, CA 91331
585	Stephen Marks, Los Angeles, CA 90005
586	Steven Escot, Pasadena, CA 91101
587	Steven Vanderveer, Los Angeles, CA 90014
588	Suerte Rivera, Huntington Park, CA 90255
589	Sunniva Berg, Falcon Heights, CA 55108
590	Tahiya Mustafa, Los Angeles, CA 90006
591	Tanner Vandenbosch, Los Angeles, CA 90019
592	Tatum Hurley, Los Angeles, CA 91604
593	Taylor Spiliotis, Long Beach, CA 90731

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594	Teddy Park, Los Angeles, CA 90015
595	Thea Wang, Glendale, CA 91208
596	Thomas Egan, Los Angeles, CA 90016
597	Thomas Teraoka, Los Angeles, CA 91335
598	Tiana McKenna, Los Angeles, CA 90042
599	Tibby Rothman, Los Angeles, CA 90291
600	Tieira Ryder, Los Angeles, CA 90066
601	Tiffany Do, Los Angeles, CA 91304
602	Todd Herman, Pasadena, CA 91106
603	Tony Ortuno, Los Angeles, CA 90014
604	Topher Hendricks, Los Angeles, CA 90012
605	Topher Mathers, Pasadena, CA 91106
606	Trenton Szewczyk, Los Angeles, CA 90031
607	Trevor Hines, Los Angeles, CA 90026
608	Trinidad Ruiz, Los Angeles, CA 90026
609	Tyrese Flowers, Los Angeles, CA 90018
610	Ufoma Okoriogha, Los Angeles, CA 90018
611	Vanessa Rico, Long Beach, CA 90802
612	Venecia Avi√±a, Los Angeles, CA 90732
613	Verna Sierra, Cypress, CA 90630
614	Veronica Castro, Los Angeles, CA 90011
615	Victoria Gluchoski, Los Angeles, CA 90029
616	Victoria Loza, Camp Pendleton South, CA 92055
617	Victoria Skalland, Los Angeles, CA 90025
618	Virginia Eastwood, Santa Monica, CA 90403
619	Vlad Khatt, Los Angeles, CA 90065
620	Wendy Miranda, Los Angeles, CA 90744
621	Xochitl Ong, Los Angeles, CA 90021
622	Yahaira Avila, Glendale, CA 91205
623	Yanel Saenz, Los Angeles, CA 90002
624	Yareimy Patrocinio, Los Angeles, CA 90041
625	Yazmine Desanges, Los Angeles, CA 90034
626	Yesenia Aluizo, Los Angeles, CA 90710
627	Yesenia Nava, Los Angeles, CA 90007
628	yesenia prieto, Los Angeles, CA 90032
629	Yesenia Valerio, West Covina, CA 91791
630	Yotala Oszkay Febres-Cordero, Culver City, CA 90232
631	Yvette Perez, Los Angeles, CA 91303

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632	Zachary Elgart, Los Angeles, CA 90034
633	Zachary Schuman, Los Angeles, CA 90034
634	Zaroug Abajian, San Fernando, CA 91344

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Lizbeth Garcia

Linea de Autobús: 70, 251, 18

Comentario:

Me afecta directamente, todo esta bien caro, no hemos recuperado sueldos perdidos durante la pandemia, si lo suben todo va estar muy mal

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Ana Santa maria

Linea de Autobús: 70, 78, 204

Comentario:

Soy una persona de 73 años
estoy desabilitada el aumento de tarifa
me perjudica a mi y a mi familia somos de bajos recursos

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Daniel Hernandez

Linea de Autobús: 70, 260, 106, 251

Comentario:

As a student this would affect me negatively because I would be paying more & would force me to make changes to my budget

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Perla Zavaleta

Bus route: 70

Comment:

Mucho aumento

todavia hay mucha inflacion y todo esta caró

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Francisca

Linea de Autobús: 605

Comentario:
Yo diria que no lo suban, porque esta muy caro todo

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Micaela

Bus route: 605 + more (only ride the bus - no car)

Comment:

I depend on the bus and it would be too expensive for me to ride if they raise the fare and get rid of free transfers

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Magdalena Nunes

Linea de Autobús: 251, 605

Comentario:

Esto nos impactaria economicamente, todo esta subiendo. Mi ñieto depende del bus para ir a trabajar y esto haría que el pagúe más!!

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Feliciano Aparicio Prado

Linea de Autobús: varias

Comentario:
Todo esta muy caro. Yo digo que no lo suban

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Fernando Mejia

Bus route: 70

Comment: By raising fares they'll lose riders. Some of us are barely making it.

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Ruth Cervantes

Linea de Autobús: 70, 251, 270

Comentario:

No es justo tener que pagar por tan malo servicio. los buses siempre estan sucios.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Estella Marinero

Linea de Autobús: 70, 251, 92

Comentario:

El bus debe ser gratis porque lo pagamos en los impuestos.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Rosario Brisuela

Linea de Autobús: 106, 605, 251, 2

Comentario:
No esta bien, para nosotros que no tenemos para pagar.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maria Vega

Linea de Autobús: 605

Comentario:
MUY mal servicio, falta de respeto de parte de los choferes - no deberiamos pagar por eso. No bajan las rampas para las personas discapacitadas

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maria Morales

Linea de Autobús: 251

Comentario:

Deberian de tomar en cuenta que no han aumentado los salarios. Lo veo injusto que suban los buses y el servicio sigué igual de malo. Tomen los factores de la gente humilde en cuenta antes de tomar decisiones

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Graciela Razao

Linea de Autobús: 70, metro

Comentario:

No lo suban. Ya no podemos mas. No suben el sueldo pero nos suben el metro - no es justo!!

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Joaquin Romo

Linea de Autobús: 605, 70, 78, 76, 251

Comentario:

No estoy de acuerdo, todos los precios estan subiendo.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: César

Linea de Autobús: 66 y 18

Comentario: La pandemia no ha terminado y todavia tenemos estragos financieros por eso no es bueno un incremento pues todavia muchos no tienen trabajo y la economia no a mejorado no al incremento -

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Jennifer Lopez

Bus route: 200, 106, 70

Comment: No aumente el costo de la tarifa - el pandemia daño muchos familias.

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: CPC

Linea de Autobús: 66-18 605

Comentario: Al no pasar el bus tengo que caminar a buscar otra ruta

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Gloria Silva

Linea de Autobús: 200 106 70

Comentario:

No es buena idea todos estamos afectados por la infasion y los sueldos so suben solamente Los precios

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Colectivo Poder Comunitario.

Linea de Autobús: 60, 251, 108

Comentario: Queremos Que No Aumente la Tarifa Del pasaje Ya que Vivimos En comunidades Afectadas por la Inflación y Pandemia y no hay Recursos.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maribel Quiroz

Linea de Autobús: 70, 106, 30, 204

Comentario: Yo pienso que el incremento y cambio de tarifas va hacer exajerado y la comunidad ya no va a querer usar el transporte publico y tambien el servicio no va hacer tan bueno porque tarda mucho tiempo para pasar.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: JOSE medina

Bus route:

70 BUS

Comment:

NOT fair MAKE thing RIGHT.

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Eva E Osequera

Bus route: 70

Comment: No need to increase price when we're already struggling. VOTE NO!!

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa

Nombre o organización: Sandra Rodriguez

Linea de Autobús: 70

Comentario:

Q no Suban Las tarifas de Los Autobuses Vote NO

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Graciela Rodriguez

Linea de Autobús: diferentes 70

Comentario:

Estoy en contra de la tarifa de Autobuses de los de 3ª edad.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maria Jorge

Linea de Autobús: 251 254 70 60 66

Comentario:

No la suban tanto, tengo 4 meses sin trabajar estoy en disability y se me hace difícil.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Teresa (tercer edad)

Linea de Autobús: 33, 37, 70

Comentario:

No estoy de acuerdo
Estan locos

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa

Nombre o organización: Mario E Marcial

Linea de Autobús: 70 - 28 - Red - Gold - 720 - 204

Comentario:

Me gusta el medio de trasporte y no esta Correcto aumenta por la inseguridad que hay para eso

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

lo que deben hacer es limpiar y no permitir que →

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: JOSE JUAN GUERRERO 72 años

Linea de Autobús: 70, 950

Comentario:
no suban la tarifa - no lo necesitamos

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think

Name or organization: Esther Becerra

Bus route: 37, 251, 605, 70, 33, 38, 720

Comment: Too- increased.

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think.

Name or organization: Shelley Chen

Bus route: 70

Comment: The income is low

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Carlos

Linea de Autobús: 70

Comentario: Es bien apoyando para Mejor!

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Daniela Salazar

Linea de Autobús: 70, 40, 105, 205, 705

Comentario: las personas mayores son las que mas necesitan ayuda.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Cristian Ramirez

Linea de Autobús: 70, 90, 105, 205, 705

Comentario: Las personas mayores son las que mas batallan por Poder Pagar, es injusto que tengan que pagar mas para Poder llegar a donde deven

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Evelyn Toledo

Bus route:

Metro

Comment:

Against the new fare hike & cap in LA.

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Rosa Dejesus

Bus route:

48/70/40/45/10/55/52/51

Comment:
I'm against the increase of bus fares within the metro system

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Ernesto Hernandez

Linea de Autobús: 33, 70, 204, 217, 206, 204

Comentario: me opongo alas Altas tarifas

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Rosa Mª Mendieta

Linea de Autobús: – 70-950 –

Comentario: por el za a las tarifas para 3ª edad

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Crispina perez

Linea de Autobús: 70 . 40 106 33 51

Comentario:

NO estoy de acuerdo con la aumento

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: JOSE ALONSO

Linea de Autobús: 70, 910, 950, 460, 4,

Comentario:

NO ESTOY DE ACUERDO EN EL AUMENTO DE TARIFAS A PERSONAS MAYORES.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas

en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Guadalupe

Linea de Autobús: 70

Comentario:

No es algo justo para las personas mayores

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Guadalupe Pimentel

Bus route: 70, 30, 720

Comment: Vote - No

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización:

Linea de Autobús:

Comentario: Si pueden poner bus más seguido en la mañana y en la tarde como cuando van para la escuela 7:a 8:00 AM y de 2:00 pm a 5:pm.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

Gracias

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Nathan Fratzke

Bus route:

Comment: We are still in a mass disabling event. Covid-19 is still here! and fares were brought back! Now you want to raise the price?! Its evil! Don't do it! Shame on you!

Community Power Collective will submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Edgar Diaz

Linea de Autobús: 70-16-220

Comentario:

No Estoy de Acuerdo porque Afecta Mi economia y No se usar Tap

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maria Aguilar

Linea de Autobús: 60, 260, 251, 125, 70

Comentario: Depende de transporte. Yo solo uso cash. No uso tap. El cambio me afectaria. Vivo en Compton. voy al doctor frecuentemente. No uso el tren. Solo bús.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Leonor Castro

Linea de Autobús: 70

Comentario: Es mucho para la gente que le cuesta trabajar. vamos a muchas citas de doctor. Yo solo uso efectivo.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Maria Ramirez

Linea de Autobús: 70, 251

Comentario: No esta bien. Estamos retiradas, y no tenemos mucho dinero. Estamos en crisis todavia. Yo solo uso efectivo / monedas.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Estér Avellaneda

Linea de Autobús: 70

Comentario: Un incremento más sería perjudicial para nuestros ingresos.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Veronica Alvarado

Linea de Autobús: 70, 251, 2, 92, 94

Comentario: la economia esta muy baja. Todo esta muy caro y no se puede pagar un incremento. Tienen que escuchar a los pasajeros

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: JORGE Bonilla

Linea de Autobús: 70 - 25

Comentario:

NO CORDO
estoy de Acuerdo

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Cecilia Gonzalez

Linea de Autobús: Metro 70 - 251

Comentario:

Raising the bus faire for our elders and disabled would be a diservice to our community, who are already being negatively affected by rising prices + inflation. We need faires to remain affordable to allow for people to get where they need to go.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Euer Medina

Linea de Autobús: 70 - 251

Comentario: No estoy e desacuerdo Porque es las personas Mas Sublime

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Elizabe sanchez

Linea de Autobús: 251 / 70

Comentario: Increased fates for seniors and the disabled is a financial hardship. Not equitable for this community

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Jahely Aguilar

Linea de Autobús: 1972

Comentario:

no estoy de acuerdo

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Wanda Lopez

Linea de Autobús: 70

Comentario:

No estoy de acuerdo en que suban las tarifas para las personas mayores y discapacitados.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Jose Barber

Linea de Autobús: 70

Comentario: I am against raising the price for the elderly and disable.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa.

Nombre o organización: Estela Perez

Linea de Autobús: 70, 106

Comentario:

No estoy de acuerdo con suban la tarifa, y con esta pandemia que estamos atravsando, todo subio de presio y la renta.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: María

Linea de Autobús: 18 16

Comentario:
no estade acuendo porque
Afecta la economia y que dejo
la Pandemia

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Jeraldine Barreto

Linea de Autobús: 76, 102, 51

Comentario:

No estoy de acuerdo que amenten

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Christopher De Leon

Linea de Autobús: 70

Comentario: Older people shouldn't have to pay. they shouldn't even have to take the bus.

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Kimberly Marquez

Bus route: 70, 106,

Comment: Not to rais Metro bus fares.

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

what do you think about

the new fare hike & cap

in Los Angeles?

Tell the Metro Board of Directors what you think:

Name or organization: Ruby Zaragoza

Bus route: 70, 251, 76

Comment:

stop increasing bus fares

Community Power Collective will
submit your public comment at Metro's upcoming meeting.

COMMUNITY POWER COLLECTIVE

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa:

Nombre o organización: Josefina Cano

Linea de Autobús: 70, 55

Comentario:

no. estamos de acuerdo

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

Qué opina sobre ...

El incremento y cambio de tarifas en Los Angeles?

Digale a la mesa directiva de metro lo que piensa

Nombre o organización: Miguel Vargas

Linea de Autobús: 70

Comentario: que no Aumenten

Colectivo Poder Comunitario sometera su comentario en la proxima junta de la mesa directiva

COLECTIVO PODER COMUNITARIO

December 2022 RBM Public Comments – Item 50

From: [redacted]
Sent: Thursday, November 24, 2022 11:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #50: Item Needs More Consideration, December 1 2022 LA Metro BOD Meeting -Faraz Aqil

Before I begin, I want to ask LA Metro to please postpone this item until after the newly elected Board members take their seats around December 5th-December 12th. It's not fair for such an important policy change to occur, only for the new board members to be left holding the bag. To any Board Members reading this (by chance), since this vote requires a 2/3rds in a 14-member board, only about 5 members are needed to postpone this proposal. And I should mention that since we only had 1 Public Hearing Meeting on 11/14/22, LA Metro needs to have another Public Hearing meeting. Many people online were saying they weren't able to leave a public comment over the phone (especially since that meeting was plagued with massive technical problems). And now with the updated proposal, we definitely need another Public Hearing meeting for the public to give their feedback about the new changes.

Hello there, my name is Faraz Aqil, I'm a resident of Downey and I take the Metro Green Line (C) train everyday to work.

I first want to thank LA Metro for considering the feedback of what the vast majority of the public has been advocating for. I'm happy that LA Metro will be keeping the 2-hr free transfers in place. And I'm glad the base fare for regular riders will not be increasing (staying at $1.75).

However more can be done to make this proposal much better:

-**Daily Cap should be $3.50** (not $5). The $5 is an arbitrary number since 3 fare uses equals to $5.25 (and not $5). I strongly believe the Daily Cap should apply after 2 fare uses ($3.50) and not after 3 fare uses ($5.25) since most riders don't ride LA Metro for more than 2 trips a day.

-**Weekly Cap should be $8.75** (not $18). The $18 is also an arbitrary number since 10 fare uses equals to $17.50 (not $18). Since the majority of riders don't use LA Metro for more than 10 trips a week, it doesn't make sense to have it at more than $17.50. What's more, in order to avoid the unintended consequences of fare evasion, LA Metro needs to have the Weekly Cap set to where regular riders (like me) will actually reach the fare cap. That way, riders know they'll be saving money by actually reaching the cap. That's why I believe 5 trips in a week ($8.75) is a much better cap since it will incentivize the public to use LA Metro more (because it'll be practical to reach it).

-I'm not happy to see Seniors will be paying more than before. Although it's now back at its peak base fare of 0.75¢, **Seniors' base fares should be set to 0.35¢ or lower** (preferably 0.25¢). This will prevent the disproportionate burden to Low-Income Seniors (as mentioned in Attachment C Title VI, page 11).

-And, **I am against the Automatic Fare Inflator**. LA Metro must continue to make the transition towards a free and fareless system (for LA Metro to truly reach their goals of saving costs to low-income riders, reducing traffic congestions on roads/freeways, and providing environmental sustainably [like clean air] to all our communities). Having an Automatic Fare Inflator runs counter to all this, and therefore must be removed.

All in all, this is a better fare capping proposal than the previous proposal, but changes still need be made to make it much better.

I thank you for taking the time in reading my comment. And remember, a Fareless System is the most streamlined system.

From: [redacted]
Sent: Wednesday, November 30, 2022 9:23 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; eric.bruins@lacity.org; Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org
Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Dear Metro Board of Directors:

I am writing on behalf of transit riders who live in affordable housing built by Women Organizing Resources, Knowledge and Services (WORKS); a vast number of whom are elderly, disabled, formerly unhoused, and very low income individuals and families.

This letter is to discuss Metro's fare restructuring proposal. We see that there are improvements made to the original restructuring plan (after hearing from riders and concerned community members on November 14) and we support that. At the same time, here we ask that you re-assess item 50 as stated in tomorrow's agenda and instead work with the community of riders and advocates toward a fareless transit plan of action.

The Board representatives and staff heard clearly, on that night and all along, that we need a fareless transit, not a restructuring of a fare system that is leaving the poorest riders behind and stranded with little to no transportation options. The majority of our residents in the housing have not recovered from the impact of the pandemic. Business is not as usual for them, it has never been. These are residents that have 2 or 3 jobs to be able to live. They are struggling to recover their jobs and incomes and stay afloat. We could say the same for residents in the city and county. Residents like these are the ones that pay in cash, and by trip, while they juggle other expenses. We do not need a system that treats them differently because they are not on TAP. We do not need a system that is separate and unequal.

Metro can be a relief and not a burden on transit dependent communities. Metro is a public agency with a budget big enough to be solvent and place bus riders first.

We appreciate the efforts made so far in listening to the riders and we know that much more can be done.

We look forward to working with the Board and staff toward universal fareless transit.

Thank you,

[redacted]

Advocate and Organizer

WORKS

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 4:24 PM
To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
Cc: Board Clerk <BoardClerk@metro.net>; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; eric.bruins@lacity.org; lantzsh10@gmail.com; marylou7958@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; wrehman@bos.lacounty.gov
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let’s start focusing on fareless transit.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 4:25 PM
To: Mayor Garcetti <mayor.garcetti@lacity.org>; Supervisor Kuehl <sheila@bos.lacounty.gov>; MayorButts@cityofinglewood.org; Barger, Kathryn <kathryn@bos.lacounty.gov>; Councilmember Mike Bonin <mike.bonin@lacity.org>; Director Jacquelyn Dupont-Walker <jdupontw@aol.com>; Mayor Tim Sandoval <tim_sandoval@ci.pomona.ca.us>; Director Fernando Dutra <dutra4whittier@gmail.com>; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; Director Ara Najarian <anajarian@glendaleca.gov>; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; Board Clerk <BoardClerk@metro.net>; Wiggins, Stephanie <WIGGINSS@metro.net>
Cc: doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; Young-Gi Kim Harabedian <ygharabedian@sgvcog.org>; Mperez@gatewaycog.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; Sahag Yedalian <sahag.yedalian@lacity.org>; Micheline, Maureen <MichelineM@metro.net>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Shannon DeLong <sdelong@cityofwhittier.org>; Viviana Gomez <vgomez@bos.lacounty.gov>; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Brisco, Layla <LBrisco@bos.lacounty.gov>
Subject: ACT-LA letter response to Item #50 - Fare Capping & Fare Change

Dear Metro Board of Directors and CEO Wiggins,

The Alliance for Community Transit - Los Angeles (ACT-LA) appreciates that Metro responded to the public's firm opposition to the agency's original fare restructuring proposal by removing the fare hike, keeping free transfers, and modifying other aspects of the proposal that would have harmed riders. This is a win for the community. As part of that organized effort, we collected over 600 petition signatures and over 50 comment cards (included in the attached letter) expressing opposition to Metro's original fare change proposal, along with support for universal fareless transit, investment in care-based safety strategies, and divestment from law enforcement. While we appreciate that the agency revised their proposal, our coalition has remaining concerns about the revised proposal that would simply not exist with a plan for universal fareless transit.

Please read our attached letter calling on the Board to oppose Metro staff's Recommendation B, part G, which would restructure or raise fares regularly going forward. We urge the Metro Board to instead put the agency on a path toward universal fareless transit. This should include, as first steps, reinstating a fareless transit task force, this time with community representation, to understand the transportation cost burden of its riders and the full cost of its fare system. This task force should produce an action plan as a staff/community collaboration that outlines how universal fareless transit can happen in LA.
We look forward to working with you further as we continue to envision a transit system for all.
Thank you,
Alfonso
--
[redacted] PE (he/him/his)
Senior Advocacy Manager | Alliance for Community Transit - Los Angeles
cell: (949) 400-0818
website: www.act-la.org

Please note: We've moved our email addresses and website to act-la.org!

From: [redacted]
Sent: Wednesday, November 30, 2022 4:29 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; Sandoval, Tim <tim_sandoval@ci.pomona.ca.us>; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let’s start focusing on fareless transit.

From: [redacted]
Sent: Wednesday, November 30, 2022 4:33 PM
To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
Cc: Board Clerk <BoardClerk@metro.net>; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; eric.bruins@lacity.org; lantzsh10@gmail.com; marylou7958@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahag.yedalian@lacity.org; sdelong@cityofwhittier.org; wrehman@bos.lacounty.gov
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let’s start focusing on fareless transit.

[redacted], 90019

From: [redacted]
Sent: Wednesday, November 30, 2022 4:37 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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From: [redacted]
Sent: Wednesday, November 30, 2022 4:39 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Let's start focusing on fareless transit.

Sent from my iPhone

From: [redacted]
Sent: Wednesday, November 30, 2022 4:44 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Thank you,
[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 4:50 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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From: [redacted]
Sent: Wednesday, November 30, 2022 5:14 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit.

Thank you,
[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 5:20 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit.

-[redacted]

Los Angeles, CA 90027

From: [redacted]
Sent: Wednesday, November 30, 2022 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 12/1 Metro Board of Directors Meeting Comment on Item 50 Fares & Fare Capping

Dear Board Clerk,

I appreciate that Metro listened to the riders and constituents who wrote and called against raising the fares. However, I am opposed to the elimination of off-peak pricing ($0.35) for seniors and people with disabilities and that cash-paying riders continue to be excluded . While we celebrate that our organizing efforts prevented the board from implementing a base fare increase or from eliminating the free 2-hour transfer, the current proposal continues to burden an already economically burdened group with higher public transportation costs.

During the public hearing on 11/14 many technical issues prevented community members from speaking, but the callers who were able to give comment, expressed an almost unanimous opposition to the proposed changes and urged Metro to implement fareless public transit. The Metro Board should listen to their constituents and commit to working to achieve universal fareless transit for all.

Mi nombre es Angel y soy usarío de Metro viajo en las lineas metro para ir a mi trabajo. Piense que no debes pagar para el transporte porque ya lo pagamos en los impuestos....

Sincerely,
[redacted]
Los Angeles, CA 90015

From: [redacted]
Sent: Wednesday, November 30, 2022 5:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Hello,

As a resident of Los Angeles, I'm voicing my support for item 50. Metro is out of touch with the people it serves. Rider satisfaction of busses is down, women ridership has decreased. Though there's been the reversal in intent to hike rates and cancel free transfers, this alone is not enough. A fare free metro needs to be the future.

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 5:57 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit. For the good of our residents.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 6:28 PM
To: HollyJMitchell@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; mayor.garcetti@lacity.org; mike.bonin@lacity.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us
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Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Sent: Wednesday, November 30, 2022 6:40 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Let's start focusing on fareless transit.

[redacted]

p.s. it would cost a whole lot less to enforce fare evasion when there is no fare evasion to enforce!!! not if it is free!!! It helps encourage better access to sustainable transportation as well. Aren't we all trying to fight for a better world? :)

From: [redacted]
Sent: Wednesday, November 30, 2022 6:47 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

From: [redacted]
Sent: Wednesday, November 30, 2022 6:51 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
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If anything, Metro could lead the way with a fare decrease over the next several years-- if y'all are so concerned about losing money immediately. Like in 50 cent increments until we're at zero.

Let's focus on fareless transit!

Get Outlook for Android

From: [redacted]
Sent: Wednesday, November 30, 2022 7:27 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNING Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

Thanks for making changes to your previous harmful fare proposal. However, this revised fare proposal still does not serve all riders. It leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.

During the public hearing, all of you heard overwhelming public support for fareless transit. In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards universal fareless transit by reinstating a fareless transit task force. This task force must have community representation so we can all understand the transportation cost burden to metro riders and the real total cost of your fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.

Let's start focusing on fareless transit.

[redacted]

Santa Monica, CA

From: [redacted]
Sent: Wednesday, November 30, 2022 7:38 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Let's focus on fareless transit!

Best,
[redacted]
Bus 182/metro line red

From: [redacted]
Sent: Wednesday, November 30, 2022 8:05 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

Dear Metro Board and CEO Stephanie Wiggins:

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership—behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

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Let's focus on fareless transit!
[redacted]

From: [redacted]
Sent: Wednesday, November 30, 2022 10:15 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

From: [redacted]
Sent: Wednesday, November 30, 2022 10:37 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

--

[redacted]

She/Her

P: 310.709.5518

L: linkedin.com/in/lyndseyqnolan

From: [redacted]
Sent: Thursday, December 1, 2022 3:12 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: FREE TRANSIT NOW -- Item 50

Dear Metro Board and CEO Stephanie Wiggins,

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community.

However, this revised fare proposal still does not serve all riders. It **especially leaves seniors and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leave cash riders out of the equation.**

During the public hearing, all of you heard **overwhelming public support for fareless transit.**

In place of Metro staff recommendation B, part G, which would restructure or raise fares regularly going forward, Metro should put the agency on a path towards **universal fareless transit by reinstating a fareless transit task force, this time with community representation to understand the transportation cost burden of its riders and the total cost of its fare system. This task force should produce an action plan that outlines how universal fareless transit can happen in LA.**

Let's start focusing on fareless transit.

From: [redacted]
Sent: Thursday, December 1, 2022 7:09 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: free transit proposal

I was just reading my my L.A. Times essential California newsletter that there is a proposal coming to the board to eliminate fees. I am very much in support of continuing to pay for my jaunts into downtown L.A. for shopping but strongly support free transit for those having difficulty affording the fee. Thank you, in advance, for hearing my input. Dianne Anderson, 132 Thistle Creek, Beaumont, CA 92223

From: [redacted]
Sent: Thursday, December 1, 2022 7:55 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit.

Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 7:59 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:03 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:09 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:11 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:19 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
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Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:21 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let's focus on fareless transit!

Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:27 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit.

Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:28 AM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; mayor.garcetti@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; sheila@bos.lacounty.gov; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; mreyes@bos.lacounty.gov; wrehman@bos.lacounty.gov; Micheline, Maureen <MichelineM@metro.net>; mbohlke@sbcglobal.net; lantzsh10@gmail.com; sahag.yedalian@lacity.org; mmoore@bos.lacounty.gov; dperry@lacbos.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; eric.bruins@lacity.org
Subject: CONCERNS Item 50 - Fare Capping & Fare Change

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Let’s start focusing on fareless transit.

Sent from my iPhone

From: [redacted]
Sent: Thursday, December 1, 2022 8:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 50 - Fare Capping & Fare Change

Dear Metro Directors:

My name is Cayla and I am an LA resident and a public transit rider. I depend on bus or Metro line 4, 55, and 60 to get groceries and get around.

I appreciate Metro for responding to the public and making changes to what was a harmful fare proposal. This is a win for the community. However, this revised fare proposal still does not serve all riders. It especially leaves seniors, people with disabilities, and cash-paying riders—who make up at least a quarter of Metro ridership— behind. Fare caps will help TAP users save money but leaves cash riders out of the equation.

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Let's start focusing on fareless transit.

Sincerely,

[redacted]

SEASIDE PROPERTIES
www.SeasidePropertiesInc.com

1530 Purdue Ave #1
W. Los Angeles, CA. 90025
Phone: 310-853-1703
Fax: 310-853-1713
Info@SeasidePropertiesInc.com

Nov. 23, 2022

METRO Board of Directors
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Via email to BoardClerk@metro.net

Re: For public comment during Dec. 1, 2022 board meeting

Dear Members of the Board:

I write to direct your attention to a bicycle rack that Metro located in front of 1531 Purdue Ave. in Los Angeles, 90025, several weeks ago. Our office, which is inside an apartment complex at 1530 Purdue Ave., is across the street.

As far as anyone around here knows — including the occupants of 1531 Purdue Ave. — no notifications about or opportunity to comment on this bike rack were provided by Metro other than an 8"x11" piece of paper tacked to a nearby utility pole. Metro's personnel just came by one day and installed the rack.

That rack has taken three much-needed parking spaces on a residential street on which is difficult to park. Yes, there is a city-owned lot across the street, but that often is crowded.

The siting of this rack is even more curious because it could have been located about 500 feet away on the 1600 block of Purdue Ave., south of Santa Monica Boulevard. At that point, Purdue dead ends into what used to be the West L.A. courthouse complex and is much less in demand by residents seeking parking.

Our office emailed Metro soon after the rack was installed. The only response my office has received since then was on Sept. 13, 2022, from Eric L. Houston, a senior manager for transportation planning. Among other points, he asserted there was a robust effort to vet this location, including considering public comment. However, since there was very little notification to nearby residents and business owners, I doubt there was much public comment received from those same people. Had Seaside been notified, I would have written a letter to Metro protesting the project.

Houston also made the point that the Los Angeles City Dept. of Transportation signed off on this rack. My office has received no correspondence from that department. However, Noah Fleishman, district director & LAX Community Liaison for L.A. City Councilmember Mike Bonin, a member of the Metro board,

emailed us on Oct. 7, 2022. He said, "I would *assume* the Metro bike share station could not be located on the short side of Purdue Ave just south of Santa Monica Blvd, because the local West LA Farmers Market has used that area *for years*, and that segment of Purdue Ave. will eventually not exist in the coming years when the West LA Commons project is completed." [Italics added.]

Fleishman's email left me with a sour taste, and not just because of the uncertainty it expressed about why the bike rack was located either on the 1500 or 1600 block of Purdue Ave. Neither Metro nor the city apparently considered adding the bike rack to the West LA Commons project, which is still in pre-construction phase. Nor was consideration given to the businesses and residents that have been on the 1500 block of Purdue Ave. for years as well, in contrast to the level of consideration granted the farmer's market. Besides that, it would seem to us that a bike rack would be much more popular if located where there is a lot more foot traffic along Santa Monica Blvd., particularly on weekends during the farmer's market, than 500 feet away on what principally is a residential street.

I also will point out that the City of Los Angeles spent some amount of public money in around Nov. 8 and 9 to add bollards, caution signs and parking stops to protect a Metro bike rack that, had it been located more carefully, would not have needed any such protections.

Finally, I have no complaint about such stations as a general matter. What I take issue with is the failure by the city and/or Metro to notify the people who are most affected by this particular station.

I urge the board to reconsider the location of this station and to direct staff to engage in a meaningful effort to gauge the concerns of the residents and businesses who have been most impacted by its siting.

Sincerely,



Michael Rees
Seaside Properties, Inc.

CC:
oppsyd@gmail.com
tovaterry@aol.com
Ron@westlasawtelle.org
jamie@westlasawtelle.org
Arman@westlasawtelle.org
rachel.uranga@latimes.com

Metro

MINUTES

Thursday, December 1, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Ara J. Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Janice Hahn, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Paul Krekorian
Holly J. Mitchell
Tim Sandoval
Hilda Solis
Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:19 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 7, 8, 9, 10, 11, 12, ~~13~~, 14, 15, 16, 17, 18, 21, 22, 24, 27, 28, 29, 30, 31, 32, 33*, 34, 35, 36, 37, 38, 41*, 46, and 47.

*Item required two-thirds vote of the Board.

Consent Calendar items were approved by one vote except Item 13 which was carried over to the January board cycle.

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

2. SUBJECT: MINUTES 2022-0792

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 27, 2022.

3. SUBJECT: REMARKS BY THE CHAIR 2022-0793

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2022-0794

RECEIVED report by the Chief Executive Officer.

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

5. SUBJECT: FAREWELL TO BOARD MEMBERS 2022-0802

RECEIVED remarks from Board Members.

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

****

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

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

7. **SUBJECT: 2028 GAMES MOBILITY CONCEPT PLAN** 2022-0781

APPROVED ON CONSENT CALENDAR the 2028 Games Mobility Concept Plan – 2022 Prioritized Mobility Concept Plan Project List.

8. **SUBJECT: PEABODY WERDEN HOUSE LEASE OPTION AGREEMENT** 2022-0585

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer to execute an Option Agreement with East Los Angeles Community Corporation (Developer or ELACC) for the ground lease of Metro-owned property at 2400 E. 1st Street in Boyle Heights (Project Site);

B. ADOPTING findings that the Peabody Werden House (Project) restoration and rehabilitation is categorically exempt from the California Environmental Quality Act, Cal. Pub. Res. Code §§ 21000 et seq. (CEQA) pursuant to Section 21084 of the California Public Resource Code and the following sections of the CEQA Guidelines, each of which provides separate and independent bases for exemption: (i) Sections 15301(d), (n), and (p) (existing facilities); (ii) Section 15302(c) (replacement or reconstruction of existing facilities involving negligible or no expansion of capacity); (iii) Section 15325(e) (transfers of ownership in the land to preserve existing natural conditions and historical resources); and (iv) Section 15332 (in-fill development projects); and

C. AUTHORIZING the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemptions.

9. **SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC) SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO SYLMAR/SAN FERNANDO STATION** 2022-0647

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and

B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of

(continued on next page)

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$1,463,005, increasing the task order value from $343,218 to $1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

10. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023 2022-0659

APPROVED ON CONSENT CALENDAR:

A. the Fiscal Year (FY) 2023 Solicitation for Proposals for up to $13,845,982 in funds under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and

B. ALLOCATING $14,748,981 in FTA Section 5310 funds for Access Services as identified by the FY 2023 funding allocation process for traditional capital projects to support complementary paratransit service required by the Americans with Disabilities Act (ADA) of 1990.

11. SUBJECT: ACCESS FOR ALL PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023 2022-0661

APPROVED ON CONSENT CALENDAR the Fiscal Year (FY) 2023 Solicitation for Proposals for up to $7,865,833 in funds available to Metro through the State of California's Access for All Program.

12. SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR METROLINK SCORE PHASE 1 PROGRAM 2022-0683

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or her designee to:

A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);

B. EXECUTE funding agreements with SCRRA in the amount of $4,177,500 for the SCORE Projects; and,

C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

13. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT 2022-0695

APPROVED ON CONSENT CALENDAR:

A. the Transportation Communication Network (TCN) Project;

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;

C. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact;
   2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

14. SUBJECT: ADOPTION OF THE METRO 2022 ALL-HAZARD MITIGATION PLAN 2022-0733

APPROVED ON CONSENT CALENDAR the All-Hazard Mitigation Plan Resolution that:

A. ADOPTS the Metro 2022 All-Hazards Mitigation Plan;

B. AUTHORIZES the Emergency Management Department to forward the resolution of adoption to FEMA for issuance of the Final Letter of Approval. Upon receipt, the Final Letter of Approval will be included in the Final Plan; and

C. AUTHORIZES the Emergency Management Department, in collaboration with Countywide Planning and Development, to pursue FEMA preparedness grant funding to support all Metro departments and collaborative stakeholders.

15. SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM AND INVESTMENT FUND 2022-0504

APPROVED ON CONSENT CALENDAR:

A. the Transit Oriented Communities Economic Development Program (EDP) and $5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund ("Fund") with disbursement contingent upon the Metro Board of Directors (Board) approval of the Fund Guidelines; and

B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.

16. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR 2022-0578

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING:

1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and

2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

17. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2022-0684

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);

B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and

C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;

D. the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of $4,748,305, increasing the total current contract value from $27,585,479 to $32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

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

18. SUBJECT: MULTIMODAL HIGHWAY PROGRAM ON-CALL - PROJECT & PROGRAM DELIVERY SUPPORT SERVICES 2022-0722

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Contract Nos. AE89212000 with HDR Engineering, Inc.; AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc., respectively, for Multimodal Highway Program and Project Delivery Support Services and other related work, for a three-year base period for an aggregate not-to-exceed amount of $55,000,000 and one, one-year option term for a not-to-exceed amount of $5,000,000, for a total not-to-exceed amount of $60,000,000, subject to resolution of properly submitted protest(s), if any; and

(continued on next page)

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B. EXECUTE Task Orders within the approved not to exceed cumulative value.

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

21. SUBJECT: METRO CENTER PROJECT 2022-0752

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of $32.2 million with Proposition C 5% Security funds for the Metro Center Project; and

B. REPORTING back with the findings of the special review by Management Audit Services (MAS).

22. SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN 2022-0699

RECEIVED AND FILED ON CONSENT CALENDAR Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan.

24. SUBJECT: 2023 LEGISLATIVE PROGRAM 2022-0726

APPROVED ON CONSENT CALENDAR:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2023 Federal Legislative Program; and

C. ADOPTING the proposed 2023 State Legislative Program.

26. SUBJECT: LAND BANK PILOT PROGRAM MOTION 2022-0788

APPROVED Motion by Directors Hahn, Najarian, Dutra, Sandoval, and Butts that consistent with the November 8, 2022 Board Box, direct the Chief Executive Officer to adopt as policy that consistent with Metro's Transit Oriented Communities (TOC) Policy, Metro property may only be included in LA County's Land Bank Pilot Program so long as it is done in coordination with local jurisdictions.

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

27. SUBJECT: CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE SERVICES 2022-0637

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD and EXECUTE Contract No. PS77530 for CEQA/NEPA and Environmental Compliance Services with ICF Jones & Stokes, Inc. for a five (5) year contract inclusive of three (3) base years with an initial amount not-to-exceed $14,166,384.73; with two one-year options for a not-to-exceed amount of $1,924,174.53 and $1,760,892.27 respectively, for a total not-to-exceed amount of $17,851,451.53; subject to the resolution of any properly submitted protest; and

A. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of $14,166,384.70.

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

28. SUBJECT: SOUNDWALL PACKAGE 10 HIGHWAY PROJECT 2022-0640

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AMEND the Life of Project Budget (LOP) for Soundwall Package 10 Highway Project (Project) by $21,682,694 from $50,862,000 to $72,544,694, using the fund sources from the soundwall program consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy; and

B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

29. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND (BIF) 2022-0696

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to Execute Modification No. 8 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of $798,631 increasing the contract value from $3,405,161 to $4,203,792 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance from May 1, 2023 to October 31, 2023.

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

30. SUBJECT: NEXTGEN CAPITAL IMPROVEMENT - NEXTGEN WIRELESS CLOUD-BASED TRANSIT SIGNAL PRIORITY SYSTEM (TSP) 2022-0472

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price Contract No.PS87006000 to Kimley-Horn for the design, development, and implementation of a wireless cloud-based transit signal priority (TSP) system on NextGen Tier One network in the City of Los Angeles for a total contract amount of $5,668,680, subject to resolution of properly submitted protest(s), if any.

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

31. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN 2022-0524

APPROVED ON CONSENT CALENDAR the updated PTASP (version 1.2), which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

32. SUBJECT: BUS PEST CONTROL SERVICES 2022-0649

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services for an amount not-to-exceed $4,917,442, effective December 2022, subject to the resolution of protest(s), if any.

33. SUBJECT: A650 HEAVY RAIL VEHICLE MIDLIFE MODERNIZATION 2022-0678

AUTHORIZED ON CONSENT CALENDAR BY TWO-THIRDS VOTE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's A650 Heavy Rail Vehicles (HRVs).

34. SUBJECT: MANAGED PRINT AND DIGITAL COPY SERVICES 2022-0719

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm-fixed unit rate Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for an amount not-to-exceed $3,620,673, effective March 1, 2023, subject to resolution of protest(s), if any.

35. SUBJECT: METRO 2022 TRANSIT SERVICE POLICY 2022-0262

ADOPTED ON CONSENT CALENDAR the 2022 Transit Service Policy.

36. SUBJECT: MANUFACTURING CAREERS POLICY 2022-0760

ADOPTED ON CONSENT CALENDAR the Manufacturing Careers Policy (MCP), to administer the United States Employment Program (USEP) for federally funded Rolling Stock contracts and the Local Employment Program (LEP) for non-federally funded Rolling Stock Contracts.

37. SUBJECT: REFURBISH BUS AND RAIL SEAT INSERTS WITH VINYL MATERIAL 2022-0730

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award two indefinite delivery/indefinite quantity (IDIQ) firm fixed unit rate contracts for RFP No MA91724 for the refurbishment of various seat inserts, as follows:

A. Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A - NABI composite buses and Element C - Contracted Services buses. The contract not-to-exceed amount is $978,873.26, effective December 1, 2022, through November 30,2025, subject to resolution of protest(s), if any.

B. Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B - P3010 light rail vehicles. The contract not-to-exceed amount is $1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

38. SUBJECT: EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION TRANSPONDERS 2022-0665

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a three-year, Firm Fixed Price Contract No. DR84996000 to Neology, Inc., the lowest cost responsive and responsible bidder, to furnish FasTrak 6C Electronic Toll Collection transponders, and supporting accessory materials and services, in the total Contract amount of $12,380,190, inclusive of all applicable taxes and fees, subject to resolution of any properly submitted protest(s), if any.

41. SUBJECT: NEW HR5000 HEAVY RAIL VEHICLES PROCUREMENT 2022-0677

AUTHORIZED ON CONSENT CALENDAR BY TWO-THIRDS VOTE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the acquisition of new Heavy Rail Vehicles (HRVs).

46. SUBJECT: CONSOLIDATED METRO TRANSPORTATION APP MOTION 2022-0789

APPROVED ON CONSENT CALENDAR Motion by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that direct the Chief Executive Officer or her designee to report back in 90 days on the potential consolidation of all of Metro's phone applications (including Bike Share, Metro Micro, Tap app, rail information, parking availability at Metro lots, MetroTransit, Transit Watch, etc.) into one single Metro App, including (i) what steps would be required to consolidate all current applications to one single application; (ii) an estimate of costs and savings that would result from such consolidation and any indirect financial impacts and benefits; and (iii) a proposed timeline for completion of such consolidation.

WE FURTHER MOVE to direct the CEO or her designee, in considering the potential new consolidated application, to assume it should include at least the following attributes:

1. A user-friendly interface for easy use;

2. The opportunity for revenue generation by marketing Metro's services through the consolidated application;

3. Two way communication capabilities that could allow:
   a. Customer ratings of and comments about their ride experience;

   b. Customer suggestions for improved services;
   c. Targeted Metro communications to customers about special fare programs, events, service issues, etc.;

4. Integrating trip planning and payment processing, similar to a smart wallet;

5. Potential regional integration to include other transit agencies.

47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING 2022-0801

APPROVED ON CONSENT CALENDAR making the following findings:

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

(continued on next page)

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

A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and

B. State or local officials continue to impose or recommend measures to promote social distancing.

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

48. SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH - TASK ORDER NO. 1 2022-0528

AUTHORIZED the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of $6,753,722.52 to Lee Andrews Group to provide Street Teams, Community Based Intervention Specialists, and Program Administration through the end of June 30, 2023. Subject to the resolution of any properly submitted protest(s).

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

49. SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM CYCLE 6 GRANT APPLICATION 2022-0771

AUTHORIZED AS AMENDED:

A. RECEIVING AND FILING a report on Metro's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized ranking of projects based on project readiness with an equity lens; and

B. AUTHORIZING the Chief Executive Officer to send a letter of support for the prioritized projects signed by all Board members.

APPROVED Motion by Directors Solis, Sandoval, Garcetti, and Barger that the Board of Directors direct the Chief Executive Officer to:

A. Report back to the Board in February 2023 with an update on the results of TIRCP Cycle 6 awards for Existing TIRCP Projects; and

(continued on next page)

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B. Report back to the Board in March 2023 with funding plans that close the funding gaps for any Existing TIRCP Projects that are awarded partial funding through Cycle 6.

APPROVED Motion by Director Dutra that the Board of Directors direct the Chief Executive Officer to:

A. support legislative and budget actions by the Governor and State Legislature to: (1) sustain their commitment to financially augment the TIRCP account consistent with SB 198; and (2) direct CalSTA to accelerate the next cycle of TRICP grant funding; and (3) address any structural reforms that may be needed to ensure Metro's existing TIRCP projects can continue to compete; and

B. submit the Gold Line Eastside Extension as a candidate project for the $150 million in statewide Major Project - Project Development Reserve funding as part of the Transit and Intercity Rail Program Cycle 6.

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

50. SUBJECT: FARE CAPPING & FARE CHANGE 2022-0740

AUTHORIZED AS AMENDED BY TWO-THIRDS VOTE:

A. RECEIVING AND FILING comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022;

B. ADOPTING Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes;

C. APPROVING the results of the fare equity analysis for the modified fare restructuring plan);

D. ADOPTING resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses;

E. APPROVING the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);

F. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and

(continued on next page)

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G. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief, or until fare capping is launched, whichever is earlier.

AMENDMENT BY GARCETTI AND BONIN:

A. Remove the increase for off-peak for senior and disabled passengers;
B. Remove the link for future increases to CPI;
C. Change the cap for senior and disabled passengers from $6 to $5; and
D. Report back in 6 months regarding cash-only customers and what hard decisions would need to be made if fareless was implemented.

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

51. SUBJECT: ARTS DISTRICT/6TH STREET STATION MOTION 2022-0820

APPROVED Motion by Directors Garcetti and Solis that the Board authorize the CEO to enter into funding agreements and/or other administrative agreements with the City of Los Angeles, as necessary, to fund environmental, design, pre-construction, and other project development activities for the Arts District/6th Street Station from the City of LA's share of the Central City Area's SEP portion.

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

END OF NON-CONSENT

52. SUBJECT: CLOSED SESSION 2022-0808

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Richard Dalmer v. LACMTA, Case No. 19STCV17503

Authorized settlement in the sum of $3,00,000.

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

2. Maria Perez v. LACMTA, Case No. 19STCV15090

Authorized settlement in the sum of $247,500.

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

(continued on next page)
(Item 52 – continued from previous page)

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

NO REPORT.

C. Conference with Real Property Negotiators - G.C. 54956.8
Property: 9225 Aviation Boulevard, Los Angeles, CA 90045
Agency Negotiator: Craig Justesen
Negotiating Parties: The Hertz Corporation
Under Negotiations: Price and Terms

Approved a settlement the details of which will be available upon execution of the settlement documents.

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

ADJOURNED AT 4:43 P.M. IN MEMORY OF DICK POWERS AND ROSA PARKS.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

Metro

MINUTES

Wednesday, January 4, 2023

9:00 AM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Ara Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Lindsey Horvath
Paul Krekorian
Tim Sandoval
Gloria Roberts (Interim), non-voting member

CALLED TO ORDER: 9:00 A.M.

ROLL CALL

1. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY **2022-0852**

FOUND the following:

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

A. In accordance with AB 361 Section 3(e)(3), California Government Code Section 54953(e)(3), the Metro Board has reconsidered the circumstances of the State of Emergency due to the COVID-19 pandemic, and that the State of Emergency remains active; and

B. In accordance with AB 361 Section 3(e)(3), California Government Code Section 54953(e)(3), the state of emergency continues to directly impact the ability of the members to meet safely in person.

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

JDW	JH	KB	KRB	MB	JB	FD	LH	PK	HJM	TS	HS	AJN
Y	A	Y	A	Y	Y	Y	Y	Y	A	Y	A	Y

ADJOURNED AT 9:08 A.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

****

KB = K. Barger	JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis
KRB = K.R. Bass	FD = F. Dutra	HJM = H.J. Mitchell	
MB = M. Bonin	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	

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

File #: 2022-0824, **File Type:** Contract **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of $17,958,254, increasing the total current contract value from $17,556,103 to $35,514, 357 and extend the period of performance from February 28, 2023 to June 30, 2024.

ISSUE

This is a request to authorize additional funds for engineering professional services under Contract No. AE51242000. A Contract Modification is necessary to continue Advanced Conceptual Engineering (ACE) for high-risk project elements and to continue coordination with key Metro departments and stakeholders in order to move the project toward the selection of the project delivery method. Advancing this engineering work, such as geotechnical investigation, utility identification, and tunneling analysis, will help to mitigate risks for the project which could have a detrimental effect on the overall cost and schedule, and provide the engineering information required for Metro to finalize the selection of the eventual project delivery method.

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro L (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting (Agenda Item 2022-0684), the Board approved the Locally Preferred Alternative (LPA) to Greenwood Station with design options, and authorized staff to also include in the final environmental impact report the full Project alignment to Whittier per California Environmental Quality Act (CEQA). The project will also reinitiate the National Environmental Policy Act (NEPA) to pursue federal funding.

Consistent with previous Board requests and staff responses in February and April, 2022 respectively, and as environmental work proceeds, the advancement of engineering activities is needed to minimize future risks and move the project toward the selection of the delivery method.

Board approval is needed for engineering services per Modification No. 5, to Contract No. AE51242000, with Cordoba/HNTB Design Partners, Inc. to advance engineering support. This effort will focus on high-risk project elements that will benefit from early design and coordination, including ongoing coordination with program management, geotechnical and subsurface/tunneling analysis, identification of utility conflicts, hazardous material evaluation, and right-of-way updates.

DISCUSSION

To support the project into the next phase, it is critical that Metro advance engineering and utility-related work, among other strategies, to help streamline preconstruction-related work and identify/mitigate risks. A contract modification is needed to advance engineering support services that will help inform further development of the project scope, schedule, and budget. Advancement of work related to items such as utility conflicts and relocations, right-of-way acquisition, and permitting/construction requirements with third-party agencies are critical next steps of the project development. Engineering activities that will be completed as part of this contract modification include further geotechnical and utility investigation, as well as exploration, refining, and confirming significant project scope design elements. Advancement of these activities also supports advancement of third-party coordination with agencies and utility owners which is anticipated to begin later this year.

Additionally, the team will continue studying various project delivery methods in conjunction with Program Management and the Early Intervention Team and will continue to evaluate and define risks in accordance with Metro and FTA risk analysis and risk register requirements.

Risks

Not pursuing engineering activities and deferring this work to a later phase in the project development, would likely increase cost and schedule risks for the project.

DETERMINATION OF SAFETY IMPACT

Approval of the contract modification will not impact the safety of Metro’s customers or employees.

FINANCIAL IMPACT

The FY 2022-23 budget contains approximately $8 million in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this is a multi-year contract modification, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action will be Measure R 35% Transit Capital funds dedicated for this project. These funds are not eligible for Bus and Rail Operations.

EQUITY PLATFORM

Approving the execution of the contract modification will support the anticipated benefits of the proposed Project and not result in any harm or unintentional burdens. This action will allow further

engineering exploration and analysis of high-risk project elements that could minimize or mitigate impacts along the alignment. This action will help streamline project delivery for the proposed project, which aims to provide high-quality transit to historically underserved and equity focus communities.

The engineering consultant's DBE made a 54.91% Disadvantaged Business Enterprise (DBE) commitment. The current level of DBE participation is 52.46%. Based on the contract's completion level, there is a shortfall of 2.45% due to not initiating work on the last remaining task in the contract. The last task is to support the project's Final Environmental Impact Report phase, which is scheduled to begin in early 2023. The last task in the contract will activate three (3) DBE subcontractors that have not started work. These subcontractors are responsible for drilling, lab work, and design which are a priority for this contract modification. The consultant has included six (6) DBE subcontractors to perform the proposed modification.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the contract modification; however, this is not recommended as it may delay the subsequent project phases and would increase future project risks would negatively impact the overall project costs.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 5 to Contract AE51242000 with Cordoba HNTB Design Partners, Inc. for engineering activities and commence work as discussed in this report.

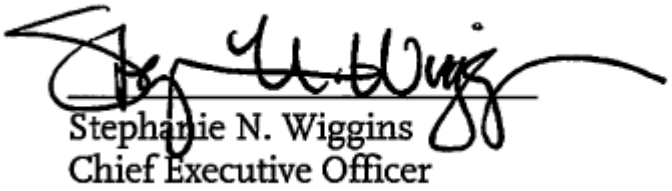
ATTACHMENTS

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

Prepared by: Jenny Cristales-Cevallos, Senior Director, Countywide Planning & Development, (213) 418-3026
Dolores Roybal Saltarelli, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3024
Allison Yoh, Executive Officer, Countywide Planning & Development, (213) 922-4812
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040

Ray Sosa, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4274
Timothy Lindholm, Deputy Chief Program Management Officer, (213) 922-7297
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN DESIGN SERVICES/AE51242000

1.	**Contract Number**: AE51242000			
2.	**Contractor**: Cordoba HNTB Design Partners, Inc.			
3.	**Mod. Work Description**: Continue advanced conceptual engineering support for high-risk project elements and extend the period of performance through 6/30/2024.			
4.	**Contract Work Description**: Advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project.			
5.	**The following data is current as of**: 12/01/2022			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/25/2018	**Contract Award Amount:**	$15,365,829
	Notice to Proceed (NTP):	11/07/2018	**Total of Modifications Approved:**	$2,190,274
	Original Complete Date:	11/06/2021	**Pending Modifications (including this action):**	$17,958,254
	Current Est. Complete Date:	06/30/2024	**Current Contract Value (with this action):**	$35,514,357
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Jenny Cristales-Cevallos		**Telephone Number**: (213) 547-4256	

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 issued to continue engineering services for high-risk project elements of the advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project. This Contract Modification also extends the period of performance from February 28, 2023 through June 30, 2024.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners, Inc. in the amount of $15,365,829 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study.

A total of 4 modifications have been executed to date.

Refer to Attachment B - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff successfully negotiated a savings of $15,402,346.

Proposal Amount	Metro ICE	Negotiated Amount
$33,360,600	$13,421,171	**$17,958,254**

The variance between the ICE and negotiated amount is due to additional design needs to be addressed based on the results of exploratory tasks included in the scope of work, such as geotechnical, utilities, and tunneling. The findings from these tasks may require revisiting and/or revising the Advanced Conceptual Engineering design to make adjustments to avoid and/or reduce key risks.

CONTRACT MODIFICATION/CHANGE ORDER LOG

EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN DESIGN SERVICES/AE51242000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Additional scoping meetings and associate work.	Approved	03/12/2020	$24,909
2	Proceed with one build alternative including additional refinements, reallocation of tasks no longer required due to withdrawal of SR60 and combined alternative from further study and extend period of performance (POP) through 11/7/22.	Approved	02/11/2021	$2,165,365
3	No cost POP extension through 12/30/22.	Approved	08/25/2022	$0
4	No cost POP extension through 2/28/23.	Approved	11/28/2022	$0
5	Continuation of advanced conceptual engineering for high-risk project elements and extend POP through 6/30/24.	**Pending**	**Pending**	$17,958,254
	Modification Total:			**$20,148,528**
	Original Contract:		10/25/2018	**$15,365,829**
	Total:			**$35,514,357**

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOT PHASE 2 PROJECT – ADVANCED CONCEPTUAL ENGINEERING (ACE)/AE51242000

A. Small Business Participation

Cordoba HNTB Design Partners, A Joint Venture (CHDP) made a 54.91% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 81% complete and the current level of DBE participation is 52.46%, representing a shortfall of 2.45%.

CHPD has a shortfall mitigation plan on file. CHPD contends that the DBE shortfall is a result of not initiating work on the last remaining task in the contract. The last task is to support the project's Final Environmental Impact Report phase, which is scheduled to begin in early 2023. The last task in the contract will activate the three (3) DBE subcontractors that have not started work. These subcontractors are responsible for drilling, traffic control, lab work, and design which are a priority for this contract modification. CHPD included six (6) DBE subcontractors to perform on the proposed modification.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor CHPD's efforts to meet and exceed its commitment.

Small Business Commitment	**DBE 54.91%**	**Small Business Participation**	**DBE 52.46%**

	DBE Subcontractors	**Ethnicity**	**% Committed**	**Current Participation[1]**
1.	Cordoba Corporation	Hispanic American	35.78%	35.26%
2.	D'Leon Consulting Engineers Corporation	Hispanic American	4.02%	3.30%
3.	Diaz Consultants, Inc.	Hispanic American	4.29%	3.65%
4.	Environmental Treatment and Technology dba Advanced Technology Laboratories	Hispanic American	0.60%	0.00%
5.	J&H Drilling, Co., Inc.	Hispanic American	0.42%	0.00%
6.	Lenax Construction Services, Inc.	Caucasian Female	2.35%	2.28%
7.	MLA Green, Inc. dba Studio-MLA	Hispanic American	1.11%	0.57%

8.	V&A, Inc.	Hispanic American	4.19%	3.88%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	2.15%	2.09%
10.	Vicus LLC	Caucasian Female	Added	1.43%
11.	Synergy Traffic Control, Inc. (formerly E-NOR Traffic Control	Black American	Added	0.00%
	Total		**54.91%**	**52.46%**

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2



Planning and Programming

January 18, 2023

Metro

Recommendation

CONSIDER:

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of $17,958,254, increasing the total current contract value from $17,556,103 to $35,514,357 and extend the period of performance from February 28, 2023 to June 30, 2024.

Engineering Activities

- Benefits of advancing engineering work:
  - Mitigate risks for the project
  - Effect on overall cost and schedule
  - Provide engineering information required to select the project delivery method

- Focus on high-risk project elements and ongoing coordination with program management on the following engineering activities:
    - Geotechnical and subsurface/tunneling analysis
    - Identification of utility conflicts
    - Hazardous material evaluation
    - Right-of-way updates

- This action is consistent with the report back provided to the Board in April 2022 (2022-0274)

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

Metro

Board Report

File #: 2022-0737, **File Type:** Policy **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - ARROYO VERDUGO SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional $3,537,374 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Projects, as shown in Attachment A;

2. Programming of an additional $8,848,631 within the capacity of Measure M MSP - Transit Projects, as shown in Attachment B;

3. Reprogramming of one previously awarded project in the Measure M MSP - Active Transportation Projects, as shown in Attachment C;

4. Inter-program borrowing and programming of $1,000,000 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Projects to the Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Projects, as shown in Attachment D; 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. All MSP funds are limited to capital projects. The update allows the Arroyo Verdugo Subregion and implementing agencies to approve new eligible projects for funding, and revise project schedule and budgets.

This update includes changes to projects that previously received prior Board approvals and funding allocations for new projects. Funds are programmed through Fiscal Year (FY) 2025-26. The Board's

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approval is required to update the project lists, which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In May 2019, the Metro Board of Directors approved Arroyo Verdugo Subregion's first MSP Five-Year Plan and programmed funds in: 1) Modal Connectivity/Complete Streets (expenditure line 62); and 2) Transit (expenditure line 65). The Subregion also identified several priority projects that were eligible for the Active Transportation and Highway Efficiency/Noise Mitigation/Arterial Projects (expenditure lines 71 and 83 - funds scheduled to be available in 2033 and 2048, respectively) and elected to borrow from the Modal Connectivity/Complete Streets and Transit Programs to advance those projects. Since the first Plan, staff provided updates to the Board in November 2020 and September 2021.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $45.6 million was forecasted for programming for Fiscal Year (FY) 2017-18 to FY 2025-26. The 2021 Board action approved programming of $28.9 million. Therefore, $16.7 million was available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA), its consultant, and the implementing agencies for this update. To confirm project eligibility and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expects the collection of these project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programming in FY 2024-25 and beyond, Metro accepted higher level, relevant project details for the review process. Through an annual process, Metro staff will work with the AVCJPA and the implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this update include additional programming and reprogramming previously approved projects in the Modal Connectivity/Complete Streets (Attachment A), Transit (Attachment B), Active Transportation (Attachment C) and Highway Efficiency/Noise Mitigation/Arterial (Attachment D) Programs.

Modal Connectivity and Complete Streets Projects (expenditure line 62)

This update includes funding adjustments to four new projects as follows:

Glendale

- Program $1,876,827 in FY 2024-25 for MM4101.08 - Honolulu Avenue Rehabilitation Project.

The funds will be used for the project's Plans Specification and Estimates (PS&E) and construction phases.

Pasadena

- Program $837,923 in FY 2024-25 for MM4101.09 - New Traffic Signals and Curb Extension at Sierra Bonita & Orange Grove. The funds will be used for the project's PS&E and construction phases.

- Program $500,000 in FY 2024-25 for MM4101.10 - Installation of Crosswalk at Washington Boulevard and Hudson Avenue. The funds will be used for the project's construction phase.

South Pasadena

- Program $322,624 in FY 2022-23 and FY 2023-24 for MM4101.11 - Pedestrian Crossing Devices. The funds will be used for the project's PS&E and construction phases.

Transit Projects (expenditure line 65)

This update includes funding adjustments to one existing and three new projects as follows:

Burbank

- Program $4,396,987 in FY 2025-26 for MM4102.07 - BurbankBus Zero Emission Bus Purchase. The funds will be used for vehicle purchases.

Glendale

- Program $2,388,773 in FY 2024-25 for MM4102.08 - Electrification of Beeline Transit Fleet. The funds will be used for the project's construction phase and vehicle purchases.

La Canada Flintridge

- Program $360,000 in FY 2024-25 for MM4102.09 - Bus Purchase for Fleet Electrification. The funds will be used for vehicle purchases.

Pasadena

- Reprogram and program an additional $1,702,871 for MM4102.04 - Purchase Replacement Buses, in FY 2019-20 and FY 2024-25. The funds will be used for vehicle purchases.

Active Transportation Projects (expenditure line 71)

This update includes funding adjustments to one existing project as follows:

Glendale

- Reprogram $5,951,587 as follows: $74,640 in FY 2020-21, $80,000 in FY 2021-22, $200,000 in FY 2022-23 and $5,596,947 in FY 2023-24 for MM4103.02 - Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale. The funds will be used for the project's PS&E and construction phases.

Highway Efficiency, Noise Mitigation and Arterial Projects (expenditure line 83)

This update includes funding adjustments to three new projects as follows:

South Pasadena

- Program $200,000 in FY 2022-23 and FY 2023-24 for MM5506.06 - Grevelia Street and Fair Oaks Avenue. The funds will be used for the project's PS&E and construction phases.

- Program $300,000 in FY 2023-24 and 2024-25 for MM5506.07 - Columbia Street Striping and Signals. The funds will be used for the project's PS&E and construction phases.

- Program $500,000 in FY 2023-24, FY 2024-25 and FY 2025-26 for MM5506.08 - Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway. The funds will be used for the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming Measure M MSP funds to the Arroyo Verdugo Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, $9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and $6.49 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The 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 operating and capital expenditures.

EQUITY PLATFORM

The Arroyo Verdugo Subregion consists of member agencies from the cities of Burbank, Glendale, La

Canada Flintridge, Pasadena, South Pasadena and the adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County. Cities within the defined Arroyo Verdugo subregional boundary of the Measure M programs contain Equity Focus Communities in jurisdictions, including Burbank, Glendale and Pasadena. 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. For example, the Orange Grove Avenue widening project described above has been presented to that jurisdiction's planning commission at least six times and project design is intended to improve traffic safety while maintaining a sidewalk pathway and planter median. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds or project schedule changes for the Measure M MSP projects for the Arroyo Verdugo Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

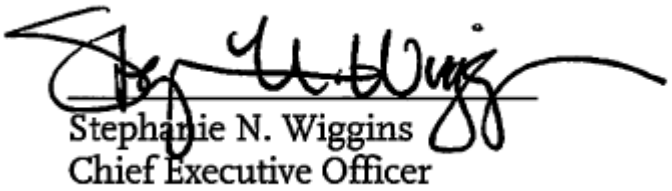
ATTACHMENTS

Attachment A - Modal Connectivity and Complete Streets Project List
Attachment B - Transit Project List

Attachment C - Active Transportation Project List
Attachment D - Highway Efficiency, Noise Mitigation and Arterial Project List

Prepared by: Fanny Pan, Deputy Executive Officer, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Modal Connectivity and Complete Streets Projects (Expenditure Line 62)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Glendale	MM4101.08	Honolulu Avenue Rehabilitation Project *	PS&E Construction	new	$ -	$ 1,876,827	$ 1,876,827					$ 1,876,827	
2	La Canada Flintridge	MM4101.02	Foothill Blvd. Link Bikeway and Pedestrian Greenbelt	Construction		953,919	-	953,919		953,919				
3	Pasadena	MM4101.03	Avenue 64 Complete Street Project	PS&E Construction		1,800,000	-	1,800,000	300,000	1,500,000				
4	Pasadena	MM4101.04	North Hill Complete Street Project	PS&E Construction		1,500,000		1,500,000	535,020	600,000	364,980			
5	Pasadena	MM4101.06	Pedestrian Crossing Enhancement Program	Construction		236,148		236,148				236,148		
6	Pasadena	MM4101.07	New Traffic Signals for Pedestrian Connectivity	Construction		683,000		683,000				683,000		
7	Pasadena	MM4101.09	New Traffic Signals and Curb Extension at Sierra Bonita & Orange Grove *	PS&E Construction	new	-	837,923	837,923					837,923	
8	Pasadena	MM4101.10	Installation of Crosswalk at Washington Boulevard and Hudson Avenue *	Construction	new	-	500,000	500,000					500,000	
9	South Pasadena	MM4101.11	Pedestrian Crossing Devices	PS&E Construction	new	-	322,624	322,624			200,000	122,624		
			Total Programming Amount			**$ 5,173,067**	**$ 3,537,374**	**$ 8,710,441**	**$ 835,020**	**$ 3,053,919**	**$ 564,980**	**$ 1,041,772**	**$ 3,214,750**	**$ -**

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

ATTACHMENT B

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Transit Projects (Expenditure Line 65)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Burbank	MM4102.01	BurbankBus State of Good Repair - Bus Replacement	Vehicle Purchase		$ 1,800,000		1,800,000		$ 1,800,000				
2	Burbank	MM4102.07	BurbankBus Zero Emission Bus Purchase *	Vehicle Purchase	new	-	4,396,987	4,396,987						4,396,987
3	Glendale	MM4102.02	Beeline Maintenance Facility	Construction		4,426,000		4,426,000	4,426,000					
4	Glendale	MM4102.03	Beeline Replacement Buses (CFP# F9435)	Vehicle Purchase		832,051		832,051	832,051					
5	Glendale	MM4102.06	Beeline Bus Purchase and Bus-Related Infrastructure *	Vehicle Purchase		2,316,963		2,316,963				2,316,963		
6	Glendale	MM4102.08	Electrification of Beeline Transit Fleet *	Vehicle Purchase Construction	new	-	2,388,773	2,388,773					2,388,773	
7	La Canada Flintridge	MM4102.09	Bus Purchase for Fleet Electrification *	Vehicle Purchase	new	-	360,000	360,000					360,000	
8	Pasadena	MM4102.04	Purchase Replacement Buses	Vehicle Purchase	chg	5,370,015	1,702,871	7,072,886	700,000				6,372,886	
			Total Programming Amount			**$ 14,745,029**	**$ 8,848,631**	**$ 23,593,660**	**$ 5,958,051**	**$ 1,800,000**	**$ -**	**$ 2,316,963**	**$ 9,121,659**	**$ 4,396,987**

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

ATTACHMENT C

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Projects (Expenditure Line 71)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Burbank	MM4103.01	Victory Blvd. Connectivity Gap Closure and Transit Enhancements - Between Downtown Burbank Metrolink station and Alameda Ave.	PS&E ROW Construction	compl	$ 3,000,000	$ -	$ 3,000,000	$3,000,000					
2	Glendale	MM4103.02	Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale	PS&E Construction	chg	5,951,587		5,951,587	74,640	80,000	200,000	5,596,947		
			Total Programming Amount			**$8,951,587**	**$ -**	**$8,951,587**	**$3,074,640**	**$ 80,000**	**$ 200,000**	**$5,596,947**	**$ -**	**$ -**

ATTACHMENT D

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency, Noise Mitigation and Arterial Projects (Expenditure Line 83)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	South Pasadena	MM5506.06	Grevelia Street and Fair Oaks Avenue	PS&E Construction	new	-	200,000	200,000			50,000	150,000		
2	South Pasadena	MM5506.07	Columbia Street Striping and Signals	PS&E Construction	new	-	300,000	300,000				50,000	250,000	
3	South Pasadena	MM5506.08	Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway	PS&E Construction	new	-	500,000	500,000				50,000	100,000	350,000
			Total Programming Amount			**$ -**	**$ 1,000,000**	**$ 1,000,000**	**$ -**	**$ -**	**$ 50,000**	**$ 250,000**	**$ 350,000**	**$ 350,000**

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

File #: 2022-0838, **File Type:** Project **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the Transportation Communication Network (TCN) Project;

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;

C. ADOPTING, in accordance with CEQA, the:
1. Findings of Fact;
2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

The Metro Transportation Communication Network (TCN) Project proposes a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety, and provide revenue generation for transportation programs. Metro, as the Lead Agency, prepared and circulated for public comment a Draft Environmental Impact Report (Draft EIR). The public comment period closed on October 24, 2022. The Final EIR, Findings of Fact and Mitigation Monitoring and Reporting program are located at www.metro.net/tcn <http://www.metro.net/tcn>. Staff is recommending the Board adopt and certify the Final EIR.

BACKGROUND

Real Estate, ITS, Communications and Metro's partner, Allvision, have been collaborating to

implement a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety, and provide revenue generation for transportation programs. The desired outcome is to create a comprehensive communication network. The locations of the proposed TCN Structures include 33 freeway-facing and 20 non-freeway-facing locations within the City of Los Angeles (City) (see Attachment A).

Pursuant to Board Action (File# 2021-0062) on March 24, 2021, Metro staff and County Counsel negotiated a Memorandum of Agreement (MOA) with the City for the Metro TCN on Metro property within the City of Los Angeles. The City Council approved the MOA on December 16, 2021, and it was executed on January 12, 2022.

Metro is the Lead Agency for CEQA, and the City is a Responsible Agency. On April 18, 2022, Metro issued a Notice of Preparation (NOP) to commence the formal process for the EIR. The Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022.

DISCUSSION

California Environmental Quality Act (CEQA)

As the Lead Agency, Metro prepared the "Transportation Communication Network" EIR in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines.

Project Analyzed Under the EIR

Metro proposes to implement the TCN Program which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City. Implementation of the Project will include the installation of up to 33 Freeway-Facing TCN Structures and 20 Non-Freeway Facing TCN Structures all on Metro-owned property (see Attachment A). The total maximum amount of digital signage associated with the TCN Structures would be up to approximately 53,000 square feet.

As part of the TCN Program, a take-down component would be implemented including the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premises static displays. Signage to be removed would include, at a minimum, approximately 200 off-premises static displays located within the City of Los Angeles.

As part of the Project, the City must amend the City's sign regulations in Chapter I of the Los Angeles Municipal Code (LAMC) to create a mechanism to review and approve the TCN Structures Zoning Ordinance and associated static display take-down program.

The site locations for the TCN Structures are located within property owned and operated by Metro along freeways and major streets within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. The Site locations for the TCN Structures are generally designated and zoned as commercial, public facilities, and

manufacturing uses. None of the site locations are zoned for residential use.

Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives were identified in the EIR:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

Notice of Preparation, Scoping Meeting, and AB52 Consultation

On April 18, 2022, a Notice of Preparation (NOP) was published, which included an Initial Study determining that a Draft EIR would be needed to evaluate potentially significant impacts to: Aesthetics, Air Quality, Biological Resources, Cultural and Historic Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.
Two virtual scoping meetings were held on Thursday, May 19, 2022, at 5:00 pm and Saturday, May 21, 2022, at 10:00 am. Following the scoping sessions, the scoping comment period was open for 45 days (versus the minimum required 30 days). In addition to the required public agency notifications, public notifications were placed in the Los Angeles Times, a digital/internet marketing effort was

focused on areas around each location, and 17,247 postcards, which included the scoping meeting information, were mailed to all properties within a 750-foot radius around each location. During the scoping period, LACMTA received six (6) comments/responses from the public and government agencies. The NOP and details of the scoping meetings can be found at the project website: www.metro.net/TCN <http://www.metro.net/TCN>
As part of the CEQA process, Assembly Bill 52 (2014) requires Lead Agencies to follow certain procedures to consult with Native American tribes that are traditionally and culturally affiliated with the area of a proposed project to identify and address potential adverse impacts to tribal cultural resources. Pursuant to AB 52, staff initiated the tribal consultation process in May 2022 and continued through October 2022Metro received comments from the Gabrielino Band of Mission Indians - Kizh Nation, the Gabrielino Tongva Indians of California, the Gabrielino Tongva Tribe, and the Santa Ynez Band of Chumash Indians. Consultations were held via meetings and correspondence in July and August 2022 and continued through the Draft EIR public comment period. Metro completed the consultation process with preparation of responses to comments on the Draft EIR.

Notice of Availability of the Draft EIR and Public Comment

The Notice of Availability (NOA) of the Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022. The NOA was mailed to 17,247 mailboxes consisting of residents, property owners, and business owners within a 750-foot radius around each location. Additionally, a legal ad containing the NOA was placed in the Los Angeles Times on September 9, 2022.

As the lead agency, Metro conducted virtual community meetings on October 6 and 7, 2022, to accept public comments on the Draft EIR. In general, comments received during the Draft EIR public comment period and at the community meetings consisted of concerns regarding the proposed takedown ratio of existing static displays to the installation of digital displays, traffic safety, advertising content, and potential lighting impacts to environmentally sensitive resources and residences.

In addressing the takedown ratio, the EIR allows for a takedown ratio of at least 2 to 1 square feet of static displays, however, the final takedown ratio will be determined as part of the City's consideration of the ordinance.

Regarding traffic safety, the Federal Highway Administration conducted an independent investigation (*Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs (CEVMS), 2012)* on the effect of digital displays on drivers. In summary, the study found that drivers still dedicated their visual attention to driving, with minimal fixations on CEVMS, billboards, and/or other objects.

Regarding advertising content, the Project would adhere to Metro's System Advertising Content Restrictions which prohibits the advertisement of alcohol, smoking, and cannabis, as well as any content containing violence, obscenities, and other related subject matters.

Regarding lighting impacts, a project design feature has been incorporated into the Project that requires state of the art louvers or other equivalent design features to be incorporated into the design of TCN Structures FF-13, FF-14, FF-25,_and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west

of Culver Boulevard, does not exceed 0.02 footcandles. In addition, the proposed TCN Structure FF-29, located near the Ballona Wildlife Reserve has been removed from the staff-recommended Project, along with two other signs.

Because Metro will own the TCN Structures, Metro has control over all advertising content, lighting, and can choose to remove TCN Structures at any time.

Several comments in support of the project were also received from members of the public, specifically supporting the reduction and replacement of static displays with digital displays to generate revenue for public transportation improvements.

Agency comment letters on the Draft EIR were received from four (4) agencies including California Department of Transportation (Caltrans), South Coast Air Quality Management District, Los Angeles County Fire, and Los Angeles County Sheriff's Department. Specifically, comments from Caltrans acknowledged that the TCN Structures would be compliant with all Caltrans regulations regarding the placement of outdoor advertisement displays visible from California highways.

The community outreach program conducted a thorough and meaningful outreach to City of Los Angeles residents and businesses. This ensured that residents, business owners, neighborhood groups, and others had adequate and comprehensive opportunities to understand the program, ask questions about it, and provide their feedback. Key stakeholder groups such as neighborhood councils, business organizations, community-based organizations, transportation organizations, and the Los Angeles/Orange Counties Building and Construction Trades Council.

In addition to soliciting feedback virtually through surveys, Allvision engaged in a digital outreach effort that utilized social media, search, and geo-fenced targeting that provided opportunities for feedback and ensured awareness of virtual and in-person community meetings. An additional email was released the last week in September reminding the public of the comment period.

Draft EIR Analysis

Below is a list of some of the key determinations that were included in the Draft EIR analysis. The Draft EIR Project Description included three Site Locations in addition to the Site Locations staff recommends for approval. The Project's impacts will therefore be slightly less than reported in the Draft EIR:

- *Impacts Considered Less than Significant*: The Initial Study determined that the Project had the potential to result in significant impacts to a number of CEQA resource areas. However, upon further examination, the Draft EIR found that the Project would result in a "less than significant" impact with no mitigation required for: Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Transportation, and Electric Power.

- *Impacts Considered Less than Significant with Mitigation Measures Incorporated*: The Draft EIR found that impacts to Biological Resources, Archaeological Resources, Paleontological Resources, Hazards, and Hazardous Materials, Noise, and Tribal Cultural Resources would be reduced to a "Less Than Significant Level" with mitigation measures incorporated. With the mitigation measures identified in the EIR, the Project was found to

be less than significant in these CEQA resource areas.

- *Impacts Considered Significant and Unavoidable:* The Draft EIR found that the Project would have "Significant and Unavoidable" environmental impacts related to a subset of the TCN Structures for the following resource areas: Aesthetics, Historical Resources, and Land Use and Planning. Specifically, the Project would be inconsistent with the goals and policies of the Central City North, Central City, and North Hollywood-Valley Village Community Plans regarding historic resources and visual impacts at four of the Site Locations (Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) and would result in significant impacts associated with views, visual character, and setting of historical resources. Additionally, the Project would also be inconsistent with Palms - Mar Vista - Del Rey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Locations FF 29, which is not currently proposed as part of the Project, and FF 30). Review of potential measures to reduce the Project's significant impacts, such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Rather, the primary way to substantially reduce these impacts would be to eliminate or relocate the subset of the Site Locations that are associated with these significant and unavoidable impacts. The EIR included Alternatives that would eliminate the significant and unavoidable impacts.

Alternatives

The EIR analyzed the following three alternatives:

- Alternative 1, No Project Alternative: Alternative 1 assumes that the Project would not be approved, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.

- Alternative 2, Elimination of Impacts Relating to Historical Resources: Alternative 2 would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.

- Alternative 3, Elimination of All Project Significant and Unavoidable Impacts: Alternative 3 assumes that the Project would eliminate Site Locations NFF-2, NFF-3, NFF-16, and NFF-21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms-Mar Vista-Del Rey Community Plan. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an

overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.

As part of its consideration of the CEQA Findings of Fact for the TCN Program, the Board will determine whether the Alternatives are feasible, which will include an evaluation of whether and how each Alternative would fulfill the Project Objectives described above. The No Project Alternative would not fulfill any of the Project Objectives.

Alternatives 2 and 3 would fulfill some of the Project Objectives, but substantially less effective than the Project. Because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data, and Metro vanpool on demand services at the same time, Alternatives 2 and 3 would result in fewer people having access to public safety notifications provided by the TCN Program. Alternatives 2 and 3 would reduce funding for new and expanded transportation programs.

Staff therefore, recommends the Board approve the full Project as described in Exhibit B, Finding of Facts.

City of Los Angeles Ordinance

The TCN Program is contingent on the adoption of a Zoning Ordinance by the City. The proposed Zoning Ordinance would amend the City's sign regulations in Chapter I of the LAMC to authorize the TCN Structures. On June 28, 2022, the City Council passed the motion to draft the ordinance.

The proposed Zoning Ordinance would create a mechanism for the review and approval of the TCN Structures; would not authorize new signage other than the TCN Structures; and would address the time, manner, and place aspects of the TCN Program, including the allowable locations, size and height limitations, urban design requirements, and applicable community benefits including take-down requirements for the removal of existing static off-premises signs.

The proposed Zoning Ordinance would not otherwise change the existing regulations for signs, including off-site and digital signage, in the City. Based on the above, the anticipated development from the Zoning Ordinance would be limited to the 53 TCN Structures as depicted in Attachment A, as well as the take-down of approximately 200 static displays located within the City.

The adoption of a Zoning Ordinance includes the drafting of said ordinance, a public hearing, review, and recommendation by the City's Planning Commission, and consideration and adoption by the City Council.

FINANCIAL IMPACT

The TCN will generate additional revenue for public transportation purposes. No capital expenditure

by Metro is required. Metro's partner, Allvision, is responsible for the upfront costs of the CEQA process, which will then be reimbursed from the future revenue stream, if the network is approved.

Until the Board and the City take final action on the project, the precise number of structures is not certain. Rough order of magnitude revenue estimates is between $300-$500 million over the initial 20 -year term.

Impact to Budget

There is no impact to the Budget.

EQUITY PLATFORM

Communities have struggled with the blight of static billboards, which more often plague underserved communities and communities of color. The TCN will help reduce blight and readjust this imbalance by removing approximately 200 static sign faces located on 82 Metro-owned properties within the City. The 82 locations that will be part of the take down program include 47 properties (or 57% of all take downs) within Equity Focus Communities (EFCs). Whereas only 17 (32%) of the 53 proposed TCN Structure locations are in EFCs.

The MOA stipulates that the use of funds by the City be directed toward improving transportation, including projects that are consistent with Metro's Vision 2028 Plan and complement existing City goals. The MOA also notes that projects may include those that promote pedestrian and cyclist safety in the general vicinity of transit stops and that benefit bus riders in the City, with a focus on low-income, persons of color in Metro's defined EFCs. Bus ridership in Los Angeles is disproportionately low-income (median income of under $18,000), Latinx, Black, or Indigenous, and essential service workers.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The TCN will yield enhanced communication and support, as well as revenues, resulting in:

- Goal 1: High quality mobility options for all
- Goal 3: Enhancing communities and lives
- Goal 4: Transform LA County through collaboration and leadership.

NEXT STEPS

If the Metro board certifies the EIR and approves the Project, the City will consider the adoption of an ordinance that would amend the LAMC to authorize the TCN Structures. As part of that process, Metro in partnership with the City will continue community outreach on the proposed ordinance.

The outdoor advertising companies will be engaged to discuss potential additional takedowns within the City.

ATTACHMENTS

Attachment A - Locations
Attachment B - Findings of Fact
Attachment C - Mitigation Monitoring and Reporting Program
Attachment D - Notice of Determination

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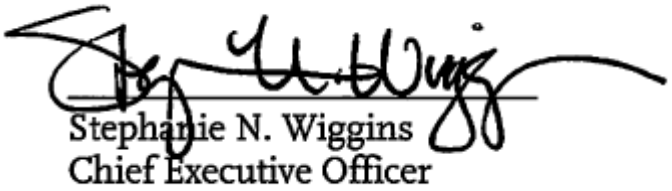


Stephanie N. Wiggins
Chief Executive Officer

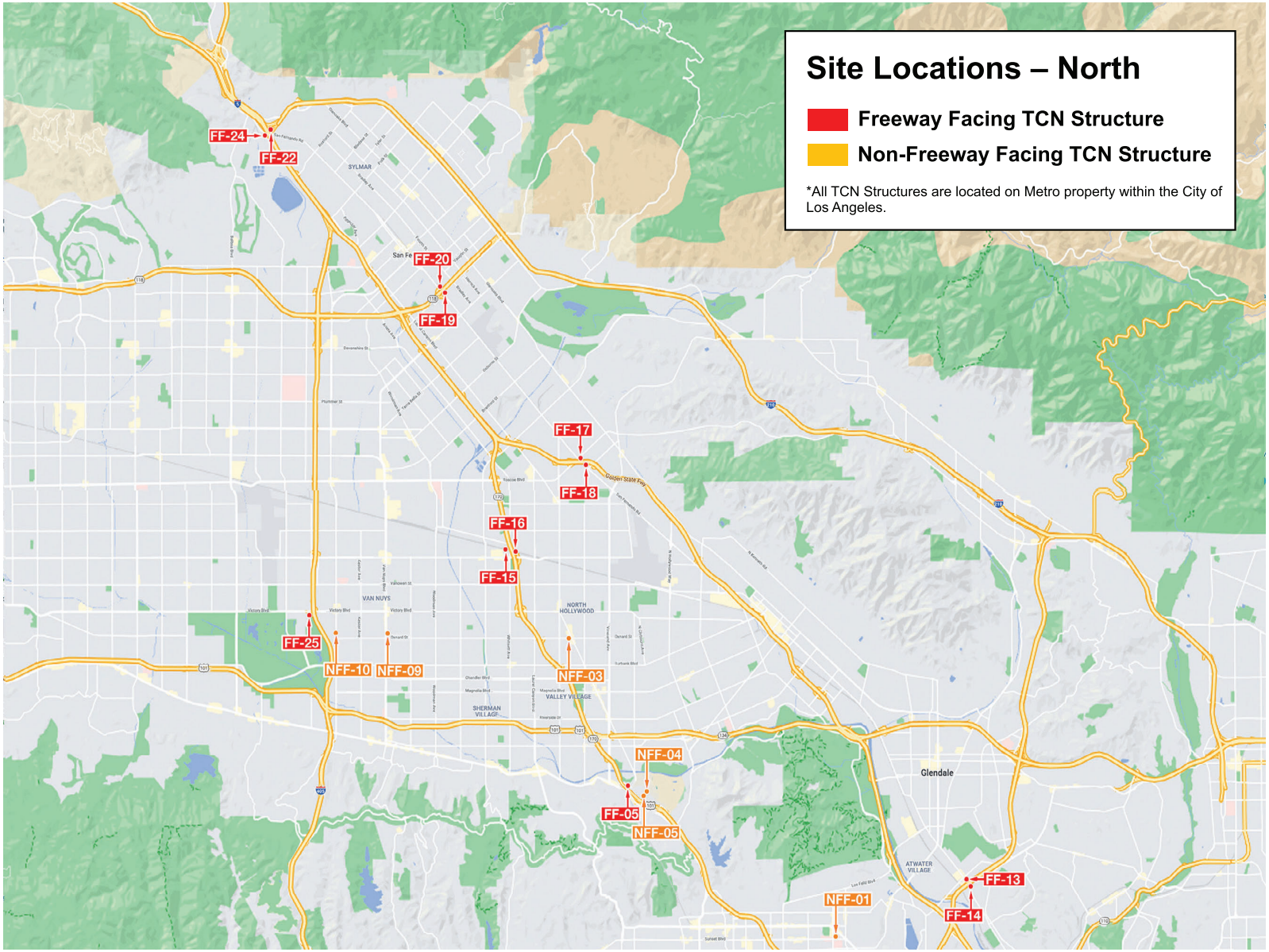
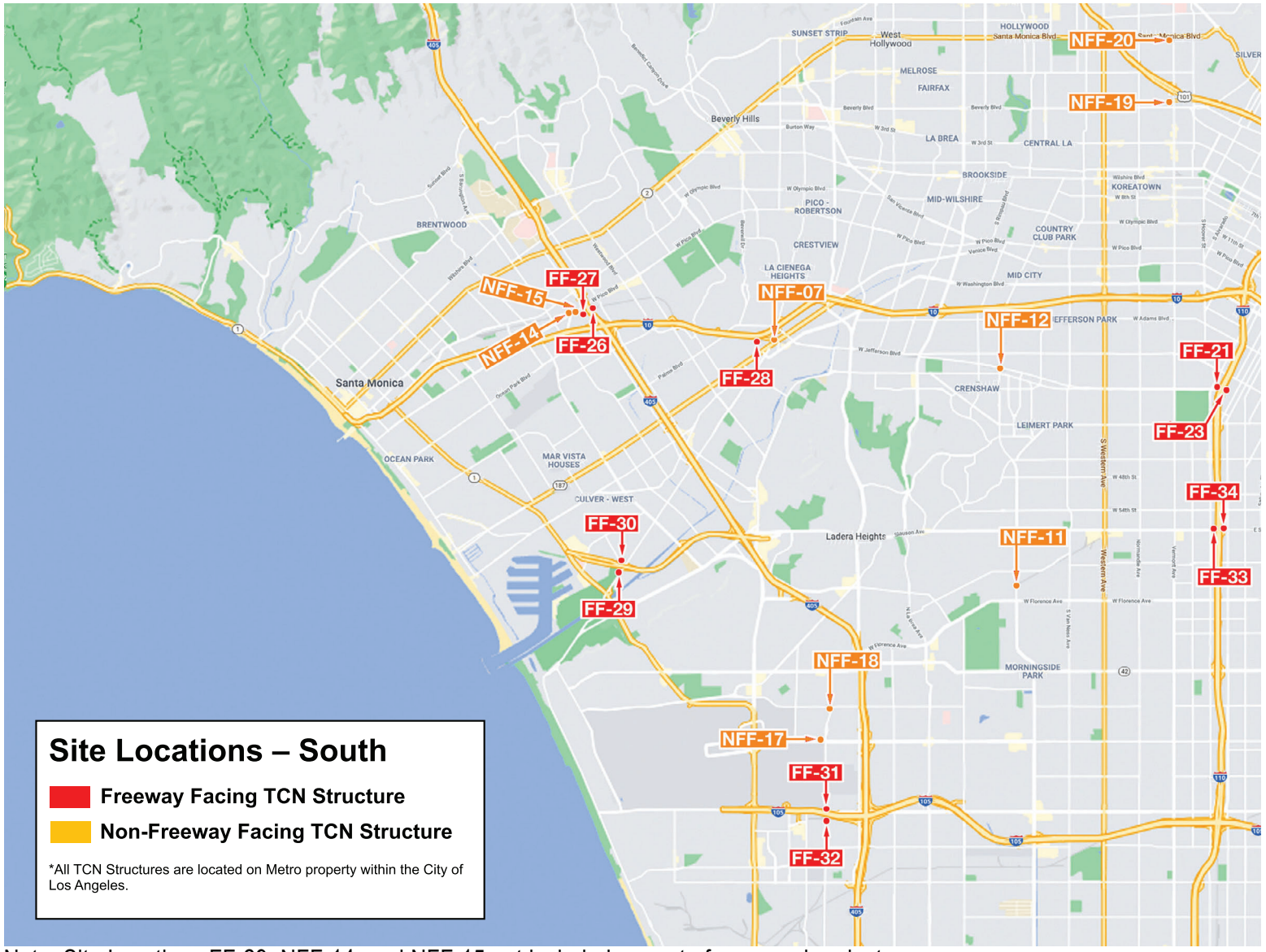


Figure -1

Regional Project Location Map – North

Source: ALLVISION, 2022.



Note: Site Locations FF-29, NFF-14, and NFF-15 not included as part of approved project.

Figure -2

Regional Project Location Map – South

Source: ALLVISION, 2022.



Figure -3

Regional Project Location Map – Downtown

Source: ALLVISION, 2022.

ATTACHMENT B

Findings of Fact

Pursuant to CEQA Guidelines Section 15091 and Public Resources Code Section 21081

Transportation Communication Network Program

January 2023

Metro

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ABBREVIATIONS/ACRONYMS

AB ..... Assembly Bill
ACM ..... Asbestos-containing material
AQMP ..... Air Quality Management Plan
BMPs ..... Best Management Practices
BSA ..... Biological Study Area
CAAP ..... Climate Action and Adaptation Plan
CAFE ..... Corporate Average Fuel Economy
CALGreen ..... California Green Building Standards
Caltrans ..... California Department of Transportation
CARB ..... California Air Resources Board
CCR ..... California Code of Regulations
CDFW ..... California Department of Fish and Wildlife
CEQA ..... California Environmental Quality Act
City ..... City of Los Angeles
CO ..... Carbon Monoxide
COC ..... Chemicals of Concern
County ..... Los Angeles County
EIR ..... Environmental Impact Report
ESA ..... Environmentally Sensitive Area
FF ..... Freeway-Facing
FTA ..... Federal Transit Administration
General Plan ..... City of Los Angeles General Plan
GHG ..... Greenhouse Gases
HASP ..... Health and Safety Plan
LADBS ..... Los Angeles Department of Building and Safety
LADOT ..... Los Angeles Department of Transportation
LADWP ..... Los Angeles Department of Water and Power
LAMC ..... Los Angeles Municipal Code
LBP ..... Lead-Based Paint
LED ..... Light-Emitting Diode
Metro ..... Los Angeles County Metropolitan Transportation Authority
Mobility Plan ..... Mobility Plan 2035
MRDC ..... Metro Rail Design Criteria
MMRP ..... Mitigation Monitoring and Reporting Program
NAHC ..... Native American Heritage Commission
OHP ..... Office of Historic Preservation
PAHs ..... Polynuclear Aromatic Hydrocarbons
PCE ..... Percholroethylene
PM2.5 ..... Fine Particulate Matter ≤ 2.5 Microns
PM10 ..... Particulate Matter ≤ 10 Microns
PPE ..... Personal Protective Equipment
ppm ..... Parts Per Million

PQS ..... Professional Qualifications Standards
PRC ..... Public Resources Code
RIITS ..... Regional Integration of Intelligent Transportation Systems
RTP/SCS ..... Regional Transportation Plan/Sustainable Communities Strategy
RWQCBs ..... Regional Water Quality Control Boards
SB ..... Senate Bill
SCAG ..... Southern California Association of Governments
SCAQMD ..... South Coast Air Quality Management District
SHPO ..... State Historic Preservation Officer
SLs ..... Screening Levels
SMP ..... Soil Management Plan
SOI ..... Secretary of the Interior
State ..... State of California
SWCA ..... SWCA Environmental Consultants
TAC ..... Toxic Air Contaminant
TCE ..... Tetrachloroethylene
TCN ..... Transportation Communication Network
TCR MMP ..... Tribal Cultural Resource Mitigation and Monitoring Program
TPHd ..... Total Petroleum Hydrocarbons as Diesel
TPHg ..... Total Petroleum Hydrocarbons as Gasoline
TPHo ..... Total Petroleum Hydrocarbons as Oil
U.S. ..... United States
USACE ..... United States Army Corp of Engineers
USFWS ..... United States Fish and Wildlife Service
UST ..... Underground Storage Tank
Vision Plan ..... Metro 2028 Vision Plan
VMT ..... Vehicle Miles Traveled
VOC ..... Volatile Organic Compound
WEAP ..... Worker Environmental Awareness Program
WOS ..... Waters of the State

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the proposed Transportation Communication Network (TCN) Program (Project or TCN Program) would result in significant unavoidable impacts related to aesthetics, cultural resources, and land use and planning, and no feasible mitigation measures were identified to mitigate these impacts. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter IV. MMRP of the Final Environmental Impact Report (EIR) and is provided as Attachment C to the January Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final EIR:

1) Has been completed in compliance with the CEQA;

2) The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Project; and

3) The Final EIR reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

Section 3.	A brief description of the Project and its objectives
Section 4.	Statutory requirements of the findings and a record of proceedings
Section 5.	Significant impacts of the Project that cannot be mitigated to a less-than-significant level
Section 6.	Potentially significant impacts of the Project that can be mitigated to a less-than-significant level
Section 7.	Environmental impacts that are less than significant
Section 8.	Environmental resources to which the Project would have no impact
Section 9.	Potential cumulative impacts
Section 10.	Alternatives analyzed in the evaluation of the Project and findings on mitigation measures

Section 11. Statement of Overriding Considerations

3. PROJECT DESCRIPTION AND OBJECTIVES

The Project would provide a network of structures with digital displays (TCN Structures) that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles (City). The specific objectives of the project are:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

Section II, Project Description, of the EIR, described and analyzed, of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures on Metro-owned property shown in Tables 1 and 2 below. The total amount of TCN Structure digital signage as described in the

Draft EIR would be a maximum of approximately 55,000 square feet. The TCN Program would also include the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays within the City. The new TCN Structures would use intelligent technology to improve roadway efficiency and increase public safety and communication, while also generating advertising revenue for both Metro and the City.

The TCN Structures would be equipped with Metro's Regional Integration of Intelligent Transportation Systems (RIITS), which provides comprehensive real-time information among freeway, traffic, transit, and emergency systems and across various agencies. This information would be used to improve traffic and transportation systems and to disseminate information regarding roadway improvements and emergency events. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. All information received from these additional cameras would only be used for mass traffic data, and no personal or private information would be collected or used. Additionally, the TCN Program would be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.

The TCN Structures would increase roadway efficiency by aiding traffic signal timing, micro-transit data, and Metro vanpool on-demand services. It would also improve the experience of bus passengers by facilitating transit signal priority, boosting bus wi-fi, and relaying accurate bus arrival time information. Finally, the TCN Program would enable data collection during large events in the City, to minimize congestion and provide parking information.

The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. The TCN Structures would follow Metro's Advertising Content Guidelines. Off-site advertising would include information related to a business, commodity, industry or other activity which is sold, offered or conducted elsewhere than on the premises upon which the TCN Structure is located.

As part of the Project, the City would need to amend its sign regulations in Chapter I of the Los Angeles Municipal Code (the Zoning Code) to create a mechanism for reviewing and approving the TCN Structures (Zoning Ordinance) and the static display removals. The Zoning Ordinance, and other potential associated Zoning Code and General and/or Specific Plan amendments, would create a new class of signage for the TCN Structures given their unique attributes and intelligent technology.

Tables 1 and 2 below describe the Site Locations as described in the EIR for freeway facing TCN structures, and non-freeway facing TCN structures, respectively. The Project as approved by Metro's Board does not include Site Locations FF-29, NFF-14, and NFF-15. In addition, the Project as approved by Metro's Board specifies that two existing static billboards in the vicinity of FF-30 and the Ballona Wetlands will be removed as part of the Project take-down program. Metro finds that the impacts of the Project with these modifications were adequately analyzed in the EIR, and that these modifications will reduce impacts as compared to the Project described in the EIR and in the description of impacts below.

Table 1
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-29	2	SR-90 East at Culver Boulevard	4211007907	672 (2)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80

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sf = square feet

ft = feet

Source: Eyestone Environmental, 2022.

Table 2
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-14	2	Pico Boulevard and Exposition Boulevard, South of rail	4260025902	300 (1)	10	30	30
NFF-15	2	Pico Boulevard, 445 feet West of Sawtelle Boulevard	4260039906	300 (1)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30

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sf = square feet

ft = feet

Source: Eyestone Environmental, 2022.

4. STATUTORY REQUIREMENTS

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [CEQA Finding 1]

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. [CEQA Finding 2]

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. [CEQA Finding 3]

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Project.[1]

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant impacts on the environment.[2] CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable the lead agency is required to prepare a Statement of Overriding Considerations.

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents

[1] CEQA Guidelines Section 15091 (a) and (b).
[2] Public Resources Code Section 21081 (b).

which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Project;
- The Draft EIR dated September 2022, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter II, Responses to Comments, of the Final EIR);
- The Final EIR dated November 2022 including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter IV of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Project;
- All actions of Metro with respect to the Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project would be significant and unavoidable.

5.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would have significant impacts related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista; and
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

Impacts. *Scenic Vistas:* As discussed more fully in Section IV.A, Aesthetics, Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not have significant impacts on scenic vistas. However, the Project would include four TCN Structures (at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) that would be in close proximity to five historical resources (the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044)). While these TCN Structures would not physically impact these historical resources, they would impede visibility of and thus detract from the character defining features of these five historical resources. Although these historical resources are located within urban areas where public views of these historical resources are affected by existing infrastructure and buildings, the proposed TCN Structures would further contribute to the urban visual components surrounding the historical resources. As such, the Project would result in a substantial adverse effect on a scenic vista, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate this aesthetic impact, it determined that such modifications would not materially reduce this impact. Thus, no feasible mitigation measures have been identified to mitigate this impact.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that impacts to aesthetic resources related to scenic vistas would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. *Existing Visual Character and Quality of Public Views:* Most TCN Structures would not significantly impact visual character or public views. As discussed above, however, the TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would detract from the character defining features of five historical resources. Thus, the Project would have significant impacts on the existing visual character and quality of public views in the vicinity of those historical resources.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to visual character and quality of public views would be significant. No feasible mitigation measures exist to mitigate the impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. *Conflicts with Plans, Policies, and Regulations Governing Scenic Quality:* Most of the TCN Structures would not conflict with plans, policies, and regulations governing scenic quality. However, as discussed in Section IV.A, Aesthetics, Section VI, Other CEQA Considerations, and Appendix I, Land Use, of the Draft EIR, Site Locations NFF-2, NFF-3, NFF-16 and NFF-21 would be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project as described in the EIR would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Location FF-29 and FF-30). Thus, the project conflicts with applicable plans, policies, and regulations governing scenic quality, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3. Appendix I, Land Use, to the Draft EIR, pages 21–50.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to conflicts with plans, policies, and regulations governing scenic quality would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would have significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

Impact. *Historical Resources:* As discussed above and in Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not significantly impact historical resources; however, the Project would result in visual impacts to five historical resources, including the North Spring Street Bridge (Caltrans Bridge No.

53C0859), the Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044). Such impacts are specifically associated with Site Locations NFF-2, NFF-3 NFF-16, and NFF-21. These Site Locations are within immediate proximity of these historical resources, and the Project would likely result in permanent and unavoidable visual impacts by fundamentally affecting the integrity of setting and feeling. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. As such, these impacts to historical resources would be significant.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-2 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate the cultural impacts to historical resources, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to cultural resources related to historical resources would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.3 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would have significant impacts related to land use and planning with respect to the following significance threshold:

- Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Impacts. As discussed more fully in Section IV.I, Land Use and Planning, and Section VI, Other CEQA Considerations, of the Draft EIR, the Project would not conflict with most of the goals, policies, and objectives in state, regional, and local plans that were adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the Project would not overall conflict with environmental policies of or impede implementation of the Coastal Act, SCAG's 2020-2045 RTP/SCS, Metro's Vision Plan, the Mobility Plan and most of the policies set forth in the General Plan, including the Community Plans. However, the Project would conflict with a few goals and policies related to historical and aesthetic resources associated with Site Locations NFF-2. NFF-3, NFF-16 and NFF-21 in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan's Conservation Element policies related to historical resources. In addition, the Project as described in the EIR would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site

advertising within coastal areas due to Site Location FF-29 and FF-30. As such, these impacts related to conflicts with applicable plans, policies, and regulations would be significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, pages IV.I-13 through IV.I-26. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-3.

Mitigation Measures.

Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, there are no feasible measures that would mitigate these impacts to less-than-significant levels.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to land use and planning would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are potentially significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Project.

6.1 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in potentially significant impacts related to biological resources with respect to the following significance thresholds:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact. *Candidate, Sensitive, and Special Status Species:* As discussed more fully in Section IV.C of the Draft EIR, the Project has the potential to impact 14 special-status wildlife species and 5 special-status plant species through construction activities, habitat removal, and the addition of new TCN structures within suitable habitat areas. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1** through **BIO-MM-4**, set forth below, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: **Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays).** The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species:

- Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors)) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities.
- The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife

species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species.

- Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species.
- The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency.

- The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible.
- The Project biologist shall request that the contractor halt work, if necessary, and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies.
- The Project biologist shall inspect the Site Location footprint immediately prior to, and during, construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies.
- ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro.
- No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points.
- The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements.

BIO-MM-2: **Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays)** If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities.

BIO-MM-3: **Avoid impacts on Least Bell's Vireo, if present (Applicable to Site Locations FF-29 and FF-30)** Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell's Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell's Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.

BIO-MM-4: **Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays)** A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required.

If suitable habitat is determined to be present:

- A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures' and vegetation's use for bat roosting and bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys.
- If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as:

- Temporary Exclusion. If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.

If a roost is detected but would only be subject to indirect impacts:

- Daytime Work Hours. All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1** through **BIO-MM-4,** the Project's impacts to biological resources related to candidate, sensitive, and special-status species would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. *Riparian Habitat and Other Sensitive Natural Communities:* As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in two Site Locations could interfere with sensitive vegetation communities. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: **Implement Biological Resource Protection Measures during Construction** (See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to riparian habitat and other sensitive natural communities would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Wetlands:* As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in eight site locations could have indirect impacts to downstream aquatic resources if fill or hazardous materials were to spill into nearby waterways. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: **Implement Biological Resource Protection Measures during Construction** (See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to wetlands would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Movement of Wildlife Species, Migratory Corridors, and Wildlife Nursery Sites:* As discussed more fully in Section IV.C of the Draft EIR, static display removal could interfere with bird nesting. Additionally, there could be impacts to wildlife that stray from ordinary migratory corridors and pass closer to Project construction or operations. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM**-4, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: **Implement Biological Resource Protection Measures during Construction** (See above)

BIO-MM-2: **Avoid Impacts on Migratory and Nesting Birds** (See above)

BIO-MM-4: **Avoid Potential Impacts on Special-Status Bats** (See above)

Finding. The potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM-4,** the Project's impacts to biological resources related to movement of wildlife species, migratory corridors, and wildlife nursery sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

6.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would create potentially significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

Impact. *Archaeological Resource:* As discussed more fully in Section IV.D of the Draft EIR, the Project would include excavations to a maximum depth of approximately 50 feet below ground surface. As a result, unknown archaeological resources at the Site Locations could potentially be impacted. Mitigation Measure CUL-MM-1, as set forth below, would be implemented to mitigate these impacts to a less-than-significant level.

Reference. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64.

Mitigation Measures

CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part

of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.

Finding. The potential impacts to archaeological resources would be mitigated by requiring a qualified archeologist to oversee construction activities. For the reasons set forth above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **CUL-MM-1**, the Project's impacts to cultural resources related to archaeological resources would be mitigated to less-than-significant levels. Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.3 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would create potentially significant impacts related to geology and soils with respect to the following significance threshold:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact. *Paleontological Resources:* As discussed in Section IV.F of the Draft EIR, the Project would include excavations up to 50 feet below grade in soils that could be conducive to preserving vertebrate fossils. It is possible that paleontological resources may be encountered during grading and drilling operations within the Site Locations. Therefore, potential impacts to unique paleontological resources would be potentially significant. To minimize these impacts to a less-than-significant level, Mitigation Measure **GEO-MM-1**, set forth below, would be implemented.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, page IV.F-46 through IV.F-56.

Mitigation Measure

GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology

and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.

Finding. The potential impacts to paleontological resources would be mitigated by requiring a qualified paleontologist to preemptively develop protocols for reporting and handling any paleontological resources that are discovered during ground disturbance activities. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-MM-1**, the Project's impacts to geology and soils related to paleontological resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.4 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in potentially significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Impact. *Release of Hazardous Materials:* As discussed more fully in Section IV.H of the Draft EIR and in the Hazards Report, impacts related to the release of hazardous materials into the environment would be potentially significant. The primary Chemicals of Concern (COCs) likely to be encountered at all sites include Total Petroleum Hydrocarbons as Gasoline (TPHg), Total Petroleum Hydrocarbons as Diesel (TPHd), Total Petroleum Hydrocarbons as Oil (TPHo), arsenic, lead, chromium and polynuclear aromatic hydrocarbons (PAHs). A Soil Management Plan (SMP)/Health and Safety Plan (HASP) will be implemented for all Site Locations during construction activities, as provided below in Mitigation Measure **HAZ-MM-1**. In addition, 19 of

the 54 Site Locations were identified as high risk and may contain solvent hydrocarbons (primarily Percholroethylene [PCE]/Tetrachloroethylene [TCE] and breakdown by-products) and gasoline in addition to the primary COCs listed above. Furthermore, four Site Locations are near suspected oil wells and may have Underground Storage Tanks (USTs) on the parcels. Therefore, impacts related to the release of hazardous materials into the environment would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described below, would be implemented.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Appendix H, Hazards Technical Report, to the Draft EIR.

Mitigation Measures

HAZ-MM-1: **(All Site Locations):** Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations.

The protocols in the SMP shall include, but not be limited to, the following:

- Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs).
- The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work.
- Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.

- The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area.
- The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.
- The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary.
- In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP.
- Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations.

- A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities

HAZ-MM-2: **(Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21):** Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).

HAZ-MM-3: **(Site Locations FF-4, NFF-3, NFF-18, and NFF-21):** A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTs. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.

Finding. The potential impacts related to hazards and hazardous materials described above would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to release of hazardous materials would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Hazards Near Schools:* As discussed in Section IV.H of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City, some of which would be within 0.25 mile of a school. Although the Project would involve the use of hazardous materials common to urban construction projects and TCN Structure operations, all activities involving the handling, use, storage, transport, and disposal of hazardous materials and wastes would occur in compliance with applicable federal, state, and local requirements. In addition, as discussed above, if construction activities uncover hazardous conditions that have the potential to result in risk of upset, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented, which would reduce such impacts to less than significant levels. As such, the Project would not create a significant hazard to nearby schools. Therefore, impacts regarding potential emissions or the handling of hazardous materials and wastes within 0.25 mile of an existing school would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: **(All Site Locations):** Soil Management Plan (SMP) (See above)

HAZ-MM-2: **(Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21)** (See above)

HAZ-MM-3: **(Site Locations FF-4, NFF-3, NFF-18, and NFF-21)** (See above)

Finding. These potential impacts related to hazards and hazardous materials would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, these hazards and hazardous materials impacts near schools would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. *Hazardous Materials Sites:* As discussed in Section IV.H of the Draft EIR, two Site Locations have been identified as hazardous waste or contaminated sites pursuant to Government Code Section 65962.5. Although no current violations and no active regulatory cases were identified for the Site Locations, the Project may create a significant hazard to the public or the environment caused in whole or in part from the Project's exacerbation of existing environmental conditions. Therefore, impacts with respect to these sites would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented. Therefore, impacts relating to hazardous materials sites would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: **(All Site Locations):** Soil Management Plan (SMP) (See above)

HAZ-MM-2: **(Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21)** (See above)

HAZ-MM-3: **(Site Locations FF-4, NFF-3, NFF-18, and NFF-21)** (See above)

Finding. These potential impacts would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to hazardous materials sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.5 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would create potentially significant impacts related to noise with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and
- Generate excessive groundborne vibration or groundborne noise levels.

Impact. *Increased Ambient Noise Levels (On-Site Construction):* As discussed in Section IV.J of the Draft EIR, noise generated by the Project's on-site construction equipment would cause a substantial temporary increase in ambient noise levels. Noise levels would exceed the City's significance criteria in the vicinity of seven Site Locations during the daytime and four Site Locations at nighttime.[3] To mitigate these noise impacts to less-than-significant levels, Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures

NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- During TCN Structure NFF 11 Construction: Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R5.
- During TCN Structure NFF 12 Construction: Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6.
- During TCN Structure NFF 14 Construction: Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7.

[3] Site Locations NFF 11, NFF 12, NFF 19, NFF 20, NFF 21, FF 28, and FF 33 will experience significant daytime ambient noise level increases, and Site Locations NFF 14, FF 13, FF 26, and FF 28 will experience significant nighttime ambient noise level increases.

- During TCN Structure NFF 19 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10.
- During TCN Structure NFF 20 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12.
- During TCN Structure NFF 21 Construction: Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13.
- During TCN Structure FF 13 Construction: Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20.
- During TCN Structure FF 26 Construction: Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25.
- During TCN Structure FF 28 Construction: Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27.
- During TCN Structure FF 33 Construction: Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28. The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction at the ground level of receptor location R28.

NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L_{eq}) at 50 feet from the equipment.

NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.

Finding. These potential noise impacts would be mitigated by requiring temporary sound barriers and limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, these noise impacts related to ambient noise from on-site construction would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Vibrations (Human Annoyance from On-Site Construction):* As discussed more fully in Section IV.J of the Draft EIR, the Project construction would result in vibration levels above the threshold for human annoyance at two Site Locations.[4] To mitigate these impacts to a less-than-significant level, Mitigation Measure **NOI-MM-4**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measure

NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.

Finding. These potential noise impacts would be mitigated by limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **NOI-MM-4**, these impacts related to on-site construction vibrations would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.6 TRIBAL CULTURAL RESOURCES

As discussed in Section IV.L of the Draft EIR, the Project could result in significant impacts related to tribal cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

[4] Site Locations FF-33 and NFF-20 will experience vibrations above the human annoyance threshold.

- (i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impacts. As discussed more fully in Section IV.L of the Draft EIR, the Site Locations may contain known or reasonably foreseeable resources determined by Metro to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (i.e., tribal cultural resources). As such, the Project may cause a substantial adverse change in the significance of a known tribal cultural resource with cultural value to a California Native American tribe or that is listed or eligible for listing in the California Register or in a local register. Therefore, Project impacts related to tribal cultural resources would be potentially significant.

Reference. Section IV.L, Tribal Cultural Resources, of the Draft EIR, pages IV.L-34 through IV.L-42.

Mitigation Measures

TCR-MM-1: **(Retain a Tribal Consultant and Qualified Archaeologist):** Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below).

Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor.

A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.

TCR-MM-2: **(Develop a Tribal Cultural Resource Mitigation and Monitoring Program):** Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's Transportation Communication Network Project report, and

reasonable and feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible.

The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis.

During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist.

The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30 days prior to initiating ground-disturbing activities.

TCR-MM-3: **(Treatment of Known Tribal Cultural Resources):** A treatment plan will be developed for any historical archaeological sites that may be adversely affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old.

The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's Standards and Guidelines (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Advisory Council on Historic Preservation's publication Treatment of Archaeological Properties: A Handbook, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork and Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources

Findings. With the implementation of Mitigation Measures **MM-TCR-1** through **MM-TCR-3**, impacts related to tribal cultural resources would be reduced to a less than significant level. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these impacts related to tribal cultural resources would be reduced to less-than-significant levels. For these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are less than significant, and no mitigation is required.

7.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would result in less-than-significant impacts related to aesthetics with respect to the following significance thresholds:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Impact. *Scenic Resources Within a Scenic Highway:* As evaluated in the Initial Study for the Project and discussed in Section IV.A of the Draft EIR, the Site Locations identified for the Project are located within property owned and operated by Metro along freeways and major streets within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. In addition, the Site Locations are not adjacent to any state-designated scenic highways. Thus, the Project would not result in the removal of any structures or trees or be located within a state scenic highway that may be considered scenic resources. Therefore, impacts with respect to scenic resources within a state-designated scenic highway would be less than significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Appendix A.1, Initial Study, to the Draft EIR, pages 16–17.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Initial Study and Draft EIR, Metro finds that these aesthetic impacts related to scenic resources within a scenic highway would be less than significant.

Impact. *Light and Glare:* As discussed more fully in Section IV.A of the Draft EIR, none of the digital displays proposed for the Project would generate enough light to introduce a substantial light trespass at any nearby residential or other light-sensitive sites. Similarly, none of the displays would generate enough light to create a new source of glare on the roadway. Additionally, the incorporation of Project Design Feature AES-PDF-1 would require state of the art louvers or other equivalent design features to be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the ~~the adjacent residential zoned property and~~ Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, does not exceed 0.02 footcandles. Therefore, impacts with respect to light and glare would be less than significant.

Reference. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these aesthetic impacts related to light and glare would be less than significant.

7.2 AIR QUALITY

As discussed in Section IV.B of the Draft EIR, the Project would result in less-than-significant impacts related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact. *Consistency with Air Quality Plan (Pollutant Emissions):* As discussed more fully in Section IV.B of the Draft EIR, Project construction emissions would not exceed SCAQMD's recommended significance thresholds for local emissions of NOx, CO, PM10, or PM2.5, and operational emissions of these pollutants would be less than significant. Therefore, the project would not significantly impact localized air quality, increase frequency or severity of an existing CO violation or contribute to new CO violations, or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Plan (AQMP Assumptions):* As described more fully in Section IV.B, Air Quality, Section IV.G, Greenhouse Gas Emissions, and Appendix A, Initial Study, of the Draft EIR, the project would not generate substantial long-term employment or residential population growth. Additionally, the Project would comply with all applicable regulatory standards required by SCAQMD, as well as the Metro Green Construction Policy. Finally, the Project would reduce VMT and related vehicular air emissions by removing a higher number of static displays than it will erect TCN Structures, reducing daily vehicle trips for maintenance. For these reasons, the Project would not exceed assumptions utilized in preparing the AQMP and therefore would not conflict with or obstruct implementation of SCAQMD's AQMP.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Element of City's General Plan:* As discussed above and in Section IV.B of the Draft EIR, the Project will not generate VMT, increase the frequency or severity of an existing air quality violation or cause or contribute to new violations, or exceed State and federal air quality standards or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. The Project would not conflict with growth projections assumed by the AQMP and thus would be consistent with emissions forecasts in the AQMP. Furthermore, compliance with applicable regulatory requirements would prevent any significant air quality impacts. Thus, the Project would serve to implement goals, objectives, and policies of the City's Air Quality Element pertaining to the Project. Therefore, the Project will have a less-than-significant impact on the implementation of the air quality plan.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to General Plan consistency would be less than significant.

Impact. *Increase in Non-Attainment Criteria Pollutants:* As discussed above and in Section IV.B of the Draft EIR, Project construction and operations would not result in significant regional or localized emissions. Therefore, Project emissions would result in a less than significant air quality impact.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to criteria pollutant emissions would be less than significant.

Impact. *Sensitive Pollutant Receptors:* As described more fully in Section IV.B of the Draft EIR, maximum construction emissions for criteria pollutants would not exceed SCAQMD thresholds at the closest off-site sensitive receptors. Additionally, Project construction would not result in a long-term source of Toxic Air Contaminants (TACs). Similarly, Project operation would not introduce any significant new sources of criteria pollutants, mobile-source CO emissions, or TACs. Therefore, because the Project would not involve substantial TAC sources and would be consistent with applicable CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk or chronic hazard index, and potential impacts would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35. Appendix C-2, Air Quality Worksheets and Modeling Output Files, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to sensitive pollutant receptors would be less than significant.

Impact. *Odors:* As described more fully in Section IV.B, Air Quality, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and as evaluated in the Initial Study, Appendix A.1 to the Draft EIR, no objectionable odors are anticipated to adversely affect a substantial number of people as a result of either construction or operation of the Project. Therefore, the potential odor impacts during construction and operation of the Project would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to odors would be less than significant.

7.3 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in less-than-significant impacts related to biological resources with respect to the following significance threshold:

- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands).

Impact. *Consistency with Local Policies and Ordinances:* As discussed more fully in Section IV.C, Biological Resources, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and evaluated in the Initial Study, Appendix A.1 to the Draft EIR, the proposed Site Locations do not include any protected trees or shrubs and no trees would be removed. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. As such, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts related to a conflict with any local policies or ordinances protecting biological resources would be less than significant.

References. Section IV.C, Biological Resources, of the Draft EIR, pages IV.B-32 through IV.B-61. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A.1, Initial Study, to the Draft EIR, pages 22–25.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these biological resources impacts related to consistency with local policies and ordinances would be less than significant.

7.4 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would result in less-than-significant impacts related to cultural resources with respect to the following significance threshold:

- Disturb any human remains, including those interred outside of dedicated cemeteries.

Impact. As discussed in Section IV.D, Cultural Resources, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Site Locations for the TCN Structures are located within urbanized areas of the City that have been subject to previous

grading and development. No known traditional burial sites have been identified on the Site Locations. Nevertheless, as the Project would require excavation at depths of up to 50 feet, the potential to uncover existing but undiscovered human remains exists. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area for the TCN Structure would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Compliance with these regulatory standards would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A, Initial Study, to the Draft EIR, pages 26–27.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these cultural resources impacts related to human remains would be less than significant.

7.5 ENERGY

As discussed in Section IV.E of the Draft EIR, the Project would result in less-than-significant impacts related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact. *Energy Consumption:* As discussed more fully in Section IV.E of the Draft EIR, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or require additional capacity. The Project's energy usage during peak and base periods would also be consistent with electricity future projections for the region. As also discussed, gasoline fuel usage for the region is expected to be on the decline over the next 10 years. The Project's transportation fuel consumption is also expected to decline based on more stringent CAFE fuel

economy standards. As transportation fuel supply is not expected to decrease significantly over this same period, supplies would be sufficient to meet Project demand. Therefore, electricity generation capacity and supplies of transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. With respect to operation, the Project would comply with existing energy efficiency requirements, such as CALGreen Code, as well as include energy conservation measure requirements. For all the reasons set forth above and in the Draft EIR, the Project's energy demands would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, this Project impact related to energy use would be less than significant with respect to both construction and operation.

References. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36. Appendix F, Energy Calculations, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy consumption would be less than significant.

Impact. *Consistency with Energy Plans:* The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen Code, Metro's Green Construction Policy, Metro's CAAP the City of Los Angeles Green Building Code, City of LA Green New Deal, and SCAG's 2020–2045 RTP/SCS. As these conservation policies would be incorporated as part of the Project, the Project would not conflict with applicable plans for renewable energy or energy efficiency. Regarding transportation uses, the Project would not generate trips or VMT on a regular basis. The removal of existing static displays would result in a net reduction in maintenance trips and VMT in comparison to the Project. In addition, the TCN Structures would relay traffic information to the public such as traffic congestion events and provide travel alternatives to maximum efficiency of the congested road network reducing fuel consumption. Further, the TCN Structures would provide off-site advertising create funds for new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs and programs to further improve the experience for bus passengers. While these actions may not directly reduce VMT, the increase in efficiency of the roadway would reduce travel and delay times throughout the region. In addition, vehicle trips generated during Project operations would comply with CAFE fuel economy standards. During construction activities, the Project would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations reducing unnecessary energy consumption. For these reasons, the Project would not conflict with or obstruct adopted energy conservation plans or violate State or local energy standards for renewable energy or energy efficiency. Therefore, Project impacts related to consistency with renewable energy or energy efficiency plans would be less than significant.

Reference. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy plan consistency would be less than significant.

7.6 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would result in less-than-significant impacts related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42;
    - (ii) Strong seismic ground shaking; or
    - (iii) Seismic-related ground failure, including liquefaction;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site:
    - Lateral spreading;
    - Subsidence;
    - Liquefaction; or
    - Collapse; and
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

Impact. *Earthquake Faults:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, no known active or potentially active faults underlie the Site Locations. In addition, the Site Locations are not located within a state-designated Alquist-Priolo Earthquake Fault Zone. Each Site Location is between 0.25 mile and 6 miles from its nearest fault, and the nearest fault varies by Site Location. The potential for surface rupture due to faulting occurring beneath the Site Locations is considered low. Additionally, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, impacts associated with surface rupture from a known earthquake fault would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to earthquake faults would be less than significant.

Impact. *Strong Seismic Ground Shaking:* As described in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, the Site Locations are located within the seismically active region of Southern California and would potentially be subject to strong seismic ground shaking if a moderate to strong earthquake occurs on a local or regional fault. However, State and local codes require that structures are designed and constructed to reduce risk of collapse during an earthquake. Additionally, compliance with Project Design Feature GEO-PDF-1, which would require all development activities to incorporate various geotechnical recommendations, will reduce these risks. Further, the Project would not involve any construction or operations activities that would create unstable seismic conditions or stresses in the earth's crust. As discussed above, there are no known active faults underlying the Project site. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground shaking would be less than significant.

Impact. *Seismic-Related Ground Failure:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, site-specific liquefaction analyses would be required by Project Design Feature GEO-PDF-1 in order to determine if the site soils would be susceptible to liquefaction during the design-based seismic event, which is the event a structure is designed to withstand without collapsing. If the sites are susceptible to liquefaction, the proposed TCN Structures would be supported by a deep foundation system consisting of caissons or piles. Additionally, the Project would be designed in accordance with the MRDC and Los Angeles Building Code, which requires implementation of engineering techniques to minimize ground failure hazards. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not exacerbate existing environmental conditions or cause or accelerate geologic hazards related to liquefaction. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground failure would be less than significant.

Impact. *Erosion and Soil Loss:* The TCN Structures would be constructed with the use of a drill rig that would drill a hole up to 50 feet in depth on an approximately 10-foot by 10-foot area, depending on soil conditions and size of the digital display. As such, grading activities and potential soil erosion and loss of topsoil would be limited. In addition, all grading activities would require review and approval of a final site-specific geotechnical report by the Metro Capital Engineering Group and/or LADBS, which would include requirements and standards designed to ensure that substantial soil erosion does not occur. Furthermore, on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, with compliance with regulatory requirements, the Project would not result in substantial soil erosion or the loss of topsoil. As such, this impact related to geology and soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil loss would be less than significant.

Impact. *Soil Instability – Liquefaction and Lateral Spreading:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the Project's impacts the Site Locations are susceptible to lateral spreading wherever they are susceptible to liquefaction, as liquefaction-related effects include lateral spreading. As discussed above, Project Design Feature GEO-PDF-1 will require site-specific liquefaction analyses to avoid ground failure. The Project would not cause or accelerate liquefaction. Therefore, impacts related to liquefaction and lateral spreading would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Subsidence:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, no large-scale extraction of groundwater, gas, oil, or geothermal energy currently occurs or is planned at the Site Locations. Therefore, the potential for ground subsidence due to the withdrawal of fluid or gas at the Site Locations are low. Project excavations for placement of the TCN Structures would extend to a maximum depth of approximately 50 feet. As discussed in the Geology and Soils Evaluation, the historic high groundwater levels vary according to the location of each TCN Structure and may be as shallow as 5 feet below ground surface. Although dewatering operations may be required during construction, such activities would be limited and temporary and would not involve large-scale water extraction. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable, which could potentially result in subsidence. Impacts related to subsidence would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Collapse:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the fill soil composition and depth that underlie the proposed TCN Structures vary by Site Location. The proposed TCN Structures would thus be supported by foundation systems according to the soil type, with deep foundation systems potentially necessary at certain sites. Depending on the geologic materials at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. These recommendations would be incorporated in accordance with Project Design Feature GEO-PDF-1. In addition, the Project would be required to provide a final, site-specific geotechnical report that would include the preliminary recommendations from the Geology and Soils Evaluation as well as final recommendations that would be enforced by the Metro Capital Engineering Group and/or LADBS. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in collapse. Impacts associated with collapsible soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Expansive Soils:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the on-site geologic materials at the Site Locations are in the low to high expansion range. Per Project Design Feature GEO-PDF-1, it is anticipated that where structurally necessary, the proposed TCN Structures would be supported by a deep foundation system, consisting of caissons or piles. Depending on the geologic materials encountered at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. With implementation of Project Design Feature GEO-PDF-1, potential impacts associated with expansive soils would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts related to expansive soils would be less than significant.

7.7 GREENHOUSE GAS EMISSIONS

As discussed in Section IV.G of the Draft EIR, the Project would result in less-than-significant impacts related to greenhouse gas emissions with respect to the following significance thresholds:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Impact. The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including construction, display operations, vehicles accessing the Project site, and off-road equipment. As discussed more fully in Section IV.G of the Draft EIR, when taking into consideration implementation of the Metro 2019 CAAP GHG reduction measures, as well as the applicable requirements set forth in Metro's Green Construction Policy

and the City of Los Angeles Green Building Code, and full implementation of current State mandates, the Project's GHG emissions for the Project in 2025 would equal 35 $MTCO_2e$ per year (amortized over 30 years) during construction and 479 $MTCO_2e$ per year during operation of the Project with a combined total of approximately 514 $MTCO_2e$ per year.

CEQA Guidelines Section 15064.4(b)(2) allows a lead agency to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied here is whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the Project, the applicable adopted regulatory plan to reduce GHG emissions is SCAG's 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by AB 32's *2008 Climate Change Scoping Plan* and subsequent updates, Metro's 2019 CAAP and the City of LA's Green New Deal.

As described in Section IV.G of the Draft EIR, the Project's features, and design render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. The Project's signage would assist with reducing congestion and delay times of motorists by providing traffic information and alternative routes which would result in a reduction in GHG emissions. Further, the TCN Structures would provide off-site advertising that would direct funds to new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs which would be consistent with goals of SCAG's 2020-2045 RTP/SCS. The plan consistency analysis provided in the Draft EIR demonstrates that the Project complies with or exceeds the plans, policies, regulations, and GHG reduction actions/strategies outlined in CARB's *2008 Climate Change Scoping Plan* and subsequent updates, SCAG's 2020–2045 RTP/SCS, City of Los Angeles' Green New Deal and Metro's 2019 CAAP. Thus, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Furthermore, because the Project would be consistent with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project impacts related to GHG emissions would be less than significant.

References. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G- through IV.G-72. Appendix C-3, Greenhouse Gas Worksheets and Modeling Output Files, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that this impact related to greenhouse gas emissions would be less than significant.

7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in less-than-significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Impact. *Transport, Use, and Disposal of Hazardous Materials:* As discussed in Section IV.H, Hazards and Hazardous Materials, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Project could include the routine use of hazardous materials such as fuel and oils associated with construction equipment, coatings, paints, adhesives, and cleaners. Project Operations would involve the routine use of small quantities of potentially hazardous materials typical of those used for maintenance of TCN Structures. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. All potentially hazardous materials used during construction and operations would be used and disposed of in accordance with manufacturers' specifications and instructions. Additionally, the transport, use, and storage of hazardous materials during construction and operations would be required to comply with all applicable State and federal laws. As such, with compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of the Project would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

Impact. *Release of Methane Gas:* As discussed in Section IV.H of the Draft EIR, several Site Locations are located zones where there may be subsurface methane gas produced from naturally occurring petroleum fields. The Project would comply with all applicable regulations regarding methane. When properly implemented, compliance measures would reduce methane-

related risks to a less than significant level. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with methane. Therefore, impacts related to methane would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of methane gas would be less than significant.

Impact. *Release of Asbestos-Containing Materials:* As discussed in Section IV.H of the Draft EIR, asbestos-containing materials (ACMs) may be present in the static displays that would be removed as part of the Project. The Project would comply with all applicable regulatory measures regarding ACMs. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with ACMs. Therefore, impacts related to ACMs would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of asbestos-containing materials would be less than significant.

Impact. *Release of Lead-Based Paint:* As discussed in Section IV.H of the Draft EIR, lead-based paint (LBP) may be present in the approximately 200 static displays (at minimum) to be taken down as part of the Project. The Project would comply with all applicable regulatory measures regarding LBP. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of LBP into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with LBPs. Therefore, impacts related to LBP would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of lead-based paints would be less than significant

Impact. *Release of Hazardous Materials (During Project Operation):* As discussed in Section IV.H of the Draft EIR, Project operation would involve the routine use of small quantities of potentially hazardous materials. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. In addition, all hazardous materials used at the Site Locations during operation would be used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Therefore, impacts related to the release of hazardous materials during operation would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of hazardous materials during Project operations would be less than significant.

Impact. *Emergency Plan Interference:* As discussed in Section VI, Other CEQA Considerations, Appendix A, Initial Study, and Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City and would, therefore, be located near several disaster routes designated by the City's Safety Element. However, Project construction would not result in interference with adopted emergency plans because temporary construction barricades or other obstructions would be subject to the City's permitting process, which requires a traffic control plan subject to City review and approval. Development and implementation of these plans for all construction activity would minimize potential impacts associated with emergency procedures. During operation, the Project would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Site Locations or surrounding area Therefore, with compliance with applicable regulatory requirements, the Project would not impede emergency access within the Site Locations or vicinity that could cause an impediment along City designated disaster routes such that the Project would impair the implementation of the City's emergency response plan. Furthermore, one of the primary benefits of the TCN Program is to enhance communication during emergency events. Therefore, impacts related to the implementation of the City's emergency response plan would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that these hazards and hazardous materials impacts related to emergency plan interference would be less than significant.

7.9 HYDROLOGY AND WATER QUALITY

As discussed in the Initial Study, Appendix A.1 to the Draft EIR, the Project would result in less-than-significant impacts related to hydrology and water quality with respect to the following significance thresholds:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - (i) Result in substantial erosion or siltation on- or off-site;
    - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - (iv) Impede or redirect flood flows; or
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact. *Surface and Groundwater Quality:* As discussed more fully in Section VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, with the implementation of regulatory requirements and BMPs, Project construction would not result in the discharge of potential pollutants into stormwater runoff for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Furthermore, the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirement associated with groundwater protection for all Site Locations including those adjacent to the LA River and Ballona Wetlands. Similarly, all hazardous materials used at the Site Locations during operation

would be used in accordance with manufacturers specifications and regulatory requirements. Therefore, the Project would not result in discharge that would violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality or groundwater quality.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to surface and groundwater quality would be less than significant.

Impact. *Groundwater Recharge:* Due to the limited size of the holes that would be drilled and the temporary nature of any dewatering, the Project would not substantially impact groundwater supplies or groundwater recharge during construction. Therefore, the Project's temporary construction activities would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Additionally, the amount of impervious area created by the Project would be minimal, as each of the 56 proposed TCN Structures would be constructed on an approximately 10-foot by 10-foot area. Furthermore, the Project would not include the installation of water supply wells. Therefore, Project operations would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins. Thus, impacts with regard to groundwater recharge during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to groundwater recharge would be less than significant.

Impact. *Erosion, Siltation, and Runoff:* Each TCN Structure would be constructed on an approximately 10-foot by 10-foot area, and would not be located within a stream or river. In addition, as discussed above, grading and trenching activities associated with construction of the TCN Structures would be limited. As discussed above, during construction, the Project would implement BMPs and erosion control measures in accordance with regulatory requirements for all Site Locations, including those adjacent to the LA River and Ballona

Wetlands. Such BMPs and erosion control measures would also control runoff. Additionally, the impervious area created by the TCN Structures would be minimal and would not alter existing drainage patterns in the area such that substantial erosion or siltation would occur. Therefore, impacts with regard to erosion and siltation as well as runoff during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to erosion, siltation, and runoff would be less than significant.

Impact. *Flooding:* The TCN Structures would be constructed on an approximately 10-foot by 10-foot area, creating an impervious area that would not be large enough to substantially impede, alter or redirect flood flows. Additionally, the use of hazardous materials during construction and operations would comply with manufacturers' specifications and instructions and regulatory requirements. Therefore, the Project would not risk release of pollutants due to project inundation, and impacts with regard to the release of pollutants due to project inundation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to flooding would be less than significant.

Impact. *Consistency with Water Plans:* During construction, the implementation of BMPs and erosion control measures in accordance with regulatory requirements would target any pollutants that could potentially be carried in stormwater runoff. Furthermore, any hazardous materials used during construction and operation (for maintenance) would be used in accordance with manufacturer's specifications and regulatory requirements. In addition, the minimal excavation required for the TCN Structures would not substantially impact groundwater, and in the event dewatering is required, such dewatering would occur in accordance with regulatory requirements. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Therefore, impacts with regard to a water quality control plan or a sustainable groundwater management plan would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to Water Quality Control Plans and Sustainable Groundwater Management Plans would be less than significant**.**

7.10 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would result in less-than-significant impacts related to land use and planning with respect to the following significance threshold:

- Physically divide an established community.

Impact. *Physical Division of Community:* As discussed further in Section IV.I, Land Use and Planning, Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City. The TCN Structures would be constructed on a 10-foot by 10-foot area, and, therefore, the area of disturbance for each TCN Structure would be minimal. In addition, the Project does not include buildings or large infrastructure improvements (such as a freeway) that could divide the existing surrounding community. Therefore, as determined in the Initial Study, the Project would not physically divide an established community. As such, these impacts would be less than significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, page IV.I-14. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 41–42.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these land use and planning impacts related to physical division of an established community would be less than significant.

7.11 MINERAL RESOURCES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to mineral resources with respect to the following significance thresholds:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and

- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Impact. *Availability of Known Valuable Resources:* As discussed further in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, some of the Site Locations are mapped within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, a mineral producing area as classified by the California Geological Survey, and a City-designated oil field or oil drilling area. However, no mineral extraction operations currently occur at the Site Locations for the TCN Structures, nor are any such operations proposed as part of the Project. In addition, the TCN Structures would be constructed on a 10-foot by 10-foot area located adjacent to already developed roadways and the Zoning Ordinance enabling the review and approval of Site Locations for TCN Structures would further limit the locations for development. As such, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of known valuable mineral resources would be less than significant.

Impact. *Locally-Important Recovery Sites:* For the same reasons discussed above with respect to the availability of known valuable mineral resources, these impacts would be less than significant..

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of locally-important mineral resource recovery sites would be less than significant.

7.12 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would result in less-than-significant impacts related to noise with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Impact. *Increased Ambient Noise Levels (Off-Site Construction):* As discussed in Section IV.J of the Draft EIR, the major noise sources associated with off-site construction trucks would be from the material delivery/concrete/haul trucks, which would travel between the Site Locations and the nearest freeway ramps. Project construction would generate a maximum of five trucks per day. Noise generated by these trucks would be well below the existing ambient noise levels along the roadways between the Site Locations and the nearest freeway. Therefore, temporary noise impacts from of-site construction traffic would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site construction would be less than significant.

Impact. *Increased Ambient Noise Levels (Operation):* As discussed in Section IV.J of the Draft EIR, Project operations would not generate any on-site noise or significant vehicle trips. Vehicle trips would only occur occasionally for maintenance activities as needed. As such, Project operations would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the City's general plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. *Vibrations (Building Damage from On-Site Construction):* As discussed in Section IV.J of the Draft EIR, the Project would generate groundborne construction vibration. The FTA has published standard vibration velocities for various construction equipment operations. The highest vibration generation would occur during the drilling for the structure foundation and would remain well below the most stringent vibration thresholds. In addition, the removal of the

existing static displays would not require the use of large earthmoving equipment. Therefore, vibration associated with the existing static displays removal (e.g., a mobile crane, container truck and small backhoe) would be well below the building damage significance threshold. Therefore, the on-site vibration impacts during construction of the Project, pursuant to the significance criteria for building damage, would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to on-site construction vibrations would be less than significant.

Impact. *Vibrations (Off-Site):* According to FTA data, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Therefore, vibration generated by construction trucks traveling along the anticipated haul routes would be well below both the most stringent building damage criterion and the applicable human annoyance criterion. As such, the Project's vibration impact from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site vibrations would be less than significant.

Impact. *Vibrations (Operation):* As discussed in Section IV.J of the Draft EIR, the Project operation would not generate any significant vibration sources. Therefore, operation of the Project would not result in the generation of excessive groundborne vibration levels that would be perceptible in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. *Airport Noise:* Several Site Locations are located within two miles of a public airport. However, there are no people residing in or working at the TCN Structures, which would be

exposed to aircraft noise. Therefore, the Project would not expose people to excessive airport noise levels, and noise impacts would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to airport noise would be less than significant.

7.13 POPULATION AND HOUSING

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to population and housing with respect to the following significance threshold:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact. *Population Growth:* While construction of the Project would create temporary construction-related jobs, the construction workers would likely be hired from the large, highly mobile regional construction work force already living and working within the Los Angeles metropolitan region that moves from project to project. The work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the short duration of the work for construction of each TCN Structure and takedown of an existing static display, and the large size and mobility of the construction labor pool that can be drawn upon in the region, construction workers would not be expected to relocate their residences within this region or move from other regions into this region in response to the short-term Project-related construction employment opportunities and, therefore, no new permanent residents would be generated during construction of the Project. Additionally, while the TCN Program operations could result in additional employment, the additional employees would not be substantial in number and would likely already live in the region. As such, Project operations would not induce substantial unplanned population growth. Therefore, the Project's impacts relating to substantial population growth would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-24. Appendix A.1, Initial Study, to the Draft EIR, pages 44–45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these population and housing impacts related to population growth would be less than significant.

7.14 PUBLIC SERVICES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to public services with respect to the following significance threshold:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    - Fire protection;
    - Police protection;
    - Schools;
    - Parks;
    - Other public facilities.

Impact. *Public Facilities:* Due to the small size of the construction areas and limited duration of construction activities, construction of the Project would generate minimal demand for police and fire protection services. In addition, construction workers would not be expected to relocate their residences within this region or move from other regions into this region and thus would not generate a demand for additional schools, parks or libraries. As such, construction of the Project would not result in a demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. In addition, while the TCN Program could result in additional employees associated with operation of the Program, the additional employees would not be substantial in number and would likely already live in the region. As such, operation of the Project would not result in the demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. Therefore, impacts associated with public services would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, pages 45–46.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these public services impacts would be less than significant.

7.15 RECREATION

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to recreation with respect to the following significance thresholds:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact. *Increased Facility Use:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not propose the development of residential uses, which would create a demand on nearby parks or recreational facilities. Additionally, the Project would not result in a substantial increase in new employees within the region. Therefore, the Project would not substantially increase the demand for offsite public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to increased recreational facility use would be less than significant.

Impact. *New/Expanded Facilities:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not include recreational facilities. Additionally, as discussed above, the Project does not include residential uses that would result in the increased use of existing facilities. Thus, the Project would not necessitate construction of new facilities. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to new or expanded recreational facilities would be less than significant.

7.16 TRANSPORTATION

As discussed in Section IV.K of the Draft EIR, the Project would result in less-than-significant impacts related to transportation with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- Result in inadequate emergency access.

Impact. *Consistency with Programs, Plans, Ordinances, and Policies:* The programs, plans, ordinances, and policies applicable to the Project include the Metro 2028 Vision Plan, the 2020-2045 RTP/SCS, the Mobility Plan, the LAMC, LADOT's Vision Zero Program, the Health and Wellness Element of the Plan for a Healthy Los Angeles, the California Vehicle Code, and the California Outdoor Advertising Permit Requirements. As discussed more fully in Section IV.K, Transportation, Section IV.B, Air Quality, and Appendix I, Land Use, of the DEIR, the Project would not conflict with any of these programs, plans, ordinances, or policies. Therefore, the Project's impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities is less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix I, Land Use, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to program, plan, ordinance, and policy consistency would be less than significant.

Impact. *Geometric Design Features and Incompatible Uses:* The digital display faces of the TCN Structures would use LED lighting with a daytime maximum of up to 6,000 candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. Further, the digital displays would be set to refresh every 8 seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented toward roadways and freeways. Thus, as described more fully in Section IV.K, Transportation, and Appendix K, Transportation and Traffic Safety Review, of the Draft EIR, Project operation would not create a dangerous distraction for drivers. Based on the facts above and in the Draft EIR, Project impacts relating to hazards from geometric design features or incompatible uses would be less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Appendix K, Transportation and Traffic Safety Review, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to geometric design features and incompatible uses would be less than significant.

Impact. *Emergency Access:* As discussed in Section IV.K, Transportation, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of this Draft EIR, while it is expected that most construction activities for the Project would be confined to the Site Locations, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Additionally, Project operations would not alter existing traffic patterns. Furthermore, one of the primary benefits of the TCN Program is to provide communication to travelers during emergency events. Therefore, the Project would not result in inadequate emergency access to the Site Locations or surrounding uses. As such, impacts regarding emergency access would be less than significant.

References. Section IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-25 through VI-26. Appendix A, Initial Study, to the Draft EIR, pages 47–49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to emergency access would be less than significant.

7.17 UTILITIES AND SERVICE SYSTEMS

As discussed in Section IV.M, Utilities and Service Systems, and Chapter VI, Other CEQA Considerations, of the Draft EIR, the Project would result in less-than- significant impacts related to utilities and service systems with respect to the following significance thresholds:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Impact. *Electrical Facilities:* As discussed more fully in Section IV.M, Utilities and Service Systems, and Section IV.E, Energy, of the Draft EIR, Project construction would require minimal electricity and would not adversely affect existing electrical infrastructure serving the surrounding uses. Similarly, LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's operational electricity demand. Based on these facts and those in the Draft EIR, Project construction and operations would not result in an increase in demand for electricity that exceeds the existing available supply or distribution infrastructure capabilities, such that construction of new energy facilities or expansion of existing facilities would be required. Therefore, this impact related to utilities and service systems would be less than significant.

References. Section IV.M, Utilities and Service Systems, of the Draft EIR, pages IV.M-5 through IV.M-7. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to electrical facilities would be less than significant.

Impact. *Water, Wastewater Treatment, Stormwater Drainage, Natural Gas, and Telecommunications Facilities:* The Project would involve limited use of water during construction and operation (associated with maintenance) and would not generate wastewater. Additionally, the Project would not be of a size or type that would generate the demand for substantial stormwater drainage infrastructure improvements. Furthermore, construction and operation of the Project would not utilize natural gas and thus would not generate a demand for new natural gas infrastructure. Finally, construction and operation of the Project would not result in the demand for substantial telecommunications infrastructure improvements. Therefore, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities. Thus, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water, wastewater, stormwater, natural gas, and telecommunications facilities would be less than significant.

Impact. *Water Supply:* The Project would have a minimal demand for water during construction and during operation (related to maintenance). Therefore, the Project would not result in impacts associated with water supply.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water supply would be less than significant.

Impact. *Solid Waste Generation:* The project would generate a minimal amount of construction waste which would be accommodated within the Azusa Land Reclamation Landfill's remaining disposal capacity of 58.84 million tons. Soil export is not included in the calculation of construction waste since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. Based on the above, Project construction would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, the Project would not generate on-site employees or residents. As such, Project operation would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste generation would be less than significant.

Impact. *Solid Waste Laws and Regulations:* The Project would comply with applicable waste diversion requirements during construction. As operation of the Project would not generate solid waste, there are no regulations that would be implemented. Therefore, impacts related to solid waste would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste laws and regulations would be less than significant.

8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Project:

- Agriculture and Forestry Resources (farmland conversion; conflicts with agricultural zoning or Williamson Act contracts; conflicts with forest land zoning; loss or conversion of forest land; other environmental changes leading to farmland or forest land conversion)
- Biological Resources (conflicts with habitat conservation plans)
- Geology and Soils (landslide risk; soils incapable of supporting septic tanks)
- Hazards and Hazardous Materials (wildland fires)
- Population and Housing (displacement of people or housing)
- Transportation (CEQA Guidelines Section 15064.3, subdivision (b))
- Utilities and Service Systems (water, wastewater, stormwater, natural gas, and telecommunications infrastructure; wastewater treatment capacity)
- Wildfire (emergency response or evacuation plan; exposure of project occupants to wildfire pollutants; risk exposure)

Impact. No impacts would occur.

References. Section IV.C, Biological Resources, page IV.C-40; Section IV.F, Geology and Soils, pages IV.F-51, IV.F-54; Section IV.H, Hazards and Hazardous Materials, pages IV.H-48 through IV.H-49; Section IV.I, Land Use and Planning, page IV.I-14; Section IV.K, Transportation, page IV.K-17; Chapter VI, Other CEQA Considerations, pages VI-16 through VI-28; and Appendix A.1, Initial Study, of the Draft EIR, pages 16–55.

Mitigation Measures. No impacts would occur and mitigation measures are not required.

Findings. For the reasons discussed in the initial study and the Draft EIR, Metro finds that the Project would not result in impacts to one or more aspects of the resources as listed above.

9. CUMULATIVE IMPACTS

As required by CEQA Guidelines Section 15130, the impact analysis in the EIR considers the individual and cumulative environmental effects of the Project. This analysis is a two-step

process. The first step is to determine whether or not the combined effects from the Project and related projects would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project's incremental effects are cumulatively considerable, and therefore significant.

CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. As explained more fully in Section III.B, Related Projects, of the Draft EIR, the cumulative analysis for the Project considers the 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), the Metro Vision 2028 Strategic Plan, Metro's 2020 Long Range Transportation Plan (LRTP), Metro's NextGen Bus Study, and the City's Sidewalk and Transit Amenity Program.

As discussed more fully in the Draft EIR and in the Initial Study, Appendix A.1 to the Draft EIR, Metro finds that cumulative impacts related to Aesthetics (light and glare), Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources (archaeological resources; human remains), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Recreation, or Wildfire would not be significant. Thus, these impacts are not discussed further below.

9.1 AESTHETICS

Impact. *Scenic Vistas and Visual Character:* As discussed above and in the Draft EIR, it is conservatively concluded that the proposed TCN Structures would result in significant impacts associated with views and visual character at Site Locations NFF-2, NFF-3, NFF-16 and NFF-21. Specifically, five historical resources, including the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044) are near these TCN Structures. While the TCN structures would not physically impact the historical resources, the TCN structures would impede visibility of and thus detract from the character defining features of these five historical resources. To the extent that there are related projects that introduce additional visual features that distract from these historical resources, cumulative impacts associated with scenic views would be significant and the Project's contribution is considered to be cumulatively considerable.

Impact. *Consistency with Plan Policies and Regulations Regarding Scenic Quality:* As discussed above and in the Draft EIR, the Project would conflict with plan policies regarding scenic quality. To the extent that there are related projects that also result in inconsistencies with plan policies regarding scenic quality, cumulative impacts associated with scenic views

would be significant, and the Project's contribution is considered to be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative aesthetic impacts would be significant and unavoidable.

9.2 CULTURAL RESOURCES

Impact. *Historical Resources:* Cumulative impacts may occur if the Project and related projects, as identified in Section III, Environmental Setting, of the Draft EIR, cumulatively affect historical resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type or significant within the same context as the ones within the Study Area of the Project Site. A significant cumulative impact associated with the Project and related projects would occur if the combined impact of the Project and related projects would materially and adversely alter those physical characteristics that convey the historic significance of a historical resource and that justify its listing, or eligibility for listing, as a historical resource. Each of the related projects would be required to study and, if necessary, mitigate any impacts on the integrity or significance of surrounding historical resources. However, if the related projects would result in significant and unavoidable impacts on a historical resource that is the same property type or significant within the same context as the ones within the Study Area of a Site Location, the Project's cumulative impact to historical resources would be potentially significant and unavoidable. Therefore, the Project is conservatively concluded to have a cumulatively considerable contribution to cumulative impacts to historical resources.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative impacts to cultural resources would be significant and unavoidable.

9.3 LAND USE AND PLANNING

Impact. *Land Use Consistency:* As indicated in Section III, Environmental Setting, of the Draft EIR, cumulative growth is anticipated in the surrounding area of the Site Locations through 2025, the Project's anticipated buildout year. The related projects are comprised of transportation improvements that are included in the 2020-2045 RTP/SCS, Metro's 2020 Long Range Transportation Plan, the NextGen Bus Plan, and Sidewalk and Transit Amenity Program, which are encouraged by the land use policies evaluated above. Furthermore, the related projects and the Project would improve and expand traffic and transportation systems and maximize efficiency of a congested road network consistent with local and regional goals and objectives. As with the Project, the related projects would undergo consistency review with relevant land use policies and regulations by State and Local regulatory agencies and would be subject to CEQA review. Nonetheless, as discussed above, Site Locations NFF 2, NFF 3, NFF 16, NFF 21, FF 29 and FF 30 would result in significant impacts associated with consistency with land use policies. As such, to the extent that other related projects in the vicinity of these

Site Locations also result in significant land use consistency impacts, the Project's contribution to land use impacts would be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative land use and planning impacts would be significant and unavoidable.

10. ALTERNATIVES AND MITIGATION MEASURES

CEQA provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" (PRC, § 21002.) However, "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Ibid*.) As defined by CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).)

In determining whether an alternative or mitigation measure is "feasible" under CEQA, an agency may consider whether that alternative or mitigation measure will promote the project's objectives and goals. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993), 23 Cal.App.4th 704, 715; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act (Cont.Ed.Bar 2d ed.2009) § 17.30, p. 825].) The feasibility determination also "encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society*, *supra*, at p. 1001.) Broad policy decisions come into play when determining whether alternatives or mitigation measures are feasible, and "an alternative that 'is impractical or undesirable from a policy standpoint' may be rejected as infeasible." (*Ibid* [quoting 2 Kostka & Zischke, *supra*, § 17.29, p. 824] [upholding agency's reliance on policy considerations like "promoting transportation alternatives" and "access to . . . open space for persons with disabilities" in making its infeasibility findings].)

10.1 ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project.

The EIR examined three alternatives to the Project in detail, which include Alternative 1, the No Project Alternative; Alternative 2, Elimination of Impacts Relating to Historical Resources Alternative; and Alternative 3, Elimination of All Significant and Unavoidable Impacts Alternative.

Pursuant to CEQA Guidelines Section 15126.6(c), the EIR discussed additional alternatives that were considered for analysis but rejected as infeasible and explained the reasons for their rejection. The proposed Site Locations were chosen as they were the most feasible locations for construction and would not affect natural features such as trees and landscaping. The locations were also chosen based on their geographic spacing, and visibility and accessibility for commuters. Given the number of additional Metro properties located adjacent to freeways and major roadways, several alternative locations may be available that would also reduce these significant impacts to a less than significant level. Assuming that these alternative site locations would not be placed in proximity to historical resources and that the same mitigation measures for the Project would be implemented, these locations would result in impacts that would be similar to those of Alternative 2. In addition, Alternative 3 would eliminate Site Locations NFF-2, NFF-3, NFF-16, NFF-21, as well as eliminate or relocate Site Locations FF-29 and FF-30 outside of the coastal area of the Palms–Mar Vista–Del Rey Community Plan. Assuming that alternative site locations are available that would not be placed in proximity to historical resources and would not be located within the coastal area of the Palms–Mar Vista–Del Rey Community Plan, these locations would result in impacts that would be similar to those of Alternative 3. Therefore, an alternative location alternatives analysis is not further evaluated.

10.2 NO PROJECT ALTERNATIVE

The No Project Alternative, or Alternative 1, is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. Under Alternative 1, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Further, the proposed Zoning Ordinance for the TCN Program under the Project would not occur. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.

Although the No Project Alternative would avoid the Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the EIR infeasible. (CEQA Guidelines Section 15091(a)(3)). Alternative 1 would not fulfill any of the Project Objectives. By pursuing the No Project Alternative, Metro would not increase its capacity for real-time data collection to improve traffic and transit management; expand its transportation public messaging network; improve public safety and emergency communications; maximize efficiency of congested road networks; generate revenue for both Metro and the City to fund transportation programs; implement Goal 4 of the Metro Vision 2028 Strategic Plan; reduce the overall square footage of existing static off-premise displays within the City; or locate TCN Structures in such a way as to efficiently relay information to commuters, without increasing distractions to motorists. For these reasons, Metro finds that the No Project Alternative is not feasible.

10.3 ALTERNATIVE 2

Alternative 2, the Elimination of Impacts Relating to Historical Resources Alternative, would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least 2-to-1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

The purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles.

Alternative 2 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 2 would generate less advertising revenue. As a result, Alternative 2 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services At the same time, Alternative 2 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all

commuters compared to the Project. Alternative 2 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 2 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, included buses, trucks, transit shelters and street furniture; sidewalks, curb improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 2 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

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

2. Deliver outstanding trip experiences for all users of the transportation system,

3. Enhance communities and lives through mobility and access to opportunity, and

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

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 2 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 2 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 2 at collecting and distributing information, discussed above, would be less consistent with the

Vision Plan's goals relating to improving the experiences of commuters and increasing visibility of and access to Metro's services.

In the Vision Plan, Metro also acknowledges that its "individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan . . . ." SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 2 would hinder the pursuit of transportation system improvements that are consistent with the RTP/SCS. At the same time, the reduced ability of Alternative 2 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 2 is not feasible.

10.4 ALTERNATIVE 3

Alternative 3, the Elimination of All Significant and Unavoidable Impacts Alternative, would eliminate Site Locations NFF 2, NFF 3, NFF 16, and NFF 21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms – Mar Vista – Del Rey Community Plan. As with the Project, Alternative 3 would provide for an overall reduction in static displays throughout the City. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an overall reduction in static displays (2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

Alternative 3 would include a reduced number of TCN Structures. Due to the reduction in TCN Structures, Alternative 3 would be less effective at meeting the Project's objectives and Metro's broader policy goals for the same reasons discussed above with respect to Alternative 2.

Alternative 3 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 3 would generate less advertising revenue. As a result, Alternative 3 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic

Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services At the same time, Alternative 3 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all commuters compared to the Project. Alternative 3 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 3 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, included buses, trucks, transit shelters and street furniture; sidewalks, curb improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 3 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

5. Provide high-quality mobility options that enable people to spend less time traveling,

6. Deliver outstanding trip experiences for all users of the transportation system,

7. Enhance communities and lives through mobility and access to opportunity, and

8. Transform LA County through regional collaboration and national leadership.

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 3 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 3 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 3 at collecting and distributing information, discussed above, would be less consistent with the Vision Plan's goals relating to improving the experiences of commuters and increasing visibility of and access to Metro's services.

In the Vision Plan, Metro also acknowledges that its "individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan . . . ." SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 3 would hinder the pursuit of transportation system improvements that are consistent with the RTP/SCS. At the same time, the reduced ability of Alternative 3 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 3 is not feasible.

10.5 FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered every mitigation measure recommended in the Draft EIR and included in the Mitigation Monitoring and Reporting Program (MMRP). Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Project. As described above in Section 5 of these Findings, Metro has rejected as infeasible other potential mitigation measures considered in the EIR.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro

incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Project would not result in any significant and unavoidable impacts.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts.

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Project would result in the following significant and unavoidable impacts:

Aesthetics (scenic vistas). The Project would include TCN Structures at four Site Locations that would be near five historical resources. The TCN Structures would not physically impact these historical resources, but the TCN Structures would impede the visibility of the historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in substantial adverse effects on scenic vistas, and the impacts would be significant and unavoidable.

Aesthetics (visual character). The proximity of four TCN Structures to five historical resources, mentioned above, would detract from the character defining features of those historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts associated with visual character.

Aesthetics (conflicts with plans). As mentioned above, the four TCN Structures that would impact historical resources would thus be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of two

other TCN Structures within the coastal area. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts due to its conflicts with plans related to historical resources and associated visual impacts.

Cultural Resources (historical resources). As mentioned above, four TCN Structures near five historical resources would result in a permanent and unavoidable effect on the integrity of the setting and feeling of those resources. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts to historical resources from the Project would be significant and unavoidable.

Land Use and Planning. As mentioned above, four TCN Structures near five historical resources and two TCN Structures in the coastal area would conflict with goals and policies in local plans adopted for the purpose of avoiding or mitigating environmental effects. Specifically, four TCN Structures would conflict with a few goals and policies in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan's Conservation Element policies related to historical resources. In addition, two TCN Structures would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site advertising within coastal areas. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts related to conflicts with applicable plans, policies, and regulations would be significant and unavoidable.

11.2 DETERMINATION

Metro concludes that the overall benefits of the Project outweigh the significant and unavoidable impacts discussed above, and that the significant and unavoidable impacts are thus considered acceptable.

As provided in Section II, Project Description, of the Draft EIR, the underlying purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles. The Project would result in the following benefits:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services;

- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters;
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations;
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities;
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction;
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems;
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles; and
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

By providing these benefits, the Project will help to fulfill transportation related goals and policies set forth in the Community Plans, the General Plan Framework Element, SCAG's 2020–2045 RTP/SCS, the Mobility Plan, and Metro's Vision Plan.

The TCN Program would enable Metro to quickly collect a large quantity of real time travel and traffic data, while also allowing Metro to more easily process the data and transmit information to other transportation agencies and to commuters. The TCN Structures would also incorporate real time data to aid in traffic signal timing and Metro vanpool on-demand services. Additionally, the TCN Program would enable the collection of event congestion data for LAX, Dodger Stadium, the Hollywood Bowl, and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games, and would also provide information regarding available parking spaces in park-and-ride lots.

The TCN Program would create advertising revenue for both Metro and the City, expanding the agencies' funding for transportation programs. The Project is expected to generate $300-$500 million over the initial 20-year term, which would fund new and expanded transportation programs that would improve the performance, efficiency, and reliability of existing and future bus and transit services while also decreasing VMT, reducing traffic congestion, and improving air quality.

In addition to adding TCN Structures, the Project would include the removal of static billboards. Communities, particularly underserved communities and communities of color, have long struggled

with the blight of static billboards. The Project would reduce blight and readjust this imbalance by removing a proportionately higher number of static displays from properties within Equity Focus Communities (EFCs) and adding a proportionately lower number of TCN Structures in EFCs.

IV. Mitigation Monitoring and Reporting Program

1. Introduction

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting. As the lead agency for the Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation. The primary purpose of the MMRP is to ensure that the project design features (PDFs) and mitigation measures (MMs) identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

2. Organization

As shown in Section 4 Mitigation Monitoring and Reporting Program below, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Responsible Party: The entity accountable for the action.
- Enforcement Agency: The agency or agencies responsible for overseeing the implementation of mitigation.
- Monitoring Phase: The timing of when implementation of the action is verified.

3. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to Metro

approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMRP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning for Metro as the Lead Agency also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. Mitigation Monitoring and Reporting Program

Table IV-1
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
Aesthetics				
Project Design Feature AES-PDF-1: State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, do not exceed 0.02 footcandles.	Incorporate louvers or other equivalent design features into the design	Construction Contractor	Metro	Preconstruction; Construction
Air Quality				
Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators will be used during construction.	Use power poles and/or solar powered generators where feasible	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction
Biological Resources				
Mitigation Measure BIO-MM-1: Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays). The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species: • Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities. • The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers	Retain a qualified biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Conduct a preconstruction survey for special-status species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Incorporate contractor responsibilities into applicable construction documents including plans and specifications.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species. • Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species. • The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency. • The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible. • The Project biologist shall request that the contractor halt work, if necessary,				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies. • The Project biologist shall inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies. • ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro. • No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points. • The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements.				
Mitigation Measure BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays). If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/	Retain a qualified biologist.	Construction Contractor/Qualified Biologist	Metro	Preconstruction
	Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.	Construction Contractor/Qualified Biologist	Metro	Preconstruction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
CDFW], upon request) prior to initiation of any construction activities.				
Mitigation Measure BIO-MM-3: Avoid impacts on Least Bell's Vireo, if present (Applicable to Site Locations FF-29 and FF-30). Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell's Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell's Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.	Retain a qualified biologist.	Construction Contractor	Metro	Preconstruction
	Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.	Construction Contractor/Qualified Biologist	Metro	Preconstruction
Mitigation Measure BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays). A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required. If suitable habitat is determined to be present: • A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures' and vegetation's use for bat roosting and bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys. • If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as: • Temporary Exclusion. If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist	Retain a qualified bat biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Survey potentially suitable structures and vegetation during bat maternity season.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction
	If a roost is detected prepare a bat management plan.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction. If a roost is detected but would only be subject to indirect impacts: • Daytime Work Hours. All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.				
Cultural Resources				
Mitigation Measure CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities. The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.	Retain a Qualified Principal Archeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare a Cultural Resource Monitoring and Treatment Plan.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
Geology and Soils				
Project Design Feature GEO-PDF-1: All development activities conducted on the Site Locations will incorporate the professional recommendations contained in the Geology and Soils Evaluation and associated recommendations set forth in a site location-specific, design-level geologic and geotechnical investigation(s)	Incorporate the professional recommendations contained in the Geology and Soils Evaluation and associated recommendations set forth	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS), provided such recommendations meet and/or surpass relevant state and City laws, ordinances, Code requirements, and MRDC requirements, California Geological Survey's Special Publication 117A and the City's Building Code, as applicable. Such professional recommendations include site-specific subsurface exploration and laboratory testing, foundation systems that are specific to the geologic materials encountered at each individual site, and prohibition of the use of fill materials to support foundation systems.	in a site location-specific, design-level geologic and geotechnical investigation(s).			
Mitigation Measure GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.	Retain a Qualified Paleontologist.	Construction Contractor	Metro	Preconstruction
	Prepare a site-specific Paleontological Resource Mitigation and Treatment Plan.	Qualified Paleontologist	Metro	Preconstruction
Hazards and Hazardous Materials				
Mitigation Measure HAZ-MM-1 (All Site Locations): Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations. The protocols in the SMP shall include, but not be limited to, the following: • Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs). • The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP	Review and approve soil management plan.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction; Construction
	Implement soil management plan.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work. • Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP. • The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area. • The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris. • The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary. • In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP. • Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations. • A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities.				
Mitigation Measure HAZ-MM-2 (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21): Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).	Conduct soil/vapor sampling and testing.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction
	Review and approve soil/vapor sampling and testing results.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction
Mitigation Measure HAZ-MM-3 (Site Locations FF-4, NFF-3, NFF-18, and NFF-21): A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTS. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.	Conduct a geophysical investigation.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction
	Review and approve geophysical investigation results.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction
Noise				
Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	Equip power construction equipment with state-of-the-art noise shielding and muffling devices.	Construction Contractor	Metro and/or City of Los Angeles	Construction
	Maintain noise shielding and muffling device equipment.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. *During TCN Structure NFF-11 Construction* • Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R5.	Building plans shall include documentation prepared by a noise consultant verifying use of sound barriers.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction
	A temporary and impermeable sound barrier shall be erected.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
During TCN Structure NFF-12 Construction • Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6. *During TCN Structure NFF-14 Construction* • Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7. *During TCN Structure NFF-19 Construction* • Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10. *During TCN Structure NFF-20 Construction* • Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12. *During TCN Structure NFF-21 Construction* • Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13. *During TCN Structure FF-13 Construction* • Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20. *During TCN Structure FF-26 Construction* • Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25. *During TCN Structure FF-28 Construction* • Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27. *During TCN Structure FF-33 Construction* • Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28. The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
at the ground level of receptor location R28.				
Mitigation Measure NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L_{eq}) at 50 feet from the equipment.	Complete construction prior to occupation of the adjacent future residential building, or	Construction Contractor	Metro and/or City of Los Angeles	Construction
	Construction equipment shall be limited to a maximum 75 dBA (L_{eq}) at 50 feet from the equipment.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.	Install a temporary noise barrier during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.	Limit use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) to a minimum of 80 feet away from the existing residences	Construction Contractor	Metro and/or City of Los Angeles	Construction
Tribal Cultural Resources				
Mitigation Measure MM-TCR-1 (Retain a Tribal Consultant and Qualified Archaeologist): Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below). Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor. A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.	Retain a tribal consultant and qualified archaeologist.	Metro	Metro	Preconstruction; Construction
	A tribal consultant and qualified archaeologist shall monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction
Mitigation Measure MM-TCR-2 (Develop a Tribal Cultural Resource Mitigation and Monitoring Program): Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's *Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's Transportation Communication Network Project* report, and reasonable and	Retain a qualified archaeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare Tribal Cultural Resources Monitoring and Mitigation Program.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible. The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis. During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist. The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30 days prior to initiating ground-disturbing activities.				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
Mitigation Measure MM-TCR-3 (Treatment of Known Tribal Cultural Resources): A treatment plan will be developed for any historical archaeological sites that may be adversely affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old. The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's *Standards and Guidelines* (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s *Archaeological Resources Management Report, Recommended Contents and Formats* (1989), the Advisory Council on Historic Preservation's publication *Treatment of Archaeological Properties: A Handbook*, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's *Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork* and *Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources*.	Develop a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Construction Contractor/ Qualified Archaeologist	Metro	Preconstruction; Construction

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail:	*Street Address:*
P.O. Box 3044	1400 Tenth St., Rm 113
Sacramento, CA 95812-3044	Sacramento, CA 95814

☒ County Clerk
County of: Los Angeles
Address: 12400 Imperial Hwy
Norwalk, CA 90650

From:
Public Agency: LA Metro
Address: One Gateway Plaza
Los Angeles, CA 90012
Contact: Shine Ling
Phone: (213)547-4326

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2022040363

Project Title: Transportation Communication Network

Project Applicant: Los Angeles County Metropolitan Transportation Agency

Project Location (include county): City of Los Angeles, Los Angeles County (see attatchment A)

Project Description:

Metro proposes to implement the Transportation Communication Network (TCN), which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, increase communication, and provide for outdoor advertising that would be used to fund new and expanded transportation programs. Implementation of the Project would include the installation of up to 53 TCN Structures, all on Metro-owned property within the City of LA.

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on 1/26/2023 (date) and has made the following determinations regarding the above described project.

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
One Gateway Plaza, Los Angeles, 90012

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

Table 1
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80

Table-1 (Continued)
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80

sf = square feet

ft = feet

Source: Eyestone Environmental, 2022.

Table-2
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Table -2 (Continued)
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30

sf = square feet

ft = feet

Source: Eyestone Environmental, 2022.

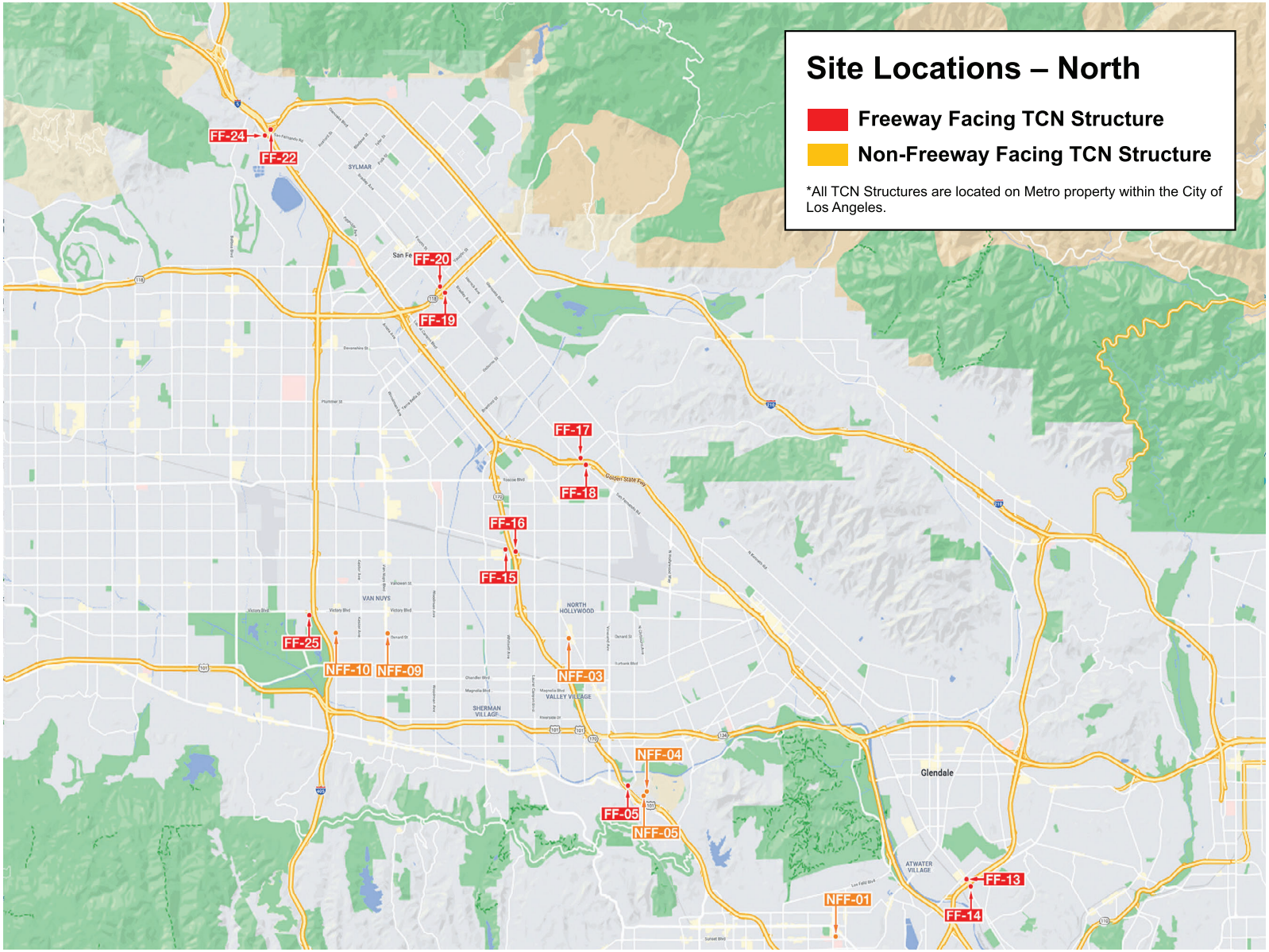
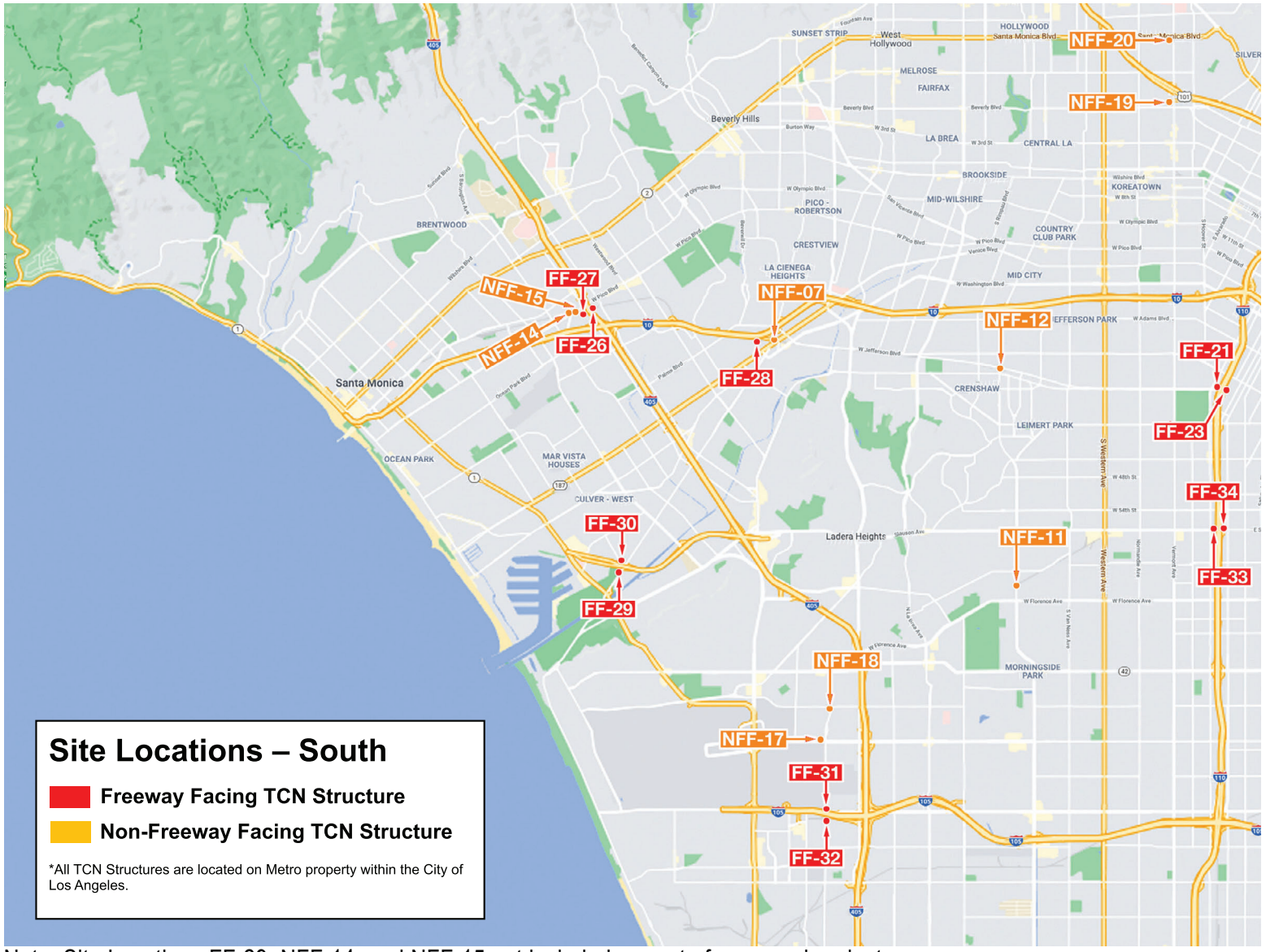


Figure -1

Regional Project Location Map – North

Source: ALLVISION, 2022.



Note: Site Locations FF-29, NFF-14, and NFF-15 not included as part of approved project.

Figure -2

Regional Project Location Map – South

Source: ALLVISION, 2022.



Figure -3

Regional Project Location Map – Downtown

Source: ALLVISION, 2022.

Los Angeles County
Metropolitan Transportation Authority

TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT

Metro

Recommendation

CONSIDER:
A. APPROVING the Transportation Communication Network (TCN) Project.

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090.

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and
2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Metro

Background & Purpose

Background:

- Board Action (File # 2021-0062) Memorandum of Agreement (MOA) with City of Los Angeles approved by Board.

- City Council approved the MOA on December 16, 2021

Purpose:

- TCN will create a multidisciplined and interdepartmental communication network

- Generate a revenue stream

- Will remove approximately 200 Signs

Metro

Program Highlights

- No out-of-pocket capital costs to Metro
- Intelligent Transportation System, Travel Demand and Public Event Management
- Public Transit Promotion and Metro Communications
- Multilingual Public Safety and Emergency Messaging
- Remove approximately 200 signs City-wide
- Revenue generation for Metro projects and City transportation projects
- All TCN Signs will be owned and controlled by Metro and conform to Metro policies

Metro

Face Removal Highlights

- 82 locations in City will be removed
  - 47 (57%) are in Equity Focused Communities (EFC)

- Of the 56 locations being studied
  - 17 (30%) are in EFCs

- The MOA stipulates that the use of funds by the City be directed toward improving transportation. The MOA also notes that the improvements around bus stops should focus on the LACMTA EFCs.

Metro

CEQA Status & Next Steps

CEQA Status:

- Notice of Preparation issued April 18, 2022
  - Initial Study identified
  - 34 freeway facing structures
  - 22 non-freeway facing structures

- Completed Scoping meetings on Thursday May 19, 2022, and Saturday May 21, 2022.

- Comment period extended 30 days to 45 days
  - In addition to required public agency notices
    - Published in Los Angeles Times
    - 17,247 postcards mailed
    - 250,000 emails
- EIR Final November 15, 2022

Next Steps: Request CEQA certification on January 26, 2023, Board Meeting

Metro

Los Angeles County
Metropolitan Transportation Authority

Questions / Comments

Metro

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

Metro

Board Report

File #: 2022-0576, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $18,928,000 in additional programming and funding changes within the capacity of the Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):

- Las Virgenes Malibu Operational Improvements
- Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements
- Gateway Cities I-710 South Early Action
- North Los Angeles County SR-138 Safety Enhancements
- North Los Angeles County I-5/SR-14 Safety Enhancements
- South Bay I-405, I-110, I-105 & SR-91 Improvements

B. APPROVING the deobligation of $26,892,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects;

C. DELEGATING the Chief Executive Officer or their designee the authority to:

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

2. Administratively extend funding agreement lapse dates for Measure R funding agreements to meet environmental, design, right-of-way, and construction time frames; and

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

ISSUE

The Measure R Multimodal Subregional Programs update allows Metro staff and each lead agency to revise project priorities and amend budgets for the implementation of the Measure R Multimodal subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope, and funding allocations for existing and new projects. The Board's approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Measure R Expenditure Plan Lines 26, 31, 32, 33, 37, and 38 allocate funds for multimodal highway operational improvement subfund programs. Metro staff leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also leads projects on behalf of local jurisdictions at their request or assists in the development of projects with these subfunds.

Additionally, the Compete Streets and Highways staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and Metro staff reviews the project for eligibility and compliance with the Board-adopted guidelines and objectives for multimodal highway investments. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, multimodal access and align with the Board-adopted Objectives for Multimodal Highway Investments (File 2022-0302).

As the project lead for regionally significant multi-jurisdictional projects or grant manager to locally prioritized projects, Metro staff works with cities, subregions, and grant recipients to scope and deliver the projects. Updates on the multimodal highway programs are presented to the Board semi-annually and on an as-needed basis. background information.

DISCUSSION

The multimodal subregional highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/approved by Metro staff for funding.

The changes in this update include $18,928,000 in additional programming for projects in the Las Virgenes Malibu, Gateway and North Los Angeles County and South Bay subregions as detailed in Attachment A. A nexus determination has been completed for each new project.

All projects on the attached project lists are expected to provide operational benefits and meet the Board-adopted Highway Operational and Ramp/Interchange improvement guidelines and Objectives for Multimodal Highway Investments.

Las Virgenes Malibu Operational Improvements

A total of $168,196,000 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project and 5 new projects.

Calabasas

Program $400,000 for MR311.12 - Calabasas Traffic Signal System Upgrade and Synchronization Project. The total project budget is $400,000. Funds will be used for the final design and construction of traffic signal, controller, video detection and surveillance upgrades.

Program $2,888,000 for MR311.13 - Mulholland Hwy Improvements Project - Old Topanga Canyon Road to City Limits. The total project budget is $2,888,000. Funds will be used for the construction of outside shoulder and retaining wall improvements for bike lane improvements.

Hidden Hills

Program an additional $252,000 for MR311.34 - Long Valley Road/Valley Circle/US-101 On-Ramp Improvements. The revised project budget is $5,952,000. Funds are being programmed for additional construction costs.

Malibu

Program $325,000 for MR311.16- Pedestrian Signal Improvements on the Pacific Coast Highway (PCH). The total project budget is $325,000. Funds are being programmed for the design and construction of pedestrian traffic signal improvements.

Program $5,000,000 for MR311.17 - PCH at Las Flores and Rambla Pacifico Intersection Improvements. The total project budget is $5,000,000. Funds will environmentally clear, design, and construct left-turn, bike, and pedestrian improvements.

Westlake Village

Program $1,305,000 for MR311.21 - Lindero Canyon Rd Sidewalk Extensions. The total project budget is $1,305,000 for the design and construction of sidewalk and transit stop improvements.

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

A total of $421,458,900 has been programmed for projects in the subregion. This update includes funding adjustments for 8 projects.

Gateway Cities Council of Governments (GCCOG)

Deobligate $100,000 from Gateway Cities Third Party Support Services. This is a programmed placeholder that will not be utilized. Funds are being reprogrammed to other projects.

Metro

Program an additional $889,000 for MR315.73 - I-605 Valley Blvd Interchange. The revised project budget is $5,289,700. Funds are being programmed to match environmental and design contract costs.

Artesia

Program an additional $100,000 for MR315.25 - Pioneer Blvd at Arkansas St Intersection Improvements. The revised project budget is $725,000. Funds are being programmed to match the construction bids.

Cerritos

Program an additional $220,000 for MR315.38 - Carmenita - South Intersection Improvements. The revised project budget is $634,263. Funds are being programmed to match construction bids.

Downey

Program an additional $2,693,000 for MR315.66 - Lakewood - Firestone Blvd Intersection Improvements. The revised project budget is $3,993,000. Funds are being programmed to match the construction bids.

LA County

Program an additional $424,859 for MR315.23 - Carmenita Telegraph Intersection Improvements. The revised project budget is $3,624,859. Funds are being programmed to match the construction bids.

Long Beach

Program $301,611 for MR315.59 - EB SR-91 Atlantic to Cherry Auxiliary Lane Improvements - Tree Replacement and Air Filtration Enhancement Project. Funds are being programed for project development in response to Board Motion File# 2022-0024.

Santa Fe Springs

Program an additional $920,000 for MR315.41 - Valley View - Alondra Intersection Improvements. The revised project budget is $3,587,000. Funds are being programmed to complete right-of-way and construction.

Gateway Cities I-710 South Early Action

A total of $298,148,200 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects.

Metro

Program an additional $2,223,700 for MR306.61 - Rosecrans Avenue/Atlantic Avenue & Artesia Boulevard/Santa Fe Avenue Intersection Improvements. The revised project budget is $2,553,200. The funds will be used for the design and right-of-way phase. Metro Complete Streets & Highways is leading the project at the request of the City of Compton.

Program $6,282,000 for PS4340-1939 - I-710 Corridor Project Task Force/ Mobility Investment Plan Development. This item was approved at the June 23, 2022 meeting, File 2022-0336.

Program $850,000 for the Long Beach to East Los Angeles Mobility Corridor Investment Plan Outreach and community-based organization (CBO) effort. The funds will support the I-710 Task Force implementation of the Metro Board directive to include CBOs in the outreach of Metro projects.

Bell

Program an additional $980,000 for MR306.44 - Gage Ave Bridge Replacement. The revised project budget is $1,046,847. Funds are being programmed to complete the design.

Long Beach

Program an additional $2,656,000 for MR315.70 - Artesia Great Blvd Improvements. The revised project budget is $12,533,000. Funds are being programmed to match construction bids.

North Los Angeles County SR-138 Safety Enhancements

A total of $200,000,000 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects and 1 new project.

Metro

Deobligate $5,600,000 from MR330.12 - SR-138 Segment 6 Construction. Funds are being deobligated and reprogrammed to fund the SR-14 Safety Improvements environmental phase as a response to Motion 10 (File 2022-0520).

Program $5,600,000 for MR330.13 - SR-14 Traffic Safety Improvements. Funds will be used to complete the environmental phase as directed in Motion 10 (File 2022-0520).

Lancaster

Deobligate $11,415,814 from MR330.02 - SR-138 (SR-14) Avenue K Interchange. The revised Project budget is $8,924,186. Funds are being deobligated and reprogramed to MR330.04 to match the construction bids received.

Deobligate $6,376,596 from MR330.06 - SR-138 (SR-14) Ave M Interchange. The revised project budget is $13,623,404. Funds are being deobligated and reprogrammed to MR330.04 to match the construction bids received.

Program an additional $17,792,410 for MR330.04 - SR-138 (SR-14) Avenue J Interchange. The revised project budget is $39,067,310. Funds are being programmed to match the construction bids received.

North Los Angeles County I-5/SR-14 Safety Enhancements

A total of $85,094,900 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project.

Palmdale

Reprogram $1,186,200 for MR330.08 - SR-138 Palmdale Blvd SB SR-14 Ramps. The funds are being reprogrammed as follows: $500,000 in FY23-24 and $686,200 in FY24-25. Funds are being reprogrammed to match environmental, design and construction timeframes.

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

A total of $437,940,300 has been programmed for projects in the subregion. This update includes funding adjustments to 1 project.

Deobligate $3,400,000 from MR312.82 - PCH (I-105 to I-110) Turn Lanes and Pockets. Funds are being deobligated to match the construction costs. The revised project budget is $5,000,000.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY23 Budget amendment at this time. Metro staff will monitor the respective projects and adjust funding as required to meet project needs within the adopted FY23 budget subject to the availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY23 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-

Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY23 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312, 462312 and 463312.

For the Gateway Cities Subregion, FY23 funding for the I-605 Corridor "Hot Spots" Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720, 4730 and 4740 are all included in the FY23 budget.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster in the FY23 budgets under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others). For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), budgets are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since the Measure R Multimodal Highway Subregional Programs are multi-year programs with various projects, the Project Managers, the Cost Center Manager, the Sr. Executive Officer Countywide Planning and Development - Complete Streets and Highways and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY23 budget. Staff will rebalance the approved FY23 budget as necessary to fund the identified priorities and will revisit the budgetary needs using the quarterly- and mid-year adjustment processes subject to the availability of funds.

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

EQUITY PLATFORM

This semi-annual update is funding subsequent phases of Board-approved Highway Subsidy grants that are aligned with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. Additionally, Complete Streets and Highways staff have provided technical assistance to Equity Focus Communities (EFCs) in various subregions. The Highway Subsidy Grants do not have a direct equity impact, rather it will allow for the development of equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities.

Each city and/or agency independently and in coordination with their subregion undertake their

jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. This update includes additional funding for the following EFC communities, Bell, Compton, Downey, LA County, Long Beach.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

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

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

"Goal 4: Transform LA County through regional collaboration"

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

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project list and funding allocations. However, the option is not recommended as it will delay the development of locally prioritized improvements.

NEXT STEPS

Metro's complete streets and highway staff will continue to work with the subregions to identify and deliver projects and execute grant agreements. Updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

Prepared by: Isidro Panuco, Senior Director, Countywide Planning & Development (213) 547-4372
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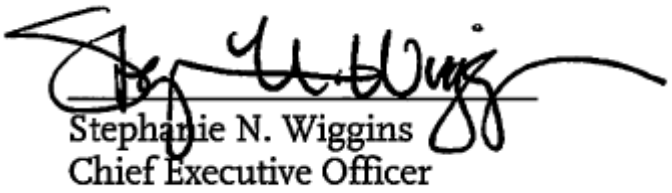

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects

(Dollars in Thousands)		HIGHWAY OPS IMP GRAND TOTAL		1,707,028	18,928	1,718,127	1,361,020	153,067	165,032	8,616
Lead Agency	**Fund Agr (FA) No.**	**PROJECT/LOCATION**	**Notes**	**Prior Alloc**	**Alloc Change**	**Current Alloc**	**Prior Yr Program**	**FY23**	**FY24**	**FY25**
Arroyo Verdugo Operational Improvements				**112,888.4**	**(0.0)**	**112,888.4**	**86,379.4**	**8,225.0**	**16,792.0**	**1,242.0**
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0			
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	3,967.0			
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements **(Completed)**		2,600.0	0.0	2,600.0	2,600.0			
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements **(Completed)**		2,975.0	0.0	2,975.0	2,975.0			
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	3897			
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	3,600.0			
Burbank	MR310.23	Chandler Bikeway Extension **(call match) F7506**		659.8	0.0	659.8	659.8			
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0			
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0			
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0			
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		5,200.0	0.0	5,200.0	3,200.0	2,000.0		
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		1,000.0	0.0	1,000.0		1,000.0		
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0	250.0			
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3		1,400.0	0.0	1,400.0		200.0	1,200.0	
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync		250.0	0.0	250.0		250.0		
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization		350.0	0.0	350.0			350.0	
Burbank	MR310.58	Downtown Burbank Signal Synchronization		250.0	0.0	250.0				250.0
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive		2,000.0	0.0	2,000.0		300.0	1,700.0	
		TOTAL BURBANK		35,273.8	0.0	35,273.8	28,023.8	3,750.0	3,250.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) **(Completed)**		1,658.7	0.0	1,658.7	1,658.7			
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design **(FA canceled and funds previously moved to MR310.01)**		0.0	0.0	0.0	0.0			
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. **(Completed)**		1,850.0	0.0	1,850.0	1,850.0			
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp **(Completed)**		3,250.0	0.0	3,250.0	3,250.0			
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5			
Glendale	MR310.14	Verdugo Road Signal Upgrades **(Completed)**		557.0	0.0	557.0	557.0			
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification **(Completed)**		1,585.5	0.0	1,585.5	1,585.5			
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification **(Completed)**		1,000.0	0.0	1,000.0	1,000.0			
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade **(Completed)**		2,700.0	0.0	2,700.0	2,700.0			
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo **(Completed)**		340.9	0.0	340.9	340.9			
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification **(Completed)**		397.3	0.0	397.3	397.3			
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. **(Completed)**		350.0	0.0	350.0	350.0			
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0			
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3			
Glendale	MR310.25	210 Soundwalls Project		8,020.0	0.0	8,020.0	4,520.0	2,000.0	1,500.0	
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0			
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0			
Glendale	MR310.32	Regional Arterial Performance Measures **(Call Match) F7321**		100.0	0.0	100.0	100.0			
Glendale	MR310.34	Regional Bike Stations **(Call Match) F7709**		332.2	0.0	332.2	332.2			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.35	Signal Installations at Various Locations **(Completed)**		1,500.0	0.0	1,500.0	1,500.0			
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements **(Completed)**		3,315.0	0.0	3,315.0	3,315.0			
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) **(Completed)**		623.2	0.0	623.2	623.2			
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0			
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0			
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,800.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0			
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.63	South Central Avenue Improvements (Signal, Ped, Transit)		3,000.0	0.0	3,000.0	0.0	300.0	2,700.0	
Glendale	MR310.64	North Glendale Avenue Improvements (Signal, Ped, Transit)		4,000.0	0.0	4,000.0	0.0	400.0	3,600.0	
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)		5,000.0	0.0	5,000.0	0.0	500.0	4,500.0	
		TOTAL GLENDALE		63,770.6	0.0	63,770.6	47,220.6	4,250.0	12,300.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 **(Completed)**		4,588.0	0.0	4,588.0	4,588.0			
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0			
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0			
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		**112,888.4**	**(0.0)**	**112,888.4**	**86,379.4**	**8,225.0**	**16,792.0**	**1,242.0**

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				**158,026.0**	**10,170.0**	**168,196.0**	**157,761.0**	**6,920.0**	**652.0**	**2,888.0**
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7			
Westlake Village	MR311.02	Highway 101 Park and Ride Lot **(Design Completed)**		243.7	0.0	243.7	243.7			
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction **(Completed)**		3,251.0	0.0	3,251.0	3,251.0			
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0			
Westlake Village	MR311.19	Highway 101 Park and Ride Lot **(Completed)**		4,943.6	0.0	4,943.6	4,943.6			
Westlake Village	MR311.21	Lindero Rd Sidewalk Extension	ADD	0.0	1,305.0	1,305.0	0.0	1,305.0		
		TOTAL WESTLAKE VILLAGE		18,551.0	1,305.0	19,856.0	18,551.0	1,305.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0			
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,750.0			
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	37,250.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0			
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0			
		TOTAL AGOURA HILLS		50,225.0	0.0	50,225.0	50,250.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0			
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion **(Completed)**		4,389.8	0.0	4,389.8	4,389.8			
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening **(Completed)**		5,746.2	0.0	5,746.2	5,746.2			
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp **(Completed)**		214.0	0.0	214.0	214.0			
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road **(Cancelled)**		0.0	0.0	0.0	0.0			
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) **(Completed)**		3,700.0	0.0	3,700.0	3,700.0			
Calabasas	MR311.12	Calabasas Traffic Signal System Upgrades and Sychronization	ADD	0.0	400.0	400.0	0.0		400.0	
Calabasas	MR311.13	Mulholland Highway Improvements Project - Old Topanga Canyon Road to City Limits (MM4401.11)	ADD	0.0	2,888.0	2,888.0	0.0			2,888.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
		TOTAL CALABASAS		49,550.0	3,288.0	52,838.0	49,550.0	0.0	400.0	2,888.0
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	14,600.0			
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,600.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0			
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	710.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction **(Completed)**		900.0	0.0	900.0	900.0			
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0				
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits **(Completed)**		500.0	0.0	500.0	500.0			
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0			
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0			
Malibu	MR311.16	Pedestrian Signal Improvements on PCH	ADD	0.0	325.0	325.0	0.0	325.0		
Malibu	MR311.17	PCH at Las Flores and Rambla Pacifico Intersection Improvements	ADD	0.0	5,000.0	5,000.0	0.0	5,000.0		
		TOTAL MALIBU		34,000.0	5,325.0	39,325.0	33,710.0	5,615.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	CHG	5,700.0	252.0	5,952.0	5,700.0		252.0	
		TOTAL HIDDEN HILLS		5,700.0	252.0	5,952.0	5,700.0	0.0	252.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		**158,026.0**	**10,170.0**	**168,196.0**	**157,761.0**	**6,920.0**	**652.0**	**2,888.0**

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				**441,340.2**	**(3,400.0)**	**437,940.3**	**332,943.9**	**44,426.3**	**60,570.0**	**0.0**
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration ***(Project Development Budget Included)***		13,375.0	0.0	13,375.0	13,375.0			
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections **(Completed)**		5,357.0	(0.0)	5,357.0	5,357.0			
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector **(Completed)**		8,120.0	0.0	8,120.0	8,120.0			
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	69,400.0	11,000.0	6,000.0	
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 **(Completed)**		9,000.0	0.0	9,000.0	9,000.0			
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0			
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) **(Completed)**		150.0	0.0	150.0	150.0			
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) **(Completed)**		150.0	0.0	150.0	150.0			
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets	DEOB	8,400.0	(3,400.0)	5,000.0	0.0	5,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		118,727.0	(3,400.0)	115,327.0	93,327.0	16,000.0	6,000.0	0.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	2,800.0	1,420.0		
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st **(Completed)**		150.0	0.0	150.0	150.0			
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0			
		TOTAL CARSON		5,370.0	0.0	5,370.0	3,950.0	1,420.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. **(Completed)**		2,500.0	0.0	2,500.0	2,500.0			
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	4,150.0	1,200.0		
		TOTAL EL SEGUNDO		7,850.0	0.0	7,850.0	6,650.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd **(Completed)**		4,967.0	0.0	4,967.0	4,967.0			
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) **(Completed)**		393.0	0.0	393.0	393.0			
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street **(Completed)**		2,090.3	0.0	2,090.3	2,090.3			
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0			
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,617.3	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave **(Completed)**		2,100.0	0.0	2,100.0	2,100.0			
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) **(Completed)**		3,600.0	0.0	3,600.0	3,600.0			
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave **(Completed)**		7,551.0	0.0	7,551.0	7,551.0			
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0			
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th		2,000.0	0.0	2,000.0	2,000.0			
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. **(Completed)**		4,400.0	0.0	4,400.0	4,400.0			
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,995.0			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	3,200.0			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	2,000.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		1,300.0	0.0	1,300.0	600.0	700.0		
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		3,600.0	0.0	3,600.0	600.0	2,000.0	1,000.0	
		TOTAL HAWTHORNE		32,983.0	0.0	32,983.0	29,283.0	2,700.0	1,000.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7			
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0			
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project **(Completed)**		205.0	0.0	205.0	205.0			
Inglewood	MR312.71	La Cienega Blvd Synchronization Project **(Completed)**		80.0	0.0	80.0	80.0			
Inglewood	MR312.72	Arbor Vitae Synchronization Project **(Completed)**		130.0	0.0	130.0	130.0			
Inglewood	MR312.73	Florence Ave Synchronization Project **(Completed)**		255.0	0.0	255.0	255.0			
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	5,875.0	7,606.3	4,000.0	
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel **(Call Match)** ***F7207***		1,313.0	(0.0)	1,313.0	1,313.0			
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0			
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0			
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	10,868.0	7,606.3	4,000.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave **(Completed)**		307.0	0.0	307.0	307.0			
LA County	MR312.52	ITS: Improvements on South Bay Arterials **(Call Match) F7310**		1,021.0	0.0	1,021.0	1,021.0			
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	3,328.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp **(Completed)**		43.0	0.0	43.0	43.0			
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0			
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements **(Completed)**		878.3	0.0	878.3	878.3			
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia **(Call Match)** *F9101*		1,039.3	0.0	1,039.3	1,039.3			
		TOTAL LAWNDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut **(Complete)**		1,585.0	0.0	1,585.0	1,585.0			
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) **(Completed)**		346.5	0.0	346.5	346.5			
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0			
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0			
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		2,046.0	0.0	2,046.0	2,046.0			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0			
Manhattan Beach	MR312.87	Manhattan Bch Blvd at Peck Ave Signal Improvements		100.0	0.0	100.0	0.0	100.0		
		TOTAL MANHATTAN BEACH		13,992.5	0.0	13,992.5	13,892.5	100.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	17,381.0			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	17,400.0			
Metro	~~3000002053/P3 4010-2540-01-19~~	South Bay Arterial Baseline Conditions Analysis **(Completed)**		250.0	0.0	250.0	250.0			
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0			
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	2,600.0	2,400.0	14,850.0	
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	1,800.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	40,931.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0			
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		46,350.0	0.0	46,350.0	10,830.0	10,000.0	25,520.0	
		PORT OF LOS ANGELES		46,350.0	0.0	46,350.0	10,830.0	10,000.0	25,520.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0			
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) **(Completed)**		936.0	0.0	936.0	936.0			
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) **(Completed)**		389.0	0.0	389.0	389.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements **(Completed)** (Eastbound right turn lane)		22.0	0.0	22.0	22.0			
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) **(Completed)**		30.0	0.0	30.0	30.0			
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	1,907.0			
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	2,400.0			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0			
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0			
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	13,251.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	20,597.0			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements **(Completed)** (Southbound right turn lane)		319.9	0.0	319.9	319.9			
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0			
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0			
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0			
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0			
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing **(Completed)**		500.0	0.0	500.0	500.0			
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0			
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0			
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0			
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	72,752.9	0.0	0.0	0.0
		TOTAL SOUTH BAY		**441,340.2**	**(3,400.0)**	**437,940.3**	**332,943.9**	**44,426.3**	**60,570.0**	**0.0**

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				**416,010.4**	**5,448.5**	**421,458.9**	**271,711.8**	**77,221.0**	**68,726.0**	**3,800.0**
GCCOG	MOU.306.03	GCCOG Engineering Support Services		2,000.0	0.0	2,000.0	1,550.0	450.0		
GCCOG	TBD	Gateway Cities Third Party Support	DEOB	100.0	(100.0)	0.0	0.0			
		TOTAL GCCOG		2,100.0	(100.0)	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv **(Completed)**		342.2	0.0	342.2	342.2			
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra **(Completed)**		365.4	0.0	365.4	365.4			
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0			
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0			
Metro	AE322940011372	710/91 PSR/PDS **(Completed)**		2,340.0	0.0	2,340.0	2,340.0			
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3			
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	15,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)		27,020.9	0.0	27,020.9	3,400.9	4,820.0	15,000.0	3,800.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED **(Completed)**		7,763.0	0.0	7,763.0	7,763.0			
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study **(Completed)**		6,170.0	0.0	6,170.0	6,170.0			
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001		47,051.0	0.0	47,051.0	8,250.0	18,801.0	20,000.0	
Metro	MR315.76	SR-91 Central to Acacia Improvements (PAED/PSE/ROW) AE57645000		22,006.0	0.0	22,006.0	7,006.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0			
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	CHG	4,400.7	889.0	5,289.7	3,640.7	760.0	889.0	
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	3,848.5			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)		57,505.0	0.0	57,505.0	12,875.0	22,315.0	22,315.0	
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 **(Completed)**		3,121.0	0.0	3,121.0	3,121.0			
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan **(Completed)**		10,429.5	(0.0)	10,429.5	10,429.5			
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements Improvements **(Completed)**		572.7	0.0	572.7	572.7			
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements **(Completed)**		560.7	0.0	560.7	560.7			
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements **(Completed)**		680.0	0.0	680.0	680.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0			
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS **(Completed)**		3,040.0	0.0	3,040.0	3,040.0			
		TOTAL METRO		292,041.9	889.0	292,930.9	164,230.9	60,696.0	64,204.0	3,800.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3			
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0			
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8			
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS **(Completed)**		260.0	0.0	260.0	260.0			
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) **(Completed)**		500.0	0.0	500.0	500.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) **(Completed)**		500.0	0.0	500.0	500.0			
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0			
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0			
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp	CHG	625.0	100.0	725.0	625.0	100.0		
		TOTAL ARTESIA		625.0	100.0	725.0	625.0	100.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8			
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0			
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	CHG	414.2	220.0	634.2	414.2	220.0		
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2			
		TOTAL CERRITOS		1,958.4	220.0	2,178.4	1,958.4	220.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements **(Completed)**		2,120.0	0.0	2,120.0	2,120.0			
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0			
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements **(Completed)**		2,740.4	0.0	2,740.4	2,740.4			
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0			
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.	CHG	1,300.0	2,693.0	3,993.0	1,300.0	2,693.0		
		TOTAL DOWNEY		15,145.4	2,693.0	17,838.4	15,145.4	2,693.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	3,210.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0			
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0			
LA County	MR315.22	Norwalk-Washington Intersection Improvements **(Completed)**		550.0	0.0	550.0	550.0			
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	CHG	3,200.0	424.9	3,624.9	2,300.0	900.0	424.9	
LA County	MR315.64	South Whittier Bikeway Access Improvements **(Call Match) F9511**		800.0	0.0	800.0	800.0			
		TOTAL LA COUNTY		14,130.0	424.9	14,554.9	12,030.0	2,100.0	424.9	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0			
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3			
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0			
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0
Long Beach	MR315.59	EB 91 Atlantic to Cherry Aux Lane Imp Tree Replacement and Air Filtration Project	CHG	0.0	301.6	301.6	0.0	107.2	194.4	
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street		4,469.0	0.0	4,469.0	3,169.0	1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3			
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8			
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd **(Call Match) F9130**		900.0	0.0	900.0	900.0			
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection **(Call Match) F9532**		0.0	0.0	0.0	0.0			
Long Beach	MR315.69	Park or Ride **(Call Match) F9808**		212.6	(0.0)	212.6	212.6			
Long Beach	MR315.70	Artesia Boulevard Imrprovements (PAED, PSE, CON)		1,450.0	0.0	1,450.0	1,450.0			
		TOTAL LONG BEACH		7,978.7	301.6	8,280.3	6,678.7	1,407.2	194.4	0.0
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0			
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,154.2	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0			
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4			
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL NORWALK		9,959.4	0.0	9,959.4	9,604.6	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0			
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0			
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5			
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0			
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0			
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		1,254.0	0.0	1,254.0	824.0	430.0		
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	CHG	2,667.0	920.0	3,587.0	2,667.0	920.0		
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0			
		TOTAL SANTA FE SPRINGS		7,721.0	920.0	8,641.0	7,291.0	1,350.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction		4,568.2	0.0	4,568.2		2,100.0	2,468.2	
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction		7,184.5	0.0	7,184.5		5,750.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1			
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	2,344.1	7,850.0	3,902.7	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		**416,010.4**	**5,448.5**	**421,458.9**	**271,711.8**	**77,221.0**	**68,726.0**	**3,800.0**

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: Interstate 710 South Early Action Projects				**293,668.5**	**6,709.7**	**298,148.2**	**267,982.5**	**0.0**	**0.0**	**0.0**
GCCOG	MOU.306.03	GCCOG Engineering Support Services		2,000.0	0.0	2,000.0	1,550.0	450.0		
		TOTAL GCCOG		2,000.0	0.0	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) **(Completed)**		2,161.9	0.0	2,161.9	2,161.9			
Metro	Bucket	I-710 ITS/Air Quality Early Action **(Grant Match)**		2,660.0	0.0	2,660.0	2,660.0			
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,948.0			
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	4,079.6			
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development **(Completed)**		600.0	0.0	600.0	600.0			
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9			
Metro	PS4340-1939	I-710 Corridor Project Task Force/ Mobility Investment Plan Development		6,282.0	0.0	6,282.0	0.0	6,282.0		
Metro	TBD	LBC to East LA Mobility Corridor Investment Plan/Outrech CBO Efforts	ADD	0.0	850.0	850.0	0.0	425.0	425.0	
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0			
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,929.6			
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	43,062.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds **(Completed)**		200.0	0.0	200.0	200.0			
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0			
Metro	MR306.38	Sustainable Transportation Planning Grant **(Grant Match)**		64.8	0.0	64.8	64.8			
Metro	MR306.41	FRATIS Modernization **(Grant Match)**		3,000.0	0.0	3,000.0	3,000.0			
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project		3,965.0	0.0	3,965.0	2,365.0	1,600.0		
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0			
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project		6,100.0	0.0	6,100.0	4,000.0	2,100.0		

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements	CHG	329.5	2,223.7	2,553.2	329.5	223.7	2,000.0	
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Poject		1,312.1	0.0	1,312.1	700.1	612.0		
		TOTAL METRO		155,895.4	3,073.8	158,969.2	145,301.5	11,242.7	2,425.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project **(Grant Match)**		240.0	0.0	240.0	240.0			
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0
Metro	13.01/~~USACE~~	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0			
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0			
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0			
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0			
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0			
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0			
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0			
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT **IQA**		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,200.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0			
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0			
Bell	MR306.37	Eastern at Bandini Rickenbacker Project **(Call Match)** *F9200*		178.6	(0.0)	178.6	178.6			
Bell	MR306.44	Gage Ave Bridge Replacement Project	CHG	66.8	980.0	1,046.8	66.8	980.0		
		TOTAL BELL		381.4	980.0	1,361.4	381.4	980.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3			
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening ***(Call Match)*** *F7120*		1,184.7	0.0	1,184.7	1,184.7			
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project ***(Call Match)*** *F9111*		283.4	(0.0)	283.4	283.4			
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0			
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0			
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project **(Completed)**		13,500.0	0.0	13,500.0	13,500.0			
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0			
Commerce	MR306.64	Slauson Corridor Improvements (PAED/PSE)		2,230.0	0.0	2,230.0	0.0	2,230.0		
		TOTAL COMMERCE		17,305.0	0.0	15,075.0	15,075.0	2,230.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3			
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0			
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements **(Complete)**		3,069.0	0.0	3,069.0	3,069.0			
Downey	MR306.31	Lakewood Blvd Improvement Project **(Completed)**		6,000.0	0.0	6,000.0	6,000.0			
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0			
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0			
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements		5,600.0	0.0	5,600.0	1,500.0	2,500.0	1,600.0	
		TOTAL HUNTINGTON PARK		5,615.0	0.0	5,615.0	1,515.0	2,500.0	1,600.0	0.0
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0			
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	23,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements **(Completed)**		300.0	0.0	300.0	300.0			
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	4,700.0			
Long Beach	MR315.70	Artesia Boulevard Imrpovements (PAED, PSE, CON)	CHG	9,877.0	2,656.0	12,533.0	765.0	4,112.0	7,656.0	
		TOTAL LONG BEACH		38,923.0	2,656.0	41,579.0	29,811.0	4,112.0	7,656.0	0.0
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0			
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0			
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0			
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0			
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0			
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0			
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstruciton		10,000.0	0.0	10,000.0	10,000.0			
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5			
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements **(Complete)**		12,400.0	0.0	12,400.0	12,400.0			
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project **(Completed)**		6,000.0	0.0	6,000.0	6,000.0			
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0			
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2			
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	850.0			
South Gate	MR306.63	Garfield Ave Median Improvements		340.0	0.0	340.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,640.7	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2			
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0			
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		**293,668.5**	**6,709.7**	**298,148.2**	**267,982.5**	**21,514.7**	**11,681.0**	**0.0**

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: SR-138 Safety Enhancements				**200,000.0**		**194,400.0**	**174,332.7**	**2,274.9**	**17,792.4**	**0.0**
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0			
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction	DEOB	5,600.0	(5,600.0)	0.0	0.0			
Metro	MR330.13	SR-14 Traffic Safety Improvements Project	ADD	0.0	5,600.0	5,600.0	0.0	5,600.0		
		TOTAL METRO		**25,000.0**	**5600.00**	**19,400.0**	**19,400.0**	**0.0**	**0.0**	**0.0**
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	DEOB	20,340.0	11,415.8	8,924.2	8,924.2			
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	CHG	21,274.9	17,792.5	39,067.4	19,000.0	2,274.9	17,792.4	
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	DEOB	20,000.0	6,376.6	13,623.4	13,623.4			
		TOTAL LANCASTER		**65,000.0**	**0.0**	**65,000.0**	**44,932.7**	**2,274.9**	**17,792.4**	**0.0**
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0			
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL PALMDALE		**110,000.0**	**0.0**	**110,000.0**	**110,000.0**	**0.0**	**0.0**	**0.0**
		TOTAL SR-138 SAFETY ENH		**200,000.0**		**194,400.0**	**174,332.7**	**2,274.9**	**17,792.4**	**0.0**

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: I-5/SR-14 Safety Enhancements				**85,094.9**		**85,094.9**	**69,908.7**	**14,000.0**	**500.0**	**686.2**
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	6,569.2	2,200.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	2,877.0	800.0		
		TOTAL LANCASTER		**21,743.7**	**0.0**	**21,743.7**	**18,743.7**	**3,000.0**	**0.0**	**0.0**
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	14,000.0	11,000.0		
		TOTAL LA COUNTY		**25,000.0**	**0.0**	**25,000.0**	**14,000.0**	**11,000.0**	**0.0**	**0.0**
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps	REP	1,186.2	0.0	1,186.2	0.0		500.0	686.2
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0			
		TOTAL PALMDALE		**13,786.2**	**0.0**	**13,786.2**	**12,600.0**	**0.0**	**500.0**	**686.2**
Santa Clarita	MR501.02	Sierra Highway Traffi Signal Improvements		565.0	0.0	565.0	565.0			
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	20,000.0			
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0			
		TOTAL SANTA CLARITA		**24,565.0**	**0.0**	**24,565.0**	**24,565.0**	**0.0**	**0.0**	**0.0**
		TOTAL I-5/SR-14 SAFETY ENH		**85,094.9**		**85,094.9**	**69,908.7**	**14,000.0**	**500.0**	**686.2**

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

File #: 2022-0805, **File Type:** Contract **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the funding agreement with the San Gabriel Valley Council of Governments in the amount of $293,590,000 for the State Route (SR)-57/SR-60 construction phase.

ISSUE

On October 14, 2022, the construction bid package for the SR-57/SR-60 Interchange Improvement Project (the “Project) was released by the San Gabriel Valley Council of Governments (SGVCOG). Final bids were due December 9, 2022; a total of five (5) bids were submitted. After evaluation and validation of the submitted bids, SGVCOG determined that Skanska USA Civil West California District Inc. was the lowest and acceptable bid for the Project’s construction phase. Metro’s approval of the funding agreement with the SGVCOG in the amount of $293,590,000is required in order to execute a notice to proceed.

BACKGROUND

As key components of the National Freight Highway Network (NFHN), SR-57 and SR-60 serve the nation’s largest port complex, which includes the Port of Los Angeles and the Port of Long Beach (the San Pedro Bay Ports), as well as numerous intermodal, warehousing and manufacturing facilities, and related businesses and industries across the state and country. In the San Gabriel Valley, near the borders of San Bernardino, Riverside, and Orange Counties, these two highways merge and share an alignment for approximately two miles.

The existing lane configuration of the shared alignment, coupled with high truck and vehicle volumes, creates a chokepoint that results in severe congestion and frequent accidents, earning it the American Transportation Research Institute’s 2021 ranking as the second worst truck bottleneck in California and among the worst truck bottlenecks in the United States. Southern California's second highest number of truck accidents occur within the Project limits, with a truck-related accident rate 50 percent higher than the state average for comparable facilities. The bottleneck will continue to restrict commerce, inhibit regional and local mobility, increase the costs of goods movement, generate excessive per vehicle greenhouse gas emissions, and negatively affect safety for the movement of

people and goods in Southern California.

The proposed improvements will assist in alleviating these challenges by constructing eastbound highway improvements and bypass connectors designed to separate local and freeway traffic flows, reduce weaving conflicts, increase merge lengths, and provide targeted congestion relief improvements.

In coordination with the California Department of Transportation (Caltrans), Final design, ROW Certification, and the remaining authorizations needed to enter the Project's construction phase were completed in June 2022. In addition, the California Transportation Commission (CTC) has approved the allocation of the $217.9 million for construction, and the Federal Highway Administration (FHWA), in combination with the Office of the Secretary of Transportation (OST), have also provided the necessary approvals for the $27 million to start the Project's construction phase.

In June 2022, the Metro Board adopted a set of Objectives for Multimodal Highway Investment. These objectives commit Metro to a holistic and multimodal approach to highway planning, accounting for the unique mobility needs and priorities of the subregions and addressing historic and potential impacts on the quality of life of adjacent communities. These objectives were adopted before the planning stages of the Project. However, the Project is consistent with the objective of improving the mobility needs of people and goods within LA County and will be done without the need for residential property acquisitions.

DISCUSSION

This project is included in the 2016 voter approved expenditure plan with an allocation of $205,000,000 Measure M funds. These funds have been leveraged to attract an additional $266,900,000, comprised of the following State and federal sources:$217.9 million in Trade Corridor Enhancement Program (TCEP) in December 2020 and $27 million in Infrastructure for Rebuilding America (INFRA) in October 2022 for the construction phase. The Project also obtained $22 million in a previous TCEP cycle, which provided $17 million for the final design and $5 million for right-of-way (ROW). Since the awards from TCEP and INFRA for the Project's construction phase, the Project has been on an accelerated timeline to start the construction phase ahead of schedule by nearly two years. The grant funds from TCEP and INFRA provide the necessary funds to start construction in 2023.

The San Gabriel Valley Council of Governments (SGVCOG) entered into a cooperative agreement in June 2019 with Metro for utility coordination, ROW acquisitions, construction bid procurement, and overall construction management for the Project. Under this agreement, the SGVCOG released the Project's construction bid package and evaluated the bids. The construction bid package was released on October 18, 2022, and a total of 53 calendar days were provided for submittals.

After evaluating and validating the five (5) bids submitted on December 9, 2022, it has been determined that Skanska USA Civil West California District Inc. was the lowest and acceptable bid for the Project's construction phase. The Project identified a 24% Disadvantaged Business Enterprise

(DBE) goal, the proposal includes 24.5%.

Board's approval of the funding agreement provides the authority for SGVCOG to approve and execute the NTP for the Project's construction phase.

DETERMINATION OF SAFETY IMPACT

There is no impact on public safety by approving the recommendations.

FINANCIAL IMPACT

The overall funding agreement of $293,590,000 for the Project includes $27,000,000 in Federal INFRA funds, $217,900,000 in State SB1 TCEP funds, and finally, $48,690,000 in local Measure M 17% Highway Capital funds dedicated for this Project. The funding plan for the Project that shows the annual sources and uses of funds is included in Attachment A.

For FY23, $95,000,000 has been budgeted in Complete Streets & Highways Cost Centers 4730 and 0442, in SR-57/SR-60 Interchange Improvements Project 475002. No budget adjustment is needed at this time. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

Since this is a multiyear project, the Project Manager, the Cost Center Manager, the Senior Executive Officer Countywide Planning and Development and the Chief Planning Officer will continue to be responsible for budgeting costs in future fiscal years within the funding agreement.

Impact to Budget

The source of funds for this Project are Measure M Highway 17% (Line 18), State SB1 TCEP funds and Federal INFRA funds. These funds are not eligible for bus and rail operations or non-Highway capital project expenditures.

EQUITY PLATFORM

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). Implementation of the Project will not result in the displacement of, or other negative impacts, to disadvantaged or low-income communities. However, EFCs are located within 10 miles to the east, northeast, and west of the Project location.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project is consistent with 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 operation deficiencies and improving mobility at the SR-57/SR-60 interchange.

Goal 4: Transform Los Angeles County through regional collaboration by partnering with the SGVCOG and Caltrans to identify the needed improvements on State highway and take share responsibility of development and implementation of highway improvement projects.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the funding agreement. This option is not recommended. Proceeding forward with the completion of the Project maintains the commitment outline in the Measure M Ordinance and utilizes leverage funding from State and Federal agencies.

NEXT STEPS

Upon approval by the Board, the SGVCOG will approve and execute the NTP for the Project's construction phase.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

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Stephanie N. Wiggins
Chief Executive Officer

Attachment "A"
Funding and Expenditure Plan
SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT

Uses of Funds ($ in millions)

Work Package	Prior	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total
Construction Capital			$ 60.33	$ 39.53	$ 60.65	$ 53.44	$ 43.56	$ 9.38	$ 266.90
Unallocated Contingency				$ 26.69					$ 26.69
Total Project Estimate	**$ -**	**$ -**	**$ 60.33**	**$ 66.22**	**$ 60.65**	**$ 53.44**	**$ 43.56**	**$ 9.38**	**$ 293.59**

Sources of Funds

State/Federal Revenue

INFRA Grant	$ -	$ -	$ 1.21	$ 18.16	$ 7.64	$ -	$ -	$ -	$ 27.00
SB1 Trade Corridors	$ -		$ 59.12	$ 48.06	$ 44.66	$ 44.80	$ 21.26	$ -	$ 217.91
State/Federal Revenue Subtotal	**$ -**	**$ -**	**$ 60.33**	**$ 66.22**	**$ 52.30**	**$ 44.80**	**$ 21.26**	**$ -**	**$ 244.91**

Local Revenue

Measure M - Highway	$ -	$ -	$ -	$ -	$ 8.36	$ 8.64	$ 22.30	$ 9.38	$ 48.68
Local Revenue Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8.36**	**$ 8.64**	**$ 22.30**	**$ 9.38**	**$ 48.68**

TOTAL SOURCES	**$ -**	**$ -**	**$ 60.33**	**$ 66.22**	**$ 60.65**	**$ 53.44**	**$ 43.56**	**$ 9.38**	**$ 293.59**

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

File #: 2022-0847, **File Type:** Program **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: STATE OF CALIFORNIA ASSEMBLY BILL 180 GRANT APPLICATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a report on Metro's upcoming applications for funding appropriated by Assembly Bill (AB) 180 to the California State Transportation Agency (CalSTA) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 and High-Priority Grade Crossing Improvement and Separation Projects as prioritized in Attachment A;

B. APPROVING the programming and expenditure of $8.5 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan to be repurposed as a local match for a TIRCP Cycle 6 grant application to be submitted by the High Desert Corridor Joint Powers Authority (HDCJPA) and to leverage other state and federal funds for advancing HDMC project needs; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement, pursuant to the December 2022 Board motion (File #2022-0830) to submit the project as a candidate for the TIRCP Project Development Reserve funding.

ISSUE

AB 180 authorized the allocation of surplus Fiscal Year 2023 General Fund dollars to create the 2023 TIRCP Cycle 6, which comprises three discretionary grant categories and a new program to improve or separate existing at-grade rail crossings. Staff recommendations for the main TIRCP grant category - "Existing TIRCP Projects" - were presented to and approved by the Board on December 1, 2022 (File #2022-0771), resulting in staff submitting an application for a prioritized Program of Projects on December 6, 2022.

Grant applications for the remaining AB 180 TIRCP Cycle 6 funding categories - the “Major Projects - Project Development Reserve Fund” and “New TIRCP Projects,” as well as for “High-Priority Grade Crossing Improvement and Separation Projects” - are due to CalSTA by February 10, 2023. Any remaining TIRCP Cycle 6 funds not assigned to “Existing TIRCP Projects” or “Major Projects - Project Development Reserve” may be administered by CalSTA to fund “New TIRCP Projects” selected through the Cycle 6 competitive process for this funding category.

This item builds upon last month’s recommendations approved by the Board for the TIRCP Cycle 6 “Existing TIRCP Projects” funding category, provides information on Metro’s priorities and approach to submitting applications for the remaining three AB 180 funding categories by the stated deadline, and implements Board policy adopted last month through Motion 49.1 (File #2022-0830, Director Dutra). Staff also requests Board action to program and allow the expenditure of Measure M funds assigned to the HDMC project that are necessary for a TIRCP Cycle 6 grant application and to serve as a local match in other upcoming state and federal discretionary grant competitions.

BACKGROUND

AB 180, approved by Governor Newsom in June 2022, amended the Budget Act of 2021 to appropriate $3,630 million of General Fund statewide for the TIRCP to be administered by CalSTA. Of this total, AB 180 allocated up to a $150 million set-aside for “Major Projects - Project Development Reserve” to be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive TIRCP and federal funding for construction in the future once complete with project development.

Specifically for Southern California, AB 180 made $1,831 million of the statewide total available for TIRCP Cycle 6, which includes a minimum of $900 million for “Existing TIRCP Projects” and authorizes two other programs: “Major Projects - Project Development Reserve” and “New TIRCP Projects.” The “New TIRCP Projects” program will be funded by the remainder of funds not allocated to “Existing TIRCP Projects” and “Major Projects - Project Development Reserve.” The target range published in the TIRCP Cycle 6 Final Guidelines for this conclusory funding category is between $331.5 million and $931.5 million.

AB 180 also allocated a total of $350 million (comprising a $100 million General Fund set-aside to CalSTA and a $250 million appropriation to Caltrans) to fund “High-Priority Grade Crossing Improvement and Separation Projects” statewide to support projects that eliminate conflicts between road users and railroads and that benefit existing or proposed rail passenger services. CalSTA encourages applicants for funding from the combined set-aside programs to submit projects whose contingent award would leverage federal funds. While there is no formula distribution of these funds by county or region within California, CalSTA’s Final Guidelines published as its Southern California target for this program a range of $140 million to $280 million.

Funding made available by AB 180 for all three TIRCP Cycle 6 categories and the “High-Priority Grade Crossing Improvement and Separation Projects” program is available for expenditure or encumbrance and liquidation by June 30, 2027. Projects unable to meet this statutory requirement are not eligible for funding.

DISCUSSION

In addition to the TIRCP Cycle 6 "Existing TIRCP Projects" program, AB 180 also created and provided FY 2023 General Fund funding for three additional discretionary grant programs:

- **Major Projects - Project Development Reserve** (TIRCP Cycle 6)
  - Up to $150 million statewide

- **High-Priority Grade Crossing Improvement and Separation Projects**
  - $350 million statewide
  - Guidelines target range for Southern California: $140 - $280 million

- **New TIRCP Projects** (TIRCP Cycle 6)
  - Remainder of funds not programmed for other TIRCP Cycle 6 programs
  - Guidelines target range for Southern California: $331.5 - $931.5 million

Major Projects - Project Development Reserve

For the "Major Projects - Project Development Reserve," projects must be seeking to enter or already have entered a federal project development process, such as for the FTA's CIG Program or the Federal Railroad Administration (FRA) Corridor Identification and Development (ID) Program. Projects that have already received TIRCP funding in a previous cycle are not eligible.

CalSTA will prioritize funding for projects that expect to leverage federal project development funds, or that can advance a project or project component to readiness for future federal funding towards construction. In support of such projects, CalSTA will provide contingent TIRCP Cycle 6 awards, and encourages applicants to request contingent awards. Additionally, CalSTA expects projects that receive funding from this TIRCP funding category will also be able to apply for future TIRCP funds to leverage future federal funds. Applicants are also encouraged to have scalable requests to increase the likelihood that projects can receive at least partial support for project development.

At its December 1, 2022, meeting, the Board approved a motion (File #2022-0830, Director Dutra) that directed the CEO to submit the "Metro L (Gold) Line Eastside Extension" as a candidate project for this TIRCP Cycle 6 funding category. To be eligible for a grant award, per clarifying guidance from CalSTA staff, applicants must have received approval from the modal federal grantor agency to enter its project development process for at least a portion of the project or program of projects or must have applied to enter such process before the announcement of TIRCP Cycle 6 grant awards. With this announcement anticipated on April 24, 2023 (per CalSTA's Final Guidelines), Metro must submit before this date its request to the FTA for entry into the Project Development Phase of the CIG Program for the LPA of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement.

Metro's TIRCP Cycle 6 project development grant request is $35 million. Metro will commit to

providing approximately $2.8 billion in Measure R and Measure M Transit Capital funds dedicated to the project, which, combined with a TIRCP Cycle 6 award, would help support the delivery of the project as Metro works to secure a multi-billion grant from the FTA's CIG Program.

Metro previously evaluated each of the "pillar" projects and the East San Fernando Valley Transit Corridor Project for the Board in April 2021 (File #2021-0150) and identified the priorities for New Starts grants. The West Santa Ana Branch Transit Corridor (WSAB) and Sepulveda Transit Corridor Projects were approved by the Board as the next New Starts priorities, and the East San Fernando Valley Transit Corridor Project (ESFV) was approved as the priority for the FTA Expedited Project Delivery (EPD) Pilot Program. Metro has subsequently requested entry into the New Starts Project Development phase for WSAB and applied for the EPD program for ESFV. The Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project was not identified as a priority because the estimated New Starts rating was lower than the two priority projects (but would still meet the minimum "medium" threshold), and the project was not following the NEPA review process. Given the Board authorized Metro in December 2022 to reinitiate the NEPA process and the funding needs of the project, Metro will now initiate the New Starts process for Eastside while retaining WSAB and Sepulveda Transit Corridor as Metro's New Starts priorities.

In addition to this project, staff reviewed Metro's "pillar" and other major capital projects to determine eligibility, readiness, and competitiveness for this funding category, which will be oversubscribed statewide. Per this assessment, all of Metro's eleven projects that have already been awarded TIRCP grants in a previous cycle (Attachment B) are not eligible. Of the remaining projects, whether in the Measure M Expenditure Plan or identified in Metro's Long Range Transportation Plan or prioritized by the Board, no other projects (1) include an assumption of an FTA CIG award; and (2) can meet the federal 2-year statutory period to complete all the FTA's CIG Project Development Phase activities and deliverables, including documentation of environmental clearance under the National Environmental Policy Act (NEPA).

Staff also reviewed projects that are considering entry into the FRA's Corridor ID Program. The FRA announced the establishment of this program to facilitate the development of intercity passenger rail corridors through a Federal Register Notice it issued on May 13, 2022, in compliance with the directive of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), that President Biden signed into law in November 2021. The FRA encouraged eligible entities to submit expressions of interest in the Corridor ID Program and announced its plan to publish a notice soliciting proposals from eligible entities that may also include funding opportunities.

On August 3, 2022, the HDCJPA submitted an expression of interest to the FRA for the creation of high-speed rail passenger service between the City of Palmdale and the Victor Valley in San Bernardino County and requested its incorporation into the Corridor ID Program. The project is currently in Stage 2 (Service Development Planning) of the Corridor ID Program. Per HDCJPA staff, the FRA has indicated its intent to award $500,000 to all eligible projects in Stages 1 and 2, which require a minimum 10% funding match. This is the only Measure M project for which an expression of interest has been submitted to the FRA, therefore meeting CalSTA's eligibility requirement to apply for and receive a TIRCP Cycle 6 "Major Projects - Project Development Reserve" grant award. This project is managed by the HDCJPA, which Metro joined in August 2022 (File #2022-0338).

The HDCJPA will develop and submit the grant application to CalSTA requesting a TIRCP Cycle 6 award of $8 million, committing $8 million in Measure M funds for project development activities. The remaining $500,000 capacity will be used as a local match for the FRA Corridor ID application that supports the TIRCP Cycle 6 request. As Metro is not submitting the grant application to CalSTA, there is no need to rank/prioritize the project relative to the application for the LPA of the L (Gold) Line Eastside Transit Corridor Phase 2 Project. Metro will provide a letter of support to the HDCJPA for its TIRCP grant application to CalSTA.

High-Priority Grade Crossing Improvement and Separation Projects

Projects seeking “High-Priority Grade Crossing Improvement and Separation” funds must maximize safety benefits and reduce or eliminate conflicts between road users and railroads. These projects can also benefit existing or proposed rail passenger services. CalSTA encourages applications for projects that need a state funding award to leverage federal funds. This one-time set-aside funding is intended to advance projects that align with the California State Rail Plan, the California Freight Mobility Plan (where applicable), as well as the state’s Climate Action Plan for Transportation Infrastructure (CAPTI) climate action and equity goals.

Eligible projects include highway-rail or pathway-rail grade crossing improvement and separation projects that focus on improving the safety and mobility of people and goods, such as:

- Grade separation or closure, including using a bridge, embankment, or tunnel.
- Track relocation.
- The improvement or installation of protective devices, signals, signs, or other measures that improve safety, provided such activities are related to a separation or relocation project.
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions).

Due to limited funding, CalSTA encourages applications to submit a programmatic set of inter-related projects with independent utility with clear prioritization of segments. Projects should have a realistic timeline for completion as applicants must have completed the Planning Approval and Environmental Documents phase and Design phase before allocating funds for the Right-of-Way or Construction phases. Expenditure or encumbrance and liquidation of all funding must occur by June 30, 2027.

CalSTA may choose to establish a reserve of funds at the time of initial project selection that can be used either: (1) to provide additional funding for the highest rated projects that pursue, but do not receive, federal or state funds from such programs; or (2) to provide funding for additional projects not yet awarded funds. Project selection criteria are the following: a) safety; b) climate change and sustainability; c) benefits for disadvantaged communities; d) funding match, leveraging of additional funding and innovative financing; and e) consistency with existing plans and project readiness.

CalSTA has asked prospective applicants to be mindful of the limited resources when scaling their grant requests. A project funded with this state funding source can and should be used to leverage federal grant requests from the FRA’s Consolidated Railroad Infrastructure and Safety Improvements (CRISI) or Railroad Crossing Elimination (RCE) programs (with a 50% match for CRISI ideally).

These FRA programs are highly competitive, with no more than $100 million per year expected to be awarded for projects in California. Therefore, projects with large funding gaps will not likely be competitive unless a significant local match can be identified. Also, projects that cannot encumber, spend, and liquidate the CalSTA's grant awards by June 30, 2027, are not eligible for funding.

Staff has identified two major projects that meet CalSTA's evaluation criteria, are at an advanced level of design, have a funding gap, and can fully liquidate CalSTA's grant within the required timeframe. These projects, listed in priority order, are as follows:

1) Doran Street & Broadway/Brazil Grade Separation Project
2) Brighton to Roxford Double Track Project (Segments 2, 3, and 4)

Staff recommends applying for a scalable request for these two projects. While independent of one another, these projects will together improve service on the Metrolink Antelope Valley Line (AVL) as well as the planned LOSSAN extension to Santa Clarita. The Doran Street & Broadway/Brazil Grade Separation Project will also benefit Metrolink's Ventura County Line, LOSSAN intercity passenger rail, and Union Pacific Railroad operations between Los Angeles Union Station and Ventura County, as well as future California High-Speed Rail service. The Doran Street & Broadway/Brazil Grade Separation Project will seal the Metro-owned intercity passenger, commuter, and freight rail line at the border of the cities of Glendale and Los Angeles. The project will address an urgent safety hazard and is necessary to realize planned service improvements on Metrolink, LOSSAN, and future California High Speed Rail. The Brighton to Roxford Double Track Project includes new and upgraded traffic and pedestrian crossings, improving regional train service, and enhancing safety along the AVL corridor. Funding details on the projects are included in Attachment A.

New TIRCP Projects

If CalSTA does not award all funds to projects submitted under the "Existing TIRCP Projects" funding category, it may reserve some of the funding set-aside for Southern California for "New TIRCP projects." CalSTA's Final Guidelines include a non-binding target range of between $331.5 million to $931.5 million for these additional awards. Award announcements for the "Existing TIRCP Projects" funding category will be made by January 31, 2023, thus determining the capacity remaining for a potential "New TIRCP Projects" competition. If significant additional funds are still left to award for this funding category, Metro can choose to develop and submit a grant application for a new capital project by the February 10, 2023, deadline.

Given the lack of certainty of funding capacity and the limited time and staff available to develop an application for this funding category, staff will consider re-submitting the grant application for the Capital, Operational, Rehabilitation and Expansion (CORE) Capacity System Integration Project that was submitted but did not receive funding from TIRCP Cycles 4 and 5. CalSTA staff had indicated that this project would have been funded if it was Metro's only application.

This project will expand platforms at four stations on the existing C Line, add sufficient traction power to enable 3-car train operation on the K Line for special events, and provide the necessary capacity for future K Line extension to the B and D Lines in 2042. The project is needed to provide adequate

capacity to accommodate the travel demand due to events at Sofi Stadium and other venues and allow transfers to/from the City of Inglewood's Intermodal Transit Connector.

Metro's priority among all AB 180 funding categories is the "Existing TIRCP Projects" program, for which staff submitted a total grant request of $1.898 billion for its prioritized program of light rail transit projects that comprises the East San Fernando Valley Transit Corridor Project, the Metro L (Gold) Line Foothill Extension to Montclair Project, and the West Santa Ana Branch Transit Corridor Project. Should Metro realize success in securing most of or all the funding sought from this priority funding category, then CalSTA will be left with minimal capacity to fund a "New TIRCP Projects" competition that would then be requested to provide geographic balance in funding projects from other parts of Southern California. Staff recognizes that foregoing the option of pursuing additional TIRCP funding for the CORE Project may be necessary to support Metro's and the HDCJPA's applications for grants from the "Major Projects - Project Development Reserve" and "High-Priority Railroad Grade Crossing Improvement and Separation Projects" funding categories.

FINANCIAL IMPACT

Funding made available by AB 180 could provide a significant source of discretionary state funding for Measure M and other board priority projects that are competitive for these funding opportunities.

The request for $8.5 million of Measure M funds for the HDMC identified in its Expenditure Plan will be available in Metro's FY 2024 Budget.

EQUITY PLATFORM

CalSTA seeks to award at least 25% of the funds allocated for its TIRCP Cycle 6 competitive grant process for projects that provide a direct, meaningful, and assured benefit to disadvantaged communities and priority populations, consistent with the objectives of SB 535 and AB 1550. CalSTA also directs applicants to demonstrate how their projects are consistent with the CalSTA's Statement on Racial Equity, Justice and Inclusion in Transportation, including projects that will help achieve a cleaner, safer, and more accessible and connected future.

Under the "High-Priority Grade Crossing Improvement and Separation Projects" funding category, Metro is submitting a combination of capital projects that improve safety and efficiency along the AVL corridor, which is entirely within Los Angeles County. The AVL extends from the Los Angeles Union Station (LAUS) to the City of Lancaster. About 58% of the surrounding area population live in census tracts defined as AB 1550 low-income communities. An additional 6% live in areas defined as low-income buffer census tracts. Of the 11 cities and communities adjacent to the AVL corridor, nine are Equity Focus Communities (EFC).

The Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project LPA (as detailed in File #2022-0684) will benefit communities along the eastern portion of Los Angeles County with a high quality and reliable light rail transit system. Its proposed alignment traverses several Equity-Focused Communities (EFC) and comprises over 1,800 households. When the LPA opens for revenue service, communities along the corridor will also have access to the Metro regional network and to

activity centers and job opportunities along the corridor that include but are not limited to East Los Angeles College and Citadel Outlets, The Project will fulfill a gap in high-quality transit services that currently exist in the eastern portion of Los Angeles County. The LPA would serve the highest concentration of EFCs in East Los Angeles and the cities of Commerce and Montebello.

Extensive outreach efforts will continue along the corridor to engage project stakeholders through various outreach methods through the Final EIR and upcoming activities. The project team will continue collaborating with the CBO Roundtable to discuss project milestones and enhance outreach methods.

The CORE Project, under consideration for “new TIRCP” funding, will complete the expansion of platforms and power substations to enable 3-car train service on the existing C Line near LAX and El Segundo and will be complemented by planned state of good repair activities. The benefits of the project fall into three main categories: improved long-term access from the capacity expansion to enable 3-car trains as the C line continues to expand, labor and local hire programs, and ADA improvements to existing stations such as expanded sidewalks and potentially tactile walkways. By expanding the capacity of the platforms along the C (Green) Line and completing associating accessibility improvements, the project will help improve access in a corridor where 75 percent of census tracts are classified as disadvantaged communities (per SB 535), and residents are connected to major employment and recreation centers such as LAX Airport and Hollywood Park in the City of Inglewood. While the project itself is not located within an EFC, the C Line extends into EFCs and provides access from those EFCs to the job-rich areas within the project corridor. In addition, by improving long-term capacity of the C Line, the project will ultimately minimize burdens created by pollution from vehicles and traffic congestion, especially in relation to special events at Inglewood’s Hollywood Park.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Securing supplemental funding made available by AB 180 for these projects will help to implement Goal 1 to provide high-quality mobility options that enable people to spend less time traveling and Goal 3 to enhance communities and lives through mobility and access to opportunity. The awards will also help address funding shortfalls and allow the projects to proceed towards construction and leverage federal grants that depend on the commitment of additional state and local funding. The projects, when completed, will significantly expand transportation options, enhance commuter safety, and improve the quality of the transit network in our region.

NEXT STEPS

Staff will incorporate Board input into its development of competitive applications for each of the programs described in this Board Report to be submitted by the February 10, 2022, deadline. Staff will also provide a letter of support for the grant applications of the High Desert Corridor Joint Powers Agency for the TIRCP and other state and federal programs, as well as other applications for LA County projects as requested by partner agencies.

CalSTA is anticipated to announce awards for the “High-Priority Grade Crossing Improvement and Separation”, “Major Projects - Project Development Reserve” and “New TIRCP Projects” programs

on April 24, 2023.

ATTACHMENTS

Attachment A - Proposed Projects for State of California AB 180 Grant Applications
Attachment B - Major Metro Projects Ineligible for Project Development Reserve Grants

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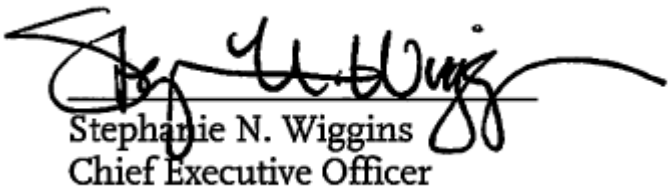


Stephanie N. Wiggins
Chief Executive Officer

AB 180 Major Projects - Project Development Reserve Funding Category

Metro L (Gold) Line Eastside Transit Corridor Phase 2 LPA ($1,000)	
Funding Source	**Amount**
AB 180 Grant Request	$35,000
AB 180 Grant Request Priority	N/A
HDCJPA High Desert Multipurpose Corridor ($1,000)	
Funding Source	**Amount**
FRA Corridor ID (anticipated)	$500
AB 180 Grant Request	$8,000
AB 180 Grant Request Priority	N/A

AB 180 High-Priority Grade Crossing Improvement and Separation Projects		
Metro Doran Street & Broadway/Brazil Grade Separation Project ($ 1,000)		
Full Project		
Total Cost	**Funding Source**	**Amount**
$278,830	Measure R 3%	$23,000
	Funding Gap	$255,830
Phase A: Doran Street		
Total Cost	**Funding Source**	**Amount**
$58,300	Measure R 3%	$20,000
	2022 RCE/ 2022 CRISI*	$38,300
	Funding Gap	$0
	AB 180 Grant Request**	$38,300
	AB 180 Grant Request Priority	**1 of 3**
Phase B: Broadway/Brazil		
Total Cost	**Funding Source**	**Amount**
$220,530	Measure R 3%	$3,000
	Funding Gap	$217,530
	AB 180 Grant Request	$0

*Funding not yet secured.

** Assumes no 2022 RCE and/or CRISI award(s). If provided partial award, request balance.

AB 180 High-Priority Grade Crossing Improvement and Separation Projects		
Metro Brighton to Roxford Double Track Project ($ 1,000)		
Full Project		
Total Cost	**Funding Source**	**Amount**
$300,000	Measure R 3%	$30,000
	2020 TIRCP Cycle 4	$36,400
	Measure M, MSP Transit Program, North County	$32,900
	SB1 State Rail Account	$20,000
	LCTOP	$5,000
	FTA 5307	$3,000
	Local Funds	$1,058
	Funding Gap	$171,642
	AB 180 Grant Request*	**$75,000**
	Future CRISI Request (if funded)	$96,642
	AB 180 Grant Request Priority	**2 of 3**
Segment 1: Control Pt Hollywood to Sun Valley Siding		
Total Cost	**Funding Source**	**Amount**
$73,300	Measure R 3%	$4,000
	2020 TIRCP Cycle 4	$36,400
	Measure M, MSP Transit Program, North County	$32,900
	Funding Gap	$0
	AB 180 Grant Request	N/A
Segment 2: Sun Valley Siding to Van Nuys Boulevard (Scalable Option)		
Total Cost	**Funding Source**	**Amount**
$68,700	Measure R 3%	$10,000
	Funding Gap	$58,700
	AB 180 Grant Request*	**$25,250**
	Future CRISI Request (if funded)	$33,450
	AB 180 Grant Request Priority	**3 of 3**
Segment 3: Van Nuys Boulevard to Sylmar/San Fernando Station		
Total Cost	**Funding Source**	**Amount**
$92,500	Measure R 3%	$8,000
	Local Funds	$1,058
	SB1 State Rail Account	$10,000
	Funding Gap	$73,442
	AB 180 Grant Request*	$27,830
	Future CRISI Request (if funded)	$45,612
Segment 4: Sylmar/San Fernando Station to Control Point Roxford		
Total Cost	**Funding Source**	**Amount**
$65,500	Measure R 3%	$8,000
	SB1 State Rail Account	$10,000
	LCTOP	$5,000
	FTA 5307	$3,000
	Funding Gap	$39,500
	AB 180 Grant Request*	$21,920
	Future CRISI Request (if funded)	$17,580

*AB 180 Grant Request represents the cost of grade crossing improvements eligible for the HPGCIS program. Metro's second funding priority is to fund the unfunded grade crossing improvements for the full Brighton to Roxford project with a scalable option to fund Segment 2, which can be delivered as an independent project.

AB 180 New TIRCP Projects Funding Category

CORE Capacity & System Integration Project ($1,000)		
Full Project		
Total Cost	**Funding Source**	**Amount**
$94,980	SCCP Request (TBD)	$47,240
	Funding Gap	$47,740
	TIRCP Grant Request	$47,740
Traction Power: 2 TPSS on K Line		
Total Cost	**Funding Source**	**Amount**
$35,150	SCCP Request (TBD)	$31,500
	Funding Gap	$3,650
Design Costs	TIRCP Grant Request	$3,650
Aviation Platform Extension		
Total Cost	**Funding Source**	**Amount**
$17,560	SCCP Request (TBD)	$15,740
	Funding Gap	$1,820
Design Costs	TIRCP Grant Request	$1,820
Platform Extensions: Redondo Beach, Mariposa, Douglas		
Total Cost	**Funding Source**	**Amount**
$42,270	SCCP Request (TBD)	$0
	Funding Gap	$42,270
Design + Construction Costs	TIRCP Grant Request	$42,270

ATTACHMENT B

Major Metro Projects Ineligible for Project Development Reserve Grants

Project	TIRCP Cycle	Year	TIRCP Award
Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements	1	2015	$38,494,000
Airport Metro Connector 96th Street Transit Station/Metro Green Line Extension to LAX Project	2	2016	$40,000,000
Metro Red Line and Purple Line Core Capacity Improvements Project	2	2016	$69,209,000
East San Fernando Valley Light Rail Transit Project	3	2018	$205,000,000
West Santa Ana Branch Transit Corridor Project	3	2018	$300,000,000
Metro Gold Line Foothill Extension to Montclair Project	3	2018	$290,200,000
Green Line Light Rail Extension to Torrance Project	3	2018	$231,300,000
Orange/Red Line to Gold Line BRT Connector Project	3	2018	$50,000,000
Vermont Transit Corridor Project	3	2018	$5,000,000
Metrolink Antelope Valley Line Capital and Service Improvements Project	4	2020	$107,050,000
NextGen and Zero Emission Bus Implementation Project	5	2022	$177,500,000
TOTAL	***N/A***	***N/A***	***$1,513,753,000***

State of California
Assembly Bill (AB) 180 Programs

Item #10

Planning and Programming Committee

January 18, 2023

Metro

Item #10: Assembly Bill (AB) 180 Programs – Board Recommendations

Receive and File report on Metro's AB 180 Grant Program Candidate Projects for California State Transportation Agency (CalSTA) consideration.

Approve programming and expenditure of $8.5 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the expenditure plan to be repurposed as local match for a TIRCP Cycle 6 grant application and to leverage other state and federal funds for advancing HDMC project needs.

Authorize the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement, pursuant to the December 2022 Board motion (File #2022-0830) to submit the project as a candidate for the TIRCP Project Development Reserve funding.

Metro

Other AB 180 Grant Programs

In addition to the TIRCP Cycle 6 “Existing TIRCP Projects” funding category, AB 180 also created and provided FY 2023 General Fund funding for three additional discretionary grant funding categories:

- **Major Projects – Project Development Reserve** (TIRCP Cycle 6)
  - Up to $150 million statewide

- **New TIRCP Projects** (TIRCP Cycle 6)
  - Remainder of funds not programmed for other TIRCP Cycle 6 categories
  - Guidelines target range for Southern California: $331.5 - $931.5 million

- **High-Priority Grade Crossing Improvement and Separation Projects** (AB 180)
  - $350 million statewide
  - Guidelines target range for Southern California: $140 - $280 million

Metro

Major Projects – Project Development Reserve

AB 180 created this new funding program to support projects applying to enter the FTA CIG or FRA Corridor ID Programs. Projects must have applied for entry into the respective program before CalSTA evaluates applications (April 2023).

Up to $150 million statewide – program expected to be oversubscribed.

Projects previously awarded TIRCP funding excluded from consideration.

Board Direction: Apply for **Metro Gold (L) Line Eastside Ext. Phase 2 LPA**

- Staff intends to apply for **$35 million**.
- Requires Board authorization for CEO to submit request to FTA for approval to enter Project Development phase of the CIG Program (before April 2023).

Additional Board action needed to support High Desert Corridor JPA application for **High Desert Multipurpose Corridor** project (seeking **$8 million**)

Metro

Major Projects – Project Development Reserve

February 2019	The Metro Board approved a motion that prioritized funding for four "pillar" fixed guideway projects: Gold Line Eastside Extension Phase 2, Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch (WSAB) Transit Corridor.
April 2021	The Metro Board approved the next priorities for New Starts grants from the FTA's CIG Program following the assessment of staff and WSP: o New Starts - West Santa Ana Branch Transit Corridor and Sepulveda Transit Corridor Projects o Expedited Project Delivery (EPD) Pilot Program - San Fernando Valley Transit Corridor Project
December 2022	Board approved a motion (File #2022-0830, Director Dutra) that directed the CEO to submit the Metro L Line Eastside Extension Phase 2 LPA as a candidate project for CalSTA's TIRCP Project Development Reserve* which requires request for entry into, or, to currently be in the Project Development Phase

Metro

*DECEMBER BOARD MOTION DOES NOT RE-EVALUATE CIG PRIORITIES

L Line Eastside Extension Phase 2 LPA – Pursue Federal Funding

February 2020	Board approved to discontinue NEPA primarily because the project's primary source of funding was state and local.
February 2022	Board approved motion directing staff develop funding plans (and assumptions) to focus on a local funding strategy and a combined local/federal funding strategy for the two IOS alternatives that were proposed. The request also asked staff to restart NEPA.
December 2022	To pursue federal funding, the Board approved contract modifications for environmental services to restart NEPA at the December 2022 meeting.

- CEQA completion in Summer/Fall 2023.
- NEPA completion anticipated in Spring/Summer 2025.

Metro

New TIRCP Projects

AB 180 funds a “New TIRCP Projects” Cycle 6 competition for Southern California

- Funding capacity dependent upon awards made for “Existing TIRCP Projects” for Southern California (to be announced January 31, 2023)
- Guidelines target range for Southern California: $331.5 - $931.5 million
- Deadline for application: February 10, 2023

“New TIRCP Projects” cycle would be modeled after prior five TIRCP cycles, with expanded applicant and project eligibility.

Success in “Existing TIRCP Projects” competition will be considered by CalSTA.

Given limited funding, timing, and expected lack of competitiveness for program, staff intends to re-submit a competitive TIRCP Cycle 5 project that did not receive an award:

CORE Capacity and System Integration Project: $47.74 million

Metro

High Priority Grade Crossing Improvement and Separation Projects

AB 180 provides $350 million statewide as a one-time set-aside funding opportunity, with a funding target of $140 - $280 million for Southern California

Eligible projects include highway-rail grade crossing improvement and separation projects that focus on improving the safety & mobility of people & goods.

CalSTA expects project awards will leverage significant federal funding.

CalSTA encourages applications to submit a programmatic set of inter-related projects with independent utility with clear prioritization of segments.

Staff has identified two major projects that meet CalSTA's evaluation criteria and are at an advanced level of design. These projects, listed in priority order, are as follows:

1) **Doran Street & Broadway/Brazil Grade Separation Project: $38.3 million**
2) **Brighton to Roxford Double Track Project: $75.0 million**
3) **Brighton to Roxford – Segment 2 (scalable option): $25.25 million**

Metro

Next Steps: Process

TIRCP Cycle 6 – Existing TIRCP Projects

- CalSTA Announces Existing TIRCP Projects Awards: **January 31, 2023**

Additional AB 180 Programs

- ✓ New TIRCP Projects (Cycle 6)
- ✓ Major Projects – Project Development Reserve (Cycle 6)
- ✓ High Priority Grade Crossing Improvement & Separation Projects (AB 180)
  - Project Applications Due: **February 10, 2023**
  - CEO submits request to FTA: **By April 2023**
  - CalSTA Anticipated Announcement of Awards: **April 24, 2023**

Metro

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

File #: 2022-0772, **File Type:** Program **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023

SUBJECT: METROLINK ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. EXECUTING a Funding Agreement (FA) with the Southern California Regional Rail Authority (SCRRA) in the amount of $16,563,581 for final design services for the Antelope Valley Line - Capital and Service Improvements Project (Project) to a 60% design level; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all agreements necessary to implement the Project.

ISSUE

Metro has programmed funds and delegated to SCRRA the responsibility to complete the final design phase of the Project. A FA is required for SCRRA to award contracts for final design plus other engineering supporting functions and maintain the schedule to deliver the Project in Fiscal Year (FY) 2027.

BACKGROUND

In 2020, Metro in partnership with SCRRA, was successful in receiving $107,050,000 in State Transit and Intercity Rail Capital Program (TIRCP) funds for the Project, leveraging $113,800,000 in North County Measure M Multi-Year Subregional Program (MSP) funds. The Project funding is for the construction of four capital improvement projects on the Metrolink Antelope Valley Line (AVL), which will enable additional commuter rail capacity, leading to 30-minute bi-directional service to Santa Clarita and 60-minute bi-directional service to Lancaster by 2028.

Consistent with the 2020 TIRCP program schedule, Metro has completed preliminary engineering and environmental clearance for the Project ahead of schedule. In December 2021 the Metro Board certified the final environmental impact report for the Project in accordance with California Environmental Quality Act (CEQA) requirements and adopted a finding that the Project is statutorily exempt under CEQA. On December 8, 2021, the Notice of Exemption was filed with the Los Angeles

County Clerk's office.

Since the completion of the environmental phase of the Project, Metro and SCRRA have worked in close partnership to develop the scope of work and roles and responsibilities for the final design phase of the Project. As part of the Metro Board's approval of the environmental documents in December 2021, the Board directed SCRRA to take the lead to advance the Project through the final design phase. Subject to Metro Board approval of Recommendations A and B, SCRRA will complete the design procurement and expeditiously award final design contracts for the Project, including bid documents to support construction and pre-construction right-of-way acquisition activities.

DISCUSSION

The three capital projects to be funded for final design as part of the Project FA are as follows:

1) **Balboa Double Track**. The Balboa Double Track Extension will extend the existing Sylmar siding approximately 6,300 feet north from Balboa Boulevard to Sierra Highway.

2) **Canyon to Santa Clarita Double Track**. The Canyon Siding Extension will extend the existing Saugus Siding by adding approximately 8,400 feet of new track between Soledad Canyon Road and Golden Oak Road with optional platform-to-platform pedestrian undercrossing configuration options.

3) **Lancaster Terminal Improvements**. The Lancaster terminal improvements will include expansion of the existing yard with two new 500-foot-long and one 1,000-foot-long train storage tracks and provisions for fueling, plus a center platform with pedestrian underpass options.

Note - a fourth project, **Brighton to McGinley Double Track** was also environmentally cleared by Metro and is currently designed to the 90% level as part of the larger Brighton to Roxford Double Track project. This project will be advanced separately by Metro.

Project Benefits

The Metrolink AVL is a critical lifeline service for residents in the Santa Clarita and Antelope Valleys which are geographically isolated from the greater Los Angeles area, especially when the bottlenecked Interstate 5 / State Route 14 interchange is congested or closed. More frequent Metrolink service from Los Angeles to Santa Clarita and Lancaster will lead to a doubling of service levels on the AVL by 2028. This additional service throughout the day, in both directions, will lead to a significant increase in mobility options for some of the most disadvantaged communities in Los Angeles County. Elimination of automobile trips will lead to reduced congestion on the SR-14 freeway plus greenhouse gas reduction benefits, as quantified through the previous environmental efforts.

Metrolink SCORE Program

With the transition of the Project from Metro to SCRRA, SCRRA has incorporated the Project into the larger Southern California Optimized Rail Expansion (SCORE) Phase 1A Program. SCORE is SCRRA's $10 Billion capital improvement program consisting of grade crossing, track, signal, and

station improvements, providing capacity for more frequent service, to be implemented prior to the 2028 Olympic Games.

TIRCP and Measure M Funding

To meet grant funding and Project schedule requirements, final design activities must commence in early 2023. As part of the overall TIRCP grant application, $113,800,000 in North County Measure M Multi-Year Subregional Program (MSP) funds was committed as local match. Because the TIRCP funding for the Project is for right-of-way and construction only, the MSP funds must be drawn down first for the final design phase of the Project.

NCTC and Metro Board Programming Actions and Project Budget

To date, both the North Los Angeles County Transportation Coalition (NCTC) and Metro Boards have approved and programmed $19,624,000 of Measure M Transit Program MSP funds in FY20 to FY25 for Project environmental and design activities. The amount of $3,060,419 was spent on preliminary engineering and environmental clearance, leaving a balance of $16,563,581 available for final design. The $16,563,581 of already programmed and available MSP funds is sufficient to initiate the final design phase of the Project to the 60% design level. See Attachment A for the TIRCP grant funding plus the programming of MSP funds for the Project. Recommendation A will execute the FA between Metro and SCRRA and enable SCRRA to award contracts with design firms for the final design to the 60% design level, anticipated to occur in February 2023.

Inclusive of SCRRA agency costs, program management consultant, contingencies and third-party agreements, the total anticipated cost for the final design phase and supporting functions of the Project exceeds the $16,563,581 of previously programmed funds authorized for design activities. The actual full final design and supporting engineering activities budget for the Project is estimated at $33,107,189.

Future NCTC and Metro Board Programming Actions

At the next NCTC quarterly Board meeting, scheduled to occur in April 2023, the NCTC will approve additional Measure M Transit Program MSP funds in the amount of approximately $17 million to fund the full final design of the Project. See Attachment B for NCTC's commitment and intent to program additional funds for the remainder of the 100% final design of the Project in April 2023. As part of the annual update to the Metro Board on the North County Subregion Measure M MSP, staff intends to bring a concurrent action to program additional funds and adjust the cash flow for the budget for the final design to the 100% design level.

Funding Agreement and Scope of Work for Final Design and PS&E

The FA between Metro and SCRRA will establish roles and responsibilities, terms and conditions, and project budget and schedule for SCRRA to receive $16,563,581 in Measure M MSP funds for the Project to the 60% design level. SCRRA will take an action item to concurrently approve the FA at the SCRRA Board meeting on January 27, 2023. SCRRA is leading the design services procurement effort and intends to award contracts to the 60% design level in February 2023. Metro will be the key funding stakeholder and will be at all Project Development Team (PDT) meetings and involved in all design decisions.

The Scope of Work (SOW) includes engineering consulting services for the final design, some

environmental studies to support the final design (Mitigation Monitoring and Reporting Plan - MMRP), program management consultants, SCRRA agency costs, right-of-way acquisition services, third-party support, bid support, and contingencies, to the 60% design level. The Project is anticipated to start in February 2023, with the final design complete in mid-2025.

Staff will provide updates to the Board on a regular basis regarding design elements, schedule, cost impacts, and stakeholder interaction. Towards the end of the final design phase of the Project, Metro will return to the Board with an updated construction funding plan and to commit remaining MSP funds for construction.

DETERMINATION OF SAFETY IMPACT

The final design for the Project will be done to the latest SCRRA, California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA) and other regulatory agency safety standards and requirements.

FINANCIAL IMPACT

The project team does not anticipate an impact to the FY23 adopted budget. The Chief Planning Officer or designee and respective Project and Cost Center Managers will be responsible for programming funds and budgets for future years under project 474502.

EQUITY PLATFORM

The proposed funding agreement will facilitate final design services for the Project that is anticipated to serve many marginalized communities upon completion. 32% of potential riders along the AVL corridor live in SB 535 Disadvantaged Communities (DACs) census tracks. 58% of the potential riders along the AVL corridor live in AB 1550 Low-Income Communities census tracks. An additional 6% live in Low-Income Buffer census tracts. Of the 11 cities and communities of Los Angeles County that this project will provide increased service to, nine are Equity Focus Communities. The Project will serve North LA County, which is very ethnically diverse, more so than other regions in the Metrolink system. The AVL has the highest percentage of African American riders (19%). Overall, 73% of Metrolink North LA County riders are non-Caucasian versus 66% systemwide. The AVL has the lowest percentage of riders with annual household income over $50,000 at 65% as compared to the systemwide average of 80%. The increase in ridership will reduce congestion and air pollution in adjacent disadvantaged communities along the high volume I-5 and SR-14 highways.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation A supports strategic plan goals 1, 3 and 4. The FA supports Metro's partnership with SCRRA and NCTC to improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the

people of LA County; and

- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the FA with SCRRA. This is not recommended since SCRRA is currently in the procurement process and $107,050,000 in State TIRCP funds would be at risk if the two agencies do not stay on schedule to complete construction by 2028. Another alternative is for Metro to complete the final design phase of the Project instead of SCRRA. This is not advised since the Metro Board previously directed SCRRA to lead and complete the final design phase.

NEXT STEPS

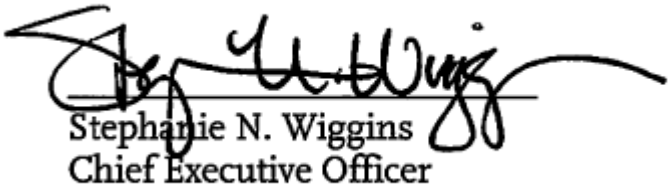
Subject to Board approval, the CEO or their designee will negotiate and execute the FA with SCRRA so that SCRRA can award the contracts for the final design to the 60% level, anticipated to occur in February 2023. Staff anticipates returning to the Board in April 2023 to request programming of additional Measure M MSP funds for the final design phase of the Project to the 100% design level. The FA between Metro and SCRRA will be amended as additional MSP funds are made available by the Metro Board. Staff will return to the Board with periodic updates on the final design, funding, schedule, etc.

ATTACHMENTS

Attachment A - TIRCP Grant and Programming of Funds for AVL Capital and Service Improvements
Attachment B - NCTC Letter of Intent to Commit Additional MSP Funds in April 2023

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179
Brian Balderrama, Deputy Executive Officer, Project Management-Regional Rail (213) 418-3177
Michael Cano, Executive Officer, Countywide Planning & Development, (213) 418-3010
Ray Sosa, Senior Executive Officer (Interim), Complete Streets and Highways and Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - TIRCP GRANT AND PROGRAMMING OF FUNDS FOR AVL CAPITAL AND SERVICE IMPROVEMENTS

ANTELOPE VALLEY LINE - CAPITAL AND SERVICE IMPROVEMENTS PROJECT	
	Amount
State TIRCP Grant Funds	$ 107,050,000
Local Measure M North County MSP Funds	$ 113,800,000
Total Project Costs	$ 220,850,000

MSG FUNDS PROGRAMMED FOR ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS PROGRAM								
METRO BOARD ACTION	FY 19-20	FY 21	FY 22	FY 23	FY 24	FY 25	NEWLY PROGRAMMED	TOTAL PROGRAMMING AMOUNT
4/23/2020	$ 4,170,961	$ 2,429,039		$ 6,150,000			$ 12,750,000	$ 12,750,000
4/22/2021					$ 3,425,000		$ 3,425,000	$ 16,175,000
5/26/2022						$ 3,449,000	$ 3,449,000	$ 19,624,000
minus environmental work previously done								$ (3,060,419)
CURRENTLY AVAILABLE FOR FUNDING AGREEMENT BETWEEN LA METRO AND SCRRA FOR FINAL DESIGN TO 60%								**$ 16,563,581**

ATTACHMENT B

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

December 12, 2022

Ms. Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

RE: Metro Antelope Valley Line Capital and Service Improvements Metro January 2023 Board Item

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies: Los Angeles County 5th Supervisorial District, the Cities of Lancaster, Palmdale, and Santa Clarita located in North Los Angeles County, I am pleased to **submit this letter strongly supporting and continuing NCTC JPA funding commitments to the Metro Antelope Valley Line (AVL) Capital and Service Improvements next phase of final design.**

The proposed AVL projects will provide higher frequency, more reliable and convenient rail transit to attract more Metrolink ridership on the AVL and provide relief for the severely congested Interstate 5 and State Route 14 corridors.

The NCTC JPA members **have committed $113.8M in Measure M tax-payer Multi-Subregional Program (MSP) funds** toward the AVL service improvements implementation and Metro and Metrolink jointly submitted the AVL Capital and Service Improvements SB1 Transit and Intercity Rail Capital Program (TIRCP) and was awarded $107 million for the four capital projects with a total budget of $220.85M.

On **April 17, 2023**, as part of the NCTC JPA annual MSP funding update, the NCTC JPA Board will be expected to **program a total of $36.98M to fully fund the final design phase** of the AVL capital projects. The NCTC JPA Board and Members will reaffirm the **AVL improvement projects as their top transit priority** for the North Los Angeles County subregion.

The combined projects will implement four strategic capital infrastructure improvements along the AVL that will unlock Metrolink's ability to run faster and more frequent service along the 76-mile alignment between the City of Lancaster in North Los Angeles County and Union Station in Downtown Los Angeles, serving

rural, suburban, and urban communities including the Cities of Lancaster, Palmdale, Santa Clarita, Sylmar, San Fernando, Burbank, Glendale, and Los Angeles including unincorporated communities such as Acton and Agua Dulce.

Many of these areas offer important concentrations of workforce labor and affordable housing and include disadvantaged communities with higher-than-average transit dependency. The projects will improve service to major employment centers and other regional destinations, including Hollywood Burbank Airport, while accommodating the population and employment growth that is forecasted.

The AVL is the only Metrolink route that operates entirely within LA County, and it is the only high-capacity transit corridor that connects the cities of Lancaster, Palmdale, Unincorporated LA County 5th District, Santa Clarita, Burbank, Glendale, and Los Angeles. The Metrolink corridor runs parallel to the 5 and 14 Freeways, providing critical congestion relief seeking to lower vehicle miles traveled. Due to the mountainous terrain of the northern portion of the AVL, the average speed for this line is approximately 40mph with passenger rail travel time of approximately two hours between Lancaster and LA Union Station (LAUS).

In many ways, the AVL is a model for the current regional rail system, and it will play a critical role in expanding regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program.

In closing, on behalf of the North Los Angeles County Transportation Coalition JPA members, I am pleased to **submit this letter strongly supporting the Metro Antelope Valley Line Capital and Service Improvements next phase of final design and reaffirm NCTC JPA commitment to program a total of $36.98M at the April 17, 2023, NCTC JPA Board meeting.**

Sincerely,

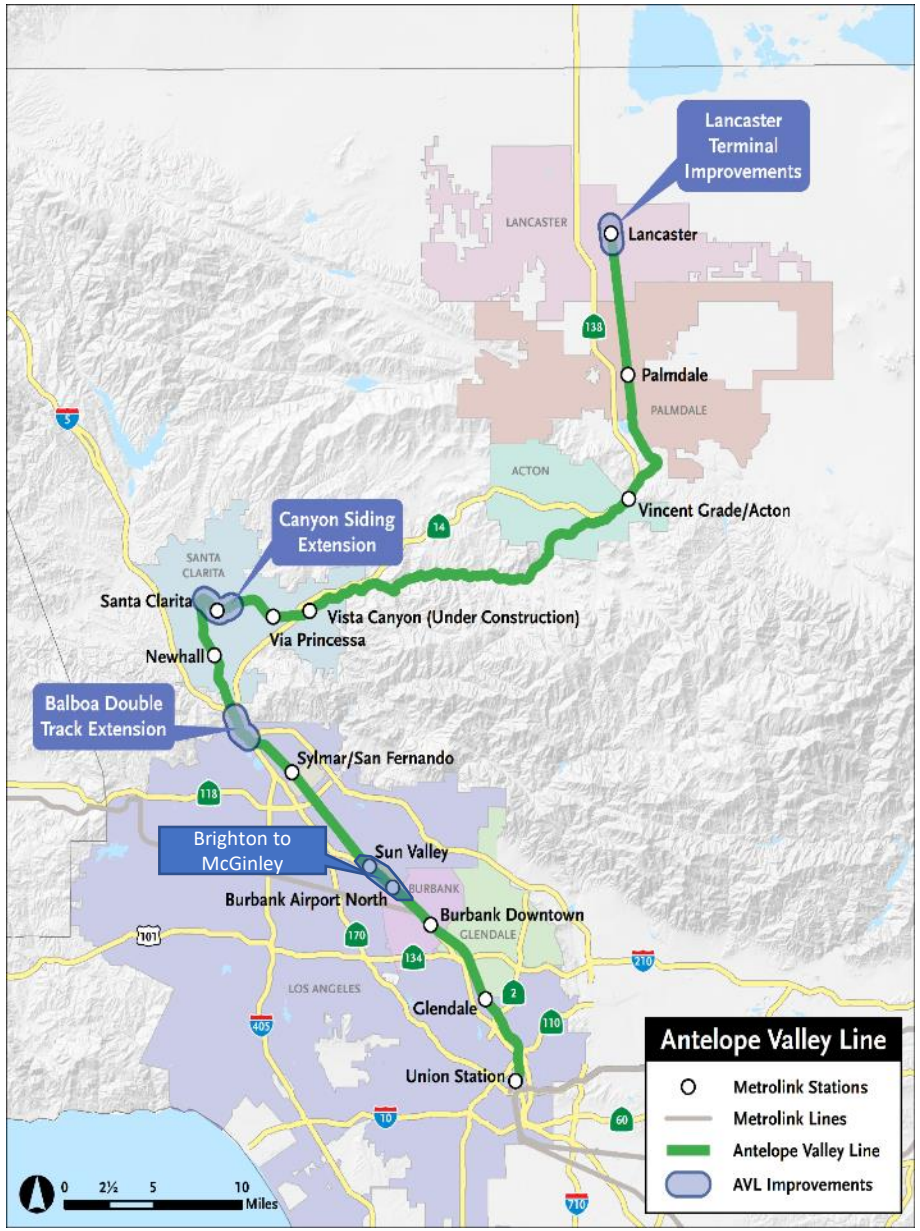
Arthur V. Sohikian
Executive Director

CC: Jim de La Loza, Metro Chief Planning Officer
Jay Fuhrman, Metro Manager, Transportation Planning

Metrolink Antelope Valley Line Capital and Service Improvements

Enables 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley and 60-minute bi-directional service between LAUS and Lancaster station including the infrastructure improvements required to provide the increased passenger rail service are:

1. **Balboa Double Track Extension**
2. **Canyon Siding Extension**
3. **Lancaster Terminal improvements**
4. **Brighton-McGinley Double Track Extension** – cleared by separate environmental process



Metro

Background and AVL Program Timeline

2019
- Metro staff completed the AVL corridor study which identified these four capital projects as needed to achieve significantly increased service on the AVL.
- Metro Board approved Motion 5.1 from Directors Barger, Najarian, Krekorian and Solis which identified these four AVL capital projects as highest priority to attain shovel-ready status and seek grant funding for construction.
- North County Transit Coalition committed $107.05M in Measure M MSP sub-regional funds as local match to the TIRCP grant application to construct the four AVL projects.

2020
- Metro awarded $113.8M in TIRCP funds for the four capital projects.

2021
- Metro completed environmental clearance for the three remaining capital projects.

2022
- Metro advanced Brighton to McKinley to a 90% final design level.
- Metrolink initiated procurement for design for the three-remaining capital projects.

Next Steps

January 2023	Metrolink Board Action to Approve Funding Agreement for 60% of design
February 2023	Execute Funding Agreement between Metro and SCRRA to Start Final Design
February 2023	Metrolink to Award Contracts for Final Design
April 2023	NCTC and Metro to Program Remaining Funds to Complete Final Design
Spring 2024	Metrolink Complete Final Design

Metro

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

Metro

Board Report

File #: 2022-0625, **File Type:** Agreement **Agenda Number:** 14.

FINANCE, BUDGET & AUDIT COMMITTEE
JANUARY 18, 2023

SUBJECT: LEASE AGREEMENT OPTION WITH ANDY AZAD 2002 IRREVOCABLE TRUST FOR A LOGISTICS WAREHOUSE LOCATED AT 2950 E. VERNON AVENUE IN VERNON

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer ("CEO"), or their designee, to execute a five-year option to extend the existing lease agreement with Andy Azad 2002 Irrevocable Trust ("Landlord") for the use of 44,964 rentable square feet ("RSF") of warehouse and office space located at 2950 East Vernon Avenue in Vernon ("Vernon Warehouse"), commencing August 1, 2023, at a monthly rental rate of $46,391.78 with fixed annual increases of approximately three percent (3%) for a total of $2,955,603 over the five-year option term. The annualized rental rate over the initial term, including the option increases the total amount of the lease from $2,189,247 to $5,144,850.

ISSUE

The Board approved the current lease on January 17, 2019 (File#2018-0748). Metro Supply Chain Management/Logistics and Metro Facilities Maintenance currently lease the Vernon Warehouse under an existing four-year and nine-month lease agreement. The lease will expire on July 31, 2023. Metro has one (1) option to extend the lease for an additional five-year term ("Lease Extension") with at least six months' notice which must be exercised by February 1, 2023. The lease option requires Board approval as the total annual lease expense exceeds the CEO authority of $500,000 annually.

BACKGROUND

The four-year and nine-month lease term commenced on May 1, 2019, will expire on July 31, 2023, for a total amount of $2,189,247. Metro has one (1) option to extend the term for five (5) additional years.

Since the construction of the Blue Line, all Metro Rail projects have included contractual spares used to repair or replace components on Metro rail cars and mainline systems. It is the responsibility of Supply Chain Management/Logistics to house and secure these high-dollar rail assets to support the daily operation of Metro's rail fleet and maintain a State of Good Repair. The Vernon Warehouse is used to store some of these components.

DISCUSSION

Findings

With the lease term set to expire on July 31, 2023, Supply Chain Management/Logistics and Facilities Maintenance is requesting to execute the five-year option for the Vernon Warehouse. The warehouse portion of the leased property is currently at 75% capacity.

Other existing Supply Chain Management/Logistic Rail warehouses have reached 95% capacity to securely store large Light Rail Vehicle, Heavy Rail, and Wayside material. These items include transformers, mainline switches, multiple large spools of copper cable, rail HVAC systems, pantographs, windshields, axles, train trucks, large body parts, etc.

Considerations

Supply Chain Management/Logistics has received unprecedented contractual spares to support the P3010 LRVs. In addition, contractual spares will be received to support the Crenshaw/LAX (Metro K) Line, Gold (Metro L) Line Extensions, Purple (Metro D) Line Extension (I, II, & III), Regional Connector, HRV 4000s, Division 20 Portal Widening, East San Fernando Valley (ESFV), P2000 overhaul project, and all future Rail capital projects and stored at the Vernon Warehouse.

The Vernon Warehouse has a 26-ft clearance with dock high and ground level loading. It is centrally located on Vernon Avenue between Santa Fe and Soto Avenue, four blocks east of Metro's Vernon Yard Facility - Location 34. The proximity to downtown Los Angeles continues to provide ideal central access to support Rail Fleet Services, Wayside Operations, and Facilities Maintenance for the deployment of Rail Custodial Services and secure the storage of large high-dollar rail assets critical to the safe and effective operation of Metro's Rail fleet.

The Lease Extension is for five years pursuant to the terms of the lease, which does not have an option to purchase. When the additional term approaches expiration Metro will determine if a lease is needed or if the owner is willing to sell the building should Metro continue to find this location essential.

DETERMINATION OF SAFETY IMPACT

The proposed Lease Extension will complement Metro's commitment to a safe, clean, on-time, and reliable transportation system by safely securing Metro rail replacement parts.

FINANCIAL IMPACT

The rental rate per the lease extension terms will increase from the existing $1.00 per SF to $1.03 per SF. It includes a monthly payment of $46,391.78 (annually $556,701.36) commencing August 1, 2023, and will cost $2,955,603 over the five-year option term, including annual fixed increases of approximately three percent (3%). See Attachment C for the rent schedule.

The rental rate is modified gross in which the Landlord is responsible for the property taxes, Vernon Warehouse Parcel Tax, and property insurance. Metro is responsible for utilities, at an estimated cost of $400-$600 per month, and for any damage caused to the premises.

Metro Real Estate staff has determined that the rental rate and increases are in line with the fair market for warehouse rent costs in the Vernon Warehouse area (See Attachment B).

Impact to Budget

Funding for the payment of rent for the Vernon Warehouse will be budgeted and paid from Supply Chain/Logistics Cost Center 6350 project number 300040 for fiscal year 2023. It will be budgeted in future years in the Real Estate cost center 0651.

EQUITY PLATFORM

This Lease Extension will not have any specific equity benefits or impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports Strategic Plan Goal 5: Provide responsive, accountable, and trustworthy government by securing Metro Rail investments and supporting Vision 2028.

ALTERNATIVES CONSIDERED

Alternatives considered would be a combination of storing large material down the aisles of existing Supply Chain Management/Logistics warehouses, which are currently at 95% capacity and in Metro Rail Operations & Maintenance Facilities parking lots. This is not recommended as this would leave high-dollar rail assets unprotected and exposed to the elements, increase labor costs, delay servicing our customers, and create an extremely inefficient inventory management.

NEXT STEPS

Upon Board authorization, Metro Real Estate staff will notify the Landlord of Metro's election to exercise the option to extend the term of the current lease agreement for an additional five-years. All other terms and conditions of the lease remain the same and there are no additional options remaining.

ATTACHMENTS

Attachment A - Location Map
Attachment B - Rental Rate Survey
Attachment C - Rent Schedule

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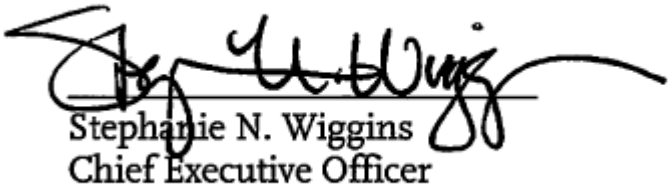
Holly Rockwell, Senior Executive Officer, Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

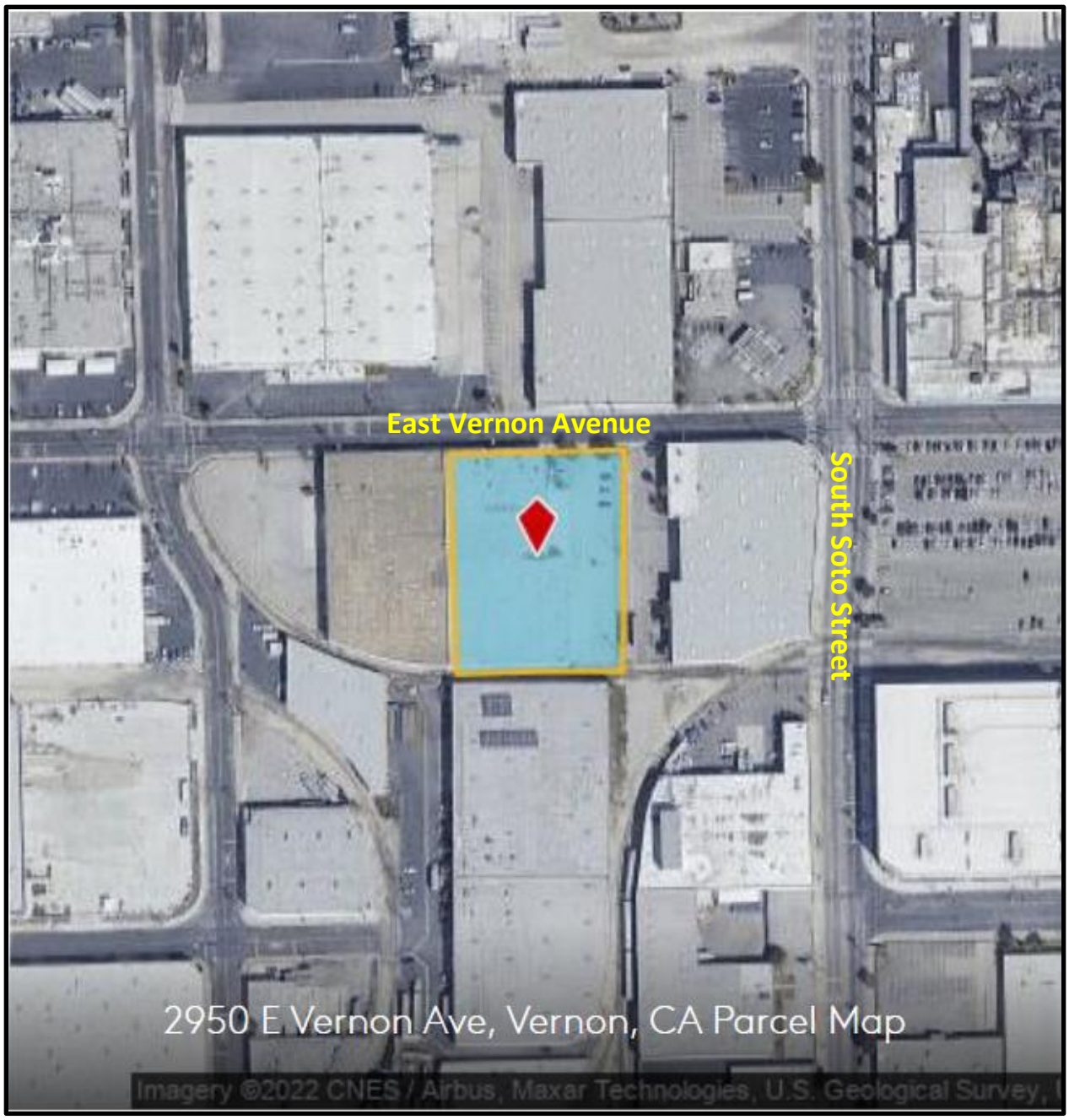
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Location Map

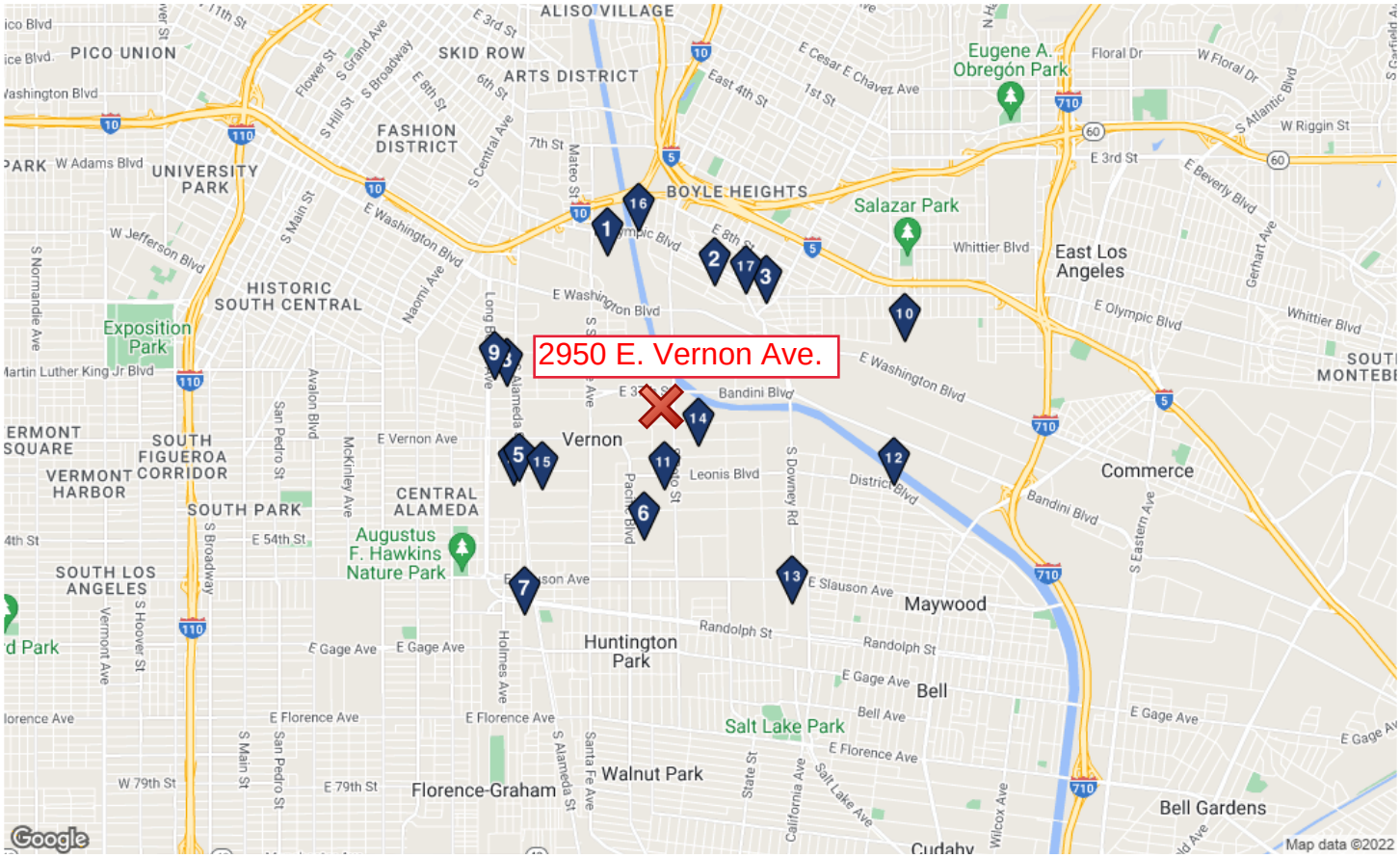


Attachment B - Rental Rate Survey

Property Map & List Report

Properties	Avg. SF	Avg. Vacancy	Avg. Asking Rent/SF
17	133,432	17.7%	$1.58

PROPERTY LOCATIONS



PROPERTY SUMMARY STATISTICS

Property Attributes	Low	Average	Median	High
Building SF	8,000	133,432	108,000	508,980
Ceiling Height	14'	21'7"	22'	36'
Docks	0	14	8	80
Vacancy	0%	17.7%	0%	100%
SF Available	8,000	90,950	74,000	341,400
Avg. Asking Rent/SF	$1.25	$1.58	$1.45	$2.40
Sale Price	-	-	-	-
Cap Rate	-	-	-	-
Year Built	1925	1972	1965	2022
Star Rating	★★☆☆☆	★★★☆☆ 2.9	★★★☆☆ 3.0	★★★★★

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Attachment B - Rental Rate Survey

Property Map & List Report

	Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
1	2460 E 12th St Los Angeles, CA 90021	Industrial ★★★☆☆	1988	88,511 SF	75.5%	21,750 - 66,827	$1.99/NNN	-	-
2	3000 E 12th St Los Angeles, CA 90023	Industrial ★★☆☆☆	1935	199,839 SF	0%	42,998 - 103,739	$1.25/IG	-	-
3	3301 E 14th St Los Angeles, CA 90023	Industrial ★★☆☆☆	1941	31,502 SF	-	31,502	$1.55/NNN	-	-
4	1841 E 50th St Los Angeles, CA 90058	Industrial ★★☆☆☆	1935	38,600 SF	-	19,300 - 38,600	$1.25/NNN	-	-
5	4851 S Alameda St Los Angeles, CA 90058	Industrial ★★☆☆☆	1925	260,000 SF	19.2%	24,000 - 74,000	$0.99 - 1.39/-MG	-	-
6	5525 S Soto St Vernon, CA 90058	Industrial ★★★☆☆	1970	508,980 SF	0%	2,500 - 341,400	$0.83 - 2.40/IG	-	-
7	6100 S Wilmington… Huntington Park, CA…	Industrial ★★★☆☆	1960	105,000 SF	0%	105,000	$1.45/MG	-	-
8	1801 E 41st St Vernon, CA 90058	Industrial ★★★★☆	2022	71,930 SF	100%	71,930	$1.21 - 1.48 Est.	-	-
9	1700 Martin Luther… Los Angeles, CA 90058	Industrial ★★★★☆	2022	115,012 SF	-	115,012	$1.18 - 1.44 Est.	-	-
10	4000 Noakes St Commerce, CA 90023	Industrial ★★★★☆	2007	111,260 SF	0%	111,260	$1.39 - 1.71 Est.	-	-
11	5001 S Soto St Vernon, CA 90058	Industrial ★★★★★	2017	118,714 SF	0%	118,714	$0.77 - 0.94 Est.	-	-
12	4770 District Blvd Vernon, CA 90058	Industrial ★★☆☆☆	1961	34,400 SF	0%	34,400	$1.28/IG	-	-

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Attachment B - Rental Rate Survey

Property Map & List Report

	Property Name - Address	Type	Yr Built	Size	Vacancy	SF Available	Avg. Asking Rent/SF	Sale Price	Cap Rate
13	Bldg 142-146 5990-6200 Malburg… Vernon, CA 90058	Industrial ★★★☆☆	1989	246,828 SF	0%	50,000	$1.65/NNN	-	-
14	2957 46th St Vernon, CA 90058	Industrial ★★★☆☆	1954	131,763 SF	-	131,763	$0.60 - 0.73 Est.	-	-
15	2050-2080 E 49th St Vernon, CA 90058	Industrial ★★★☆☆	1975	108,000 SF	0%	54,000	$0.57 - 0.70 Est.	-	-
16	2552-2556 E Olympic… Los Angeles, CA 90023	Industrial ★★★☆☆	1965	90,000 SF	-	90,000	$0.57 - 0.70 Est.	-	-
17	3181 E Pico Blvd Los Angeles, CA 90023	Industrial ★★☆☆☆	1964	8,000 SF	-	8,000	$0.75 - 0.92 Est.	-	-

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ATTACHMENT C - RENT SCHEDULE

Five-year Option Rent Schedule

Year	Monthly Rental Rate	Annual Amount
1	$ 46,391.78	$ 556,701.36
2	$ 47,783.54	$ 573,402.48
3	$ 49,217.04	$ 590,604.48
4	$ 50,693.55	$ 608,322.60
5	$ 52,214.36	$ 626,572.32
Total		$ 2,955,603.24

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

File #: 2022-0827, **File Type:** Project **Agenda Number:** 21.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 19, 2023

SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION

ACTION: APPROVE LONG-TERM ADVERTISING PURCHASE AND ACTIVITY WITH HOME BOX OFFICE, INC (HBO)

RECOMMENDATION

APPROVE a long-term advertising purchase for up to 12 months at Culver City Station from HBO, generating an estimated $484,000 in net revenues for Metro. This is not a title sponsorship and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.

ISSUE

In compliance with the Commercial Sponsorship and Adoption Policy (Attachment A), staff requests approval from the Board for long-term advertising and activity from HBO at Culver City Station on the Metro E Line (Expo). Approval of this long-term advertising purchase will authorize Metro's rail advertising broker, Intersection, to manage the extended 12-month purchase and advertising activities stated in this report.

BACKGROUND

HBO's corporate headquarters is at Ivy Station - a mixed-use complex adjacent to Culver City Station on the E Line. HBO previously purchased a station activation from fall 2021 to fall 2022 and wishes to continue the station activation for an additional 12 months into 2023.

DISCUSSION

Findings

Feedback from HBO concerning year one's station activation has been positive, and due to the proximity of Metro's station and HBO's headquarters, the visible treatment provides office visitors a sense of impact and awareness of the HBO brand and employees' pride in the products they created.

> *"Everything looks and feels amazing. You're walking through our campus with these larger-than-life pillars and escalator wraps. It's very cool and visible from many of the office windows" - Senior Manager, HBO Max.*

As media wraps are exchanged every few months, little vandalism or graffiti has been observed or reported on the materials for this station. Additionally, the HBO activation has caused other high profile entertainment companies to take note and invest with Metro; short term activations are being conducted at other stations within advertising restrictions such as Hulu at La Cienega/Jefferson Station.

The year-two activation would see similar techniques from year one, including wrapping station elements such as columns, pillars, trestles, escalator exterior walls, and a wallscape via direct decal to the surfaces of station property. Visual samples are provided in *Attachment C - HBO Advertising - Culver City*, displaying the type of creative content HBO and Intersection may post. Along with large-format media wraps, two digital kiosks have been added to this station as part of the digital screen program; HBO content will also display on these digital screens.

Within the 12-month duration, creative content may be updated by HBO and Intersection. All creative content will be vetted by the Content Advertising Committee and must comply with Metro's System Advertising Policy (Attachment B).

DETERMINATION OF SAFETY IMPACT

The contractor will install advertising following Rail Safety Policy and Guidelines to ensure the safety of Metro's riders and employees.

FINANCIAL IMPACT

There is no negative financial impact with the approval of this item. The contractor is responsible for material costs and maintenance of HBO advertising for the duration of the sale; however, Metro labor support is warranted to ensure safety compliance during material installations. Labor cost of $3,000 is included in the FY23 Budget under Project #300066 (E/Expo Line), Cost Center #3959.

The project manager and the accounting department will monitor performance, compliance, costs, and resources in support of this task. Since this sale will extend over two fiscal years into FY24, the program manager, cost center manager, and Executive Officer of Marketing will ensure all project resources are budgeted in the next fiscal year.

Impact to Budget

Metro will receive a 55% revenue share, approximately $484,0000, and the contractor will receive a 45% revenue share, approximately $396,000, from the total gross sale of $880,000.

EQUITY PLATFORM

While some locations of the Metro system receive more advertising activity and generate more sales, the revenues are allocated to all areas of Metro's bus and rail system. The media purchase at this station has been a catalyst for other buyers, generating more revenues from advertising and

sponsorships - creating a reliable funding source for equitable initiatives.

Through the System Advertising Policy, Metro retains creative control of the content posted on the system - vetting content that may be harmful to vulnerable/marginalized riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The revenue advertising program supports the Strategic Plan by fulfilling Goal 5 in providing responsive, accountable, and trustworthy governance within the Metro organization, exercising good public policy judgment, and fiscal stewardship by monetizing Metro's capital assets to generate non-tax revenues.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this long-term advertising request; however, this is not recommended. Metro would be turning away up to $480,000 plus estimated revenue earnings from an individual station and miss other locally relevant opportunities to generate unrestricted local funding.

NEXT STEPS

Upon Board approval, staff will authorize the advertising broker to complete the advertising sale and begin executing the long-term media placement with HBO and Culver City Station on E Line.

ATTACHMENTS

Attachment A - Commercial Sponsorship and Adoption Policy
Attachment B - System Advertising Policy
Attachment C - HBO Advertising-Culver City Station

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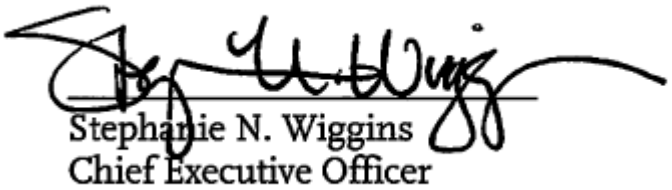


Stephanie N. Wiggins
Chief Executive Officer

Commercial Sponsorship and Adoption Policy

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 marketing 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** – 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.

- **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/co-naming requires Board notification while long-term renaming/co-naming requires Board approval.

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

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:

- **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:
    - Civil Rights
    - Ethics
    - Legal Counsel
    - Office of Inspector General
    - 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:
    - Communications (Arts & Design, Community Relations, Marketing, Public Relations)
    - Countywide Planning (Real Estate, Systemwide Design)
    - Customer Experience
    - Equity & Race
    - 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 Communications 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.

Los Angeles County
Metropolitan Transportation Authority

Metro

COMMUNICATIONS
Metro System Advertising

(COM 6)

1. GENERAL

The display of paid (revenue-generating) advertising carries with it a responsibility to protect Metro from potential litigation and to recognize the potential association of advertising images with Metro services, while simultaneously respecting First Amendment principles. The agency addresses these issues through the responsible and consistent application of written criteria for advertising acceptability. It is not Metro's intent to create a public forum through the acceptance of advertising.

Metro's ability to directly reach customers is crucial in order to provide transit and agency information. Any use of the unique distribution channels at its command (such as allotments of interior and exterior bus advertising space; on-board "take-one" boxes; and in-station Variable Message Signs) for purposes unrelated to customer information or retention is to be avoided, as it effectively "pre-empts" the availability of transit information to the public. Metro's Communications Department administers the use of these unique distribution channels as part of its overall responsibility for customer communication.

2. PROCEDURES

2.1. Revenue-Generating Advertising

Metro contracts with outside vendors to sell and display short-term advertising on its transit-related properties for the sole purpose of generating revenue. Metro does not sell or post advertising directly. 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 revenue-generating 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.

Locations for revenue-generating advertising may include, but are not limited to: exterior surface areas of buses and rail cars (see restrictions in section 2.1.1 below); interior display frames in bus and rail vehicles; back-lit map cases, at stations and transit hubs; automated public toilets and other fixed outdoor displays on Metro property; electronic Variable Message Signs (VMS) on station platforms; banner ads

on Metro's website; Metro-owned/run social media channels, Metro-sponsored computer/phone apps; space in Metro's printed brochures, timetables and other publications and printed materials, interior and exterior of Metro buildings, facilities and parking structures; and any other location approved by Metro's Board of Directors. Metro and its advertising contractors will obtain necessary permits as required to comply with local jurisdiction.

Content restrictions for advertising displayed through these arrangements are as follows:

2.1.1 Alcohol, Tobacco, and Cannabis Advertising

Advertising of all alcohol, tobacco, and cannabis products, services, and events is prohibited. Advertisements that simulate or encourage drinking, smoking, vaping, or ingesting of alcohol, tobacco and cannabis are prohibited.

2.1.2 Non-Commercial Advertising

Metro does not accept advertising from non-governmental entities if the subject matter and intent of said advertising is non-commercial. Specifically, acceptable advertising must promote a for-sale, lease or other form of financial benefit for a product, service, event or other property interest in primarily a commercial manner and purpose.

Exception 1: Governmental Agencies, meaning public agencies specifically created by government action located in Los Angeles County or a Federal or State of California Governmental Agency, may purchase advertising space for messages that advance specific government purposes. The advertising must clearly, on the face of the advertising, identify the Governmental Agency. It is Metro's intent that government advertising will not be used for comment on issues of public debate.

Exception 2: Metro will accept paid advertising from non-profit organizations that partner with a Governmental Agency (as defined in Exception 1 above) and submit advertising that advances the joint purpose of the non-profit organization and the Governmental Agency, as determined by each of them. In order for advertising to qualify under this exception, the advertising must clearly, on the face of the advertising, identify the Governmental Agency and indicate that the Governmental Agency approves, sponsors, or otherwise authorizes the advertising. The non-profit organization must also provide a Statement of Approval (attached) from the Governmental Agency describing the joint purpose

to be advanced and setting forth a statement acknowledging support and approval for the submitted advertising. Any message displayed under this exception must adhere to all other content restrictions stated in this policy, including that this advertising will not be used for comment on issues of public debate.

2.1.3. Other Subject Matter Restrictions

Advertising may not be displayed if its content involves:

- Illegal activity - Promotes or relates to an illegal activity.
- Violence - Contains 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.
- Demeaning or disparaging matter - Contains images, copy or concepts that actively denigrate, demean or disparage any individual or group.
- Vulgarity - Contains images, copy or concepts that are obscene, vulgar, crude, sexually suggestive, indecent, profane or scatological.
- Obscene matter - Contains 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.
- Adult entertainment and content – Promotes or displays images associated with adult book stores, video stores, dance clubs or other adult entertainment or sexually-oriented establishments, telephone services, internet sites, films, video games or escort services.
- Political endorsements – Contains messages that are political in nature, including messages of political advocacy, that support or oppose any candidate or referendum, or that feature any current political office holder or candidate for public office, or take positions on issues of public debate.
- Religion - Contains images, content or copy related to religion or religious ideas or viewpoints.
- Negative connotations of public transit - Contains images, copy or concepts that actively denigrate public transportation.
- 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.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.

2.1.4. Metro's Right of Rejection

Beyond the above, Metro's vendors may review advertising content according to their own guidelines of acceptability. Metro will screen 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. Decisions regarding the rejection or removal of advertising are made by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

2.1.5. Vinyl Window Graphics

To ensure the safety and security of passengers, operators and law enforcement officers, advertising displays which employ vinyl window graphics are restricted from fully obscuring window surfaces on Metro vehicles as follows. (Note: this excludes the front window surface, which may not be covered in any manner.)

2.2 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). These distribution channels include, but are not limited to: "take-one" boxes onboard Metro buses and Metro Rail trains; "take-one" racks at Metro Customer Centers; back-lit and non-lit map cases inside Metro Rail stations and on Metro bus stop poles; advertising kiosks at select Metro Rail stations; electronic Variable Message Signs (VMS) on station platforms digital advertising kiosks; interior rail posters on board Metro Rail trains; Metro's website; Metro-owned/run social media channels; and Metro-sponsored computer/phone apps.

As specified in section 2.1, Metro has the use of an allotment of exterior and interior bus advertising space at no charge by agreement with the vendor that sells all remaining interior and exterior bus advertising space under a revenue-generating agreement.

Los Angeles County
Metropolitan Transportation Authority

Metro

COMMUNICATIONS
Metro System Advertising

(COM 6)

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 Chief Communications Officer or their designee.

Acceptable information for these distribution channels is categorized as follows:

2.2.1 Regular Transit Information

Regular transit information is prepared by Metro's Communications Department in accordance with its annual strategic planning process, as well as upon request from other internal departments. Regular 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.

2.2.2 Cross-Promotional Information

On an occasional basis and only when space is available, Metro's Communications Department may use Metro's distribution channels to participate in cross-promotional opportunities 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 Fiesta Broadway"). 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 Communications Department, provide an equivalent or greater value in cross-promotional benefits (i.e. advertising space, editorial space, etc.). Any cross-promotional arrangement must be approved by the Chief Communications Officer or their designee based upon the criteria in this policy statement.

2.2.3 "Added Value" Materials

On an occasional basis and only when space is available, Metro's Communications Department may use Metro's distribution channels to provide "added value" materials to its customers. Such materials must present a specific and time-dated offer uniquely provided for Metro bus and Metro Rail customers (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 Communications

Department to indicate that the offer is specifically designed for Metro bus and Metro Rail customers. 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 Communications 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 Chief Communications Officer or their designee based upon the criteria in this policy statement.

3.0 DEFINITION OF TERMS

Added Value Materials – Informational advertising which offers a tangible benefit to patrons as a means of rewarding and retaining customers (i.e., a money-saving discount).

Cross-Promotion – A cooperative partnership in which two or more entities work together with the goal of jointly promoting their respective services.

Digital Advertising Kiosks - A small physical structure (often including a computer and a display screen) that displays information for people walking by. Kiosks are common near the entrances of shopping malls in North America where they provide shoppers with directions.

Exterior King Ad – Large ad measuring 144" x 30" displayed on the sides of Metro buses. King ads are directly applied to the bus with adhesive vinyl.

Exterior Tail Light or "Tail" Ad – Smaller ad measuring 48" x 15 ½" or 72" x 21" displayed on the rear of Metro buses. Tail ads are directly applied to the bus with adhesive vinyl.

Governmental Entities – Public entities specifically created by government action.

Interior Bus Car Card – A 28" x 11" poster that mounts above the seats in Metro buses to provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

Interior Rail Poster – A 21" x 22 ¼" poster that mounts in frames on the walls of Metro Rail cars, used to display Metro Rail System Maps and provide information on fares,

routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

Map Cases – Fixed cases in Metro Rail stations that hold a 46¾" x 46¾" display, usually back-lit. Used to display Metro Rail System Maps and provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

Metro Transit-Related Properties – Metro Bus and Rail systems; Metro facilities; Metro electronic outreach channels (websites, social media, computer/phone apps, etc.).

Non-Commercial Advertising – A public service announcement, event notification, political statement or other message which does not have as its primary purpose to propose a commercial transaction.

Social Media Channels – Online/digital communications channels dedicated to community-based input, interaction, content-sharing collaboration.

Take-One – A printed brochure measuring 3½" x 8½" placed inside Metro buses or Metro Rail trains, used to provide information on fares, routes, safety, pass & token sales locations, service changes and other matters relevant to the use of the Metro System.

Take-One Box – A metal rack or plastic holder installed on the interior of Metro buses and Metro Rail trains designed to hold approximately 40 take-ones. Many Metro buses have a multi-pocket rack in addition to 2 plastic take-one boxes; most Metro Rail cars have from 2 to 6 plastic take-one boxes.

Variable Message Signs (VMS) – Electronic sign boards in Metro Rail stations controlled from the Rail Operations Control Center that scroll through a series of written messages. Used to provide information on safety, pass & token sales locations, service changes, emergency announcements and other matters relevant to the use of the Metro System.

Vinyl Window Graphics – An adhesive vinyl super-graphic which covers a portion of the window surface of a bus or rail vehicle. Such graphics are manufactured to be largely transparent to those inside the vehicle, permitting passengers to see outside through the graphics.

Los Angeles County
Metropolitan Transportation Authority

Metro

COMMUNICATIONS
Metro System Advertising

(COM 6)

4.0 RESPONSIBILITIES

Communications Department prepares all messages and materials for dissemination on board Metro buses and Metro Rail trains; administers the distribution/display of transit information; tracks/coordinates the availability and use of Metro's unique information distribution channels.

Mailroom distributes quantities of take-ones to Metro Operating Divisions and Customer Centers according to distribution list prepared by project managers in Communications.

Operators and Service Attendants physically place take-ones on buses/trains for distribution to the public.

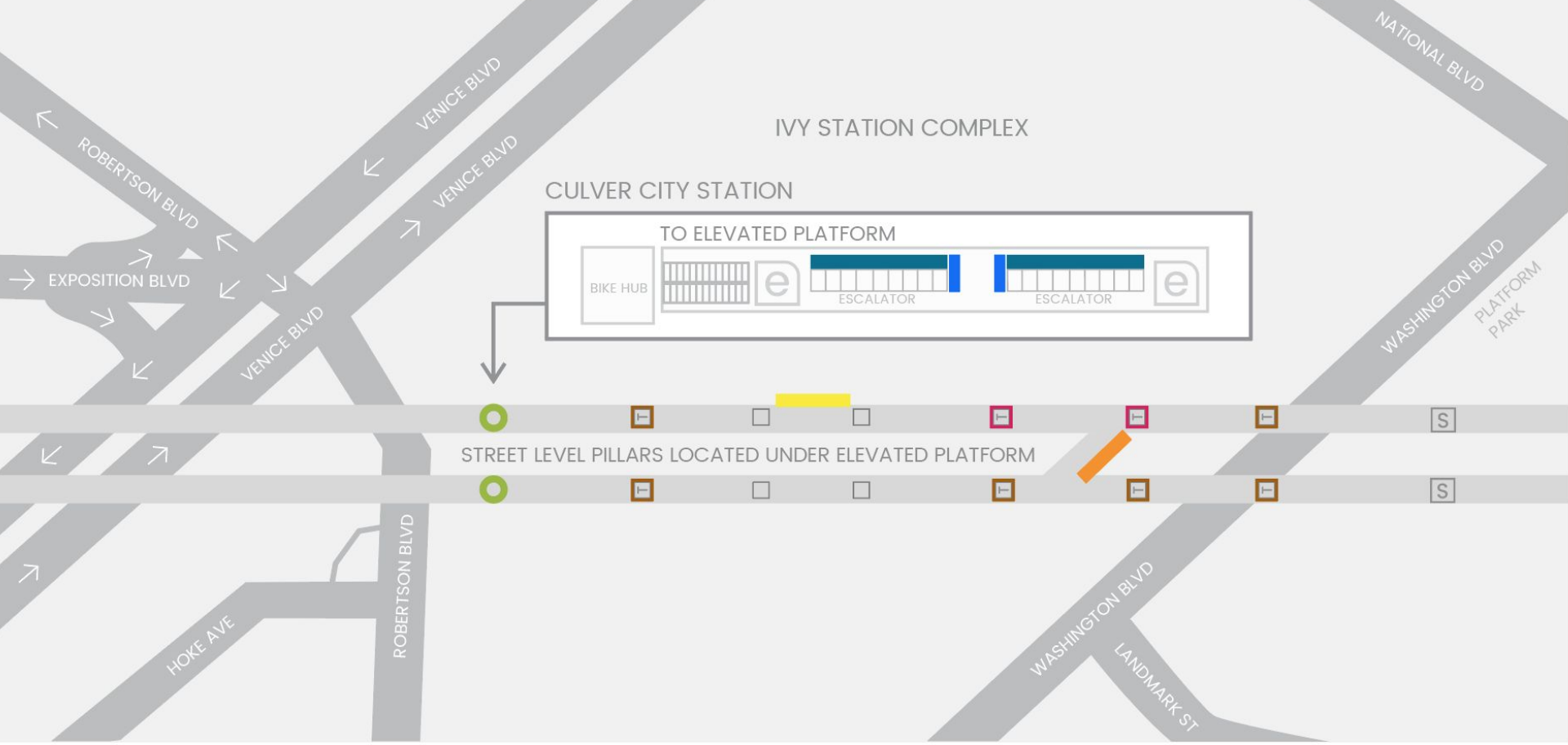
Advertising Vendors sell, post and maintain all revenue-generating advertising on Metro properties; implement Metro's policies on revenue-generating advertising; post all Metro informational advertising according to instructions from the Metro Marketing Department.

Chief Communications Officer (or designee) reviews and approves/rejects all cross-promotions and added value programs using Metro's unique distribution channels based upon the criteria in this policy statement; enforces Metro's right to reject and/or order removal of revenue-generating advertising based upon the criteria in this policy statement.

HBO

& Culver City Station
Los Angeles

Culver City Station
Street Level


IVY STATION COMPLEX
CULVER CITY STATION
TO ELEVATED PLATFORM
BIKE HUB
ESCALATOR
ESCALATOR
STREET LEVEL PILLARS LOCATED UNDER ELEVATED PLATFORM
ROBERTSON BLVD
VENICE BLVD
VENICE BLVD
VENICE BLVD
EXPOSITION BLVD
NATIONAL BLVD
WASHINGTON BLVD
PLATFORM PARK
WASHINGTON BLVD
LANDMARK ST
ROBERTSON BLVD
HOKE AVE
TCW TAPERED COLUMN WRAP
HWT HALF WRAP TAPERED COLUMN
RCW ROUND COLUMN WRAP
TTW TRAIN TRESTLE WRAP
EP ESCALATOR PANEL
TS TRESTLE SOFFIT WRAP
TTS TRAIN TRESTLE SPECTACULAR
ELEVATOR
TICKET MACHINE
STATION SIGN
WASTE RECEPTACLE
POWER OUTLET
TELEPHONE
INFORMATION
BENCH

Before



Enhanced

Bring vibrance to the structural elements at street level near Ivy Station

Image depicts: Pillar wrap, digital kiosk near Robertson Blvd





Before



Enhanced

Tower overhead with massive pillar wraps and custom media along the station walkway

Image depicts: Pillar wraps, partial pillar wraps


PEERS TO PIER
MORE TO EXPLORE
7 NEW EXPO LINE STATIONS. NOW OPEN.
HIGH-TECH TO HIGH-RISE
metro.net/moreexpo

Before



Enhanced

Image depicts: Escalator wrap



Before

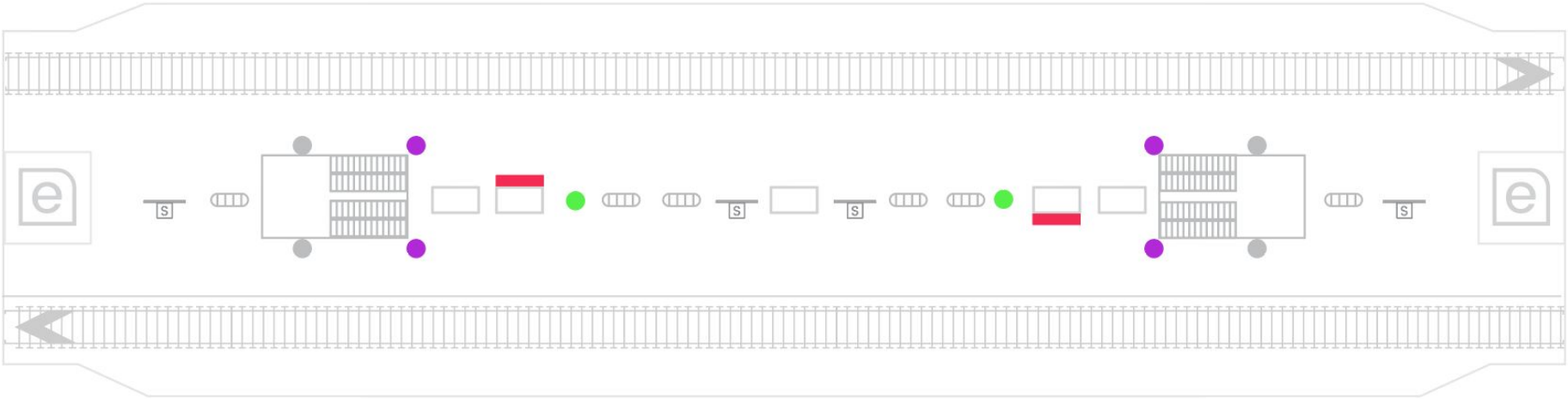


Enhanced

Image depicts: Trestle Spectacular, Pillar Wrap

Culver City Station
Platform Level

Platform





LC LARGE COLUMN WRAP
CW COLUMN WRAP
PP PLATFORM PANEL

ELEVATOR
TICKET MACHINE
STATION SIGN
WASTE RECEPTACLE

POWER OUTLET
TELEPHONE
INFORMATION
BENCH

Before



Enhanced

Reach arriving & departing commuters at the platform level

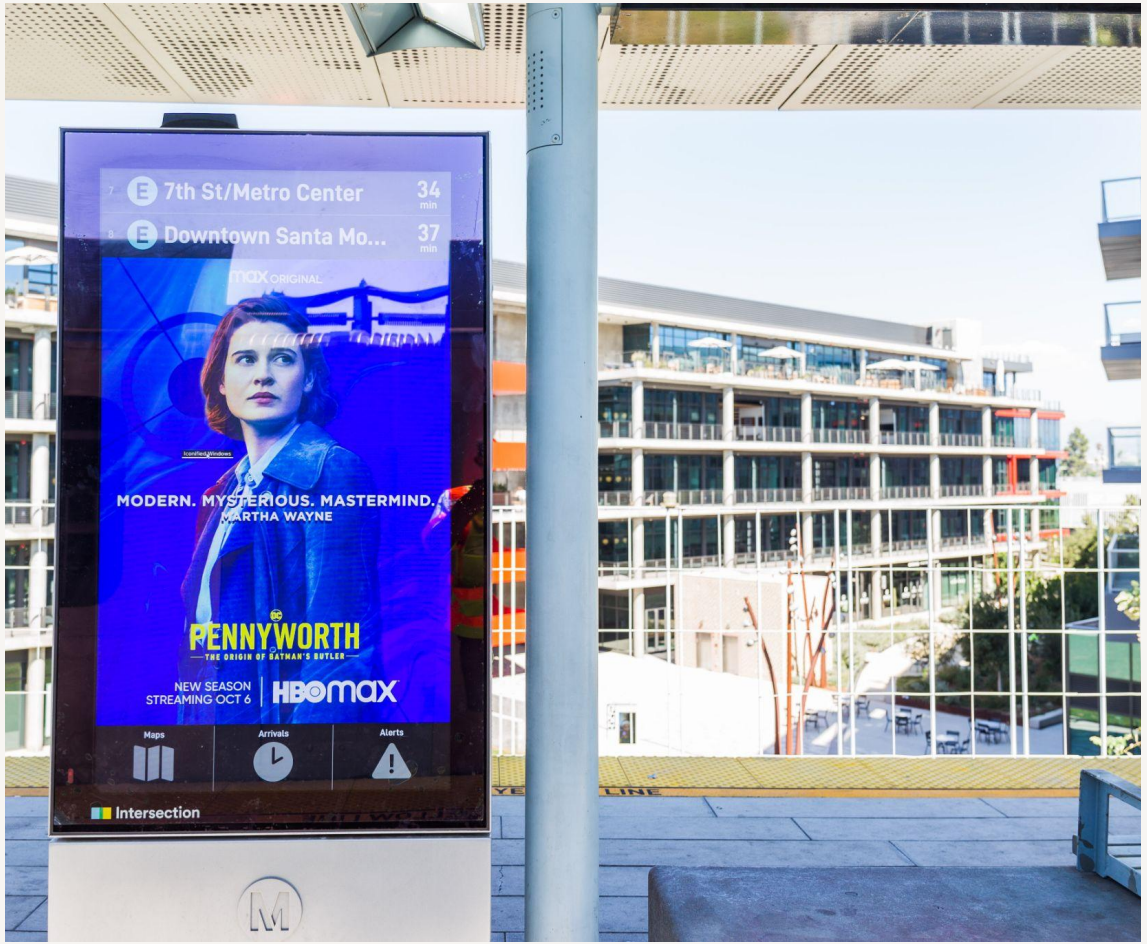


Image depicts: Digital Kiosk



Enhanced

And tower overhead along the trestle facing Ivy Station's plaza to truly make a creative statement

Image depicts: Overhead Banner facing Ivy Station Courtyard

Photo Gallery
2022 Campaigns


7th St/Metro Center
24 min
Downtown Santa Mo...
28 min
max ORIGINAL
DC
PENNYWORTH
THE ORIGIN OF BATMAN'S BUTLER
NEW SEASON
STREAMING OCT 6
HBOmax
Maps
Arrivals
Alerts
Intersection
PEACE, LOVE
& MIND CONTROL


PENNYWORTH
HBOmax


HBOmax
HBOmax


HBO ORIGINAL
GAME OF THRONES
HOUSE OF THE DRAGON
NEW SERIES STREAMING AUG 21
HBOmax
HBOmax


HBOmax


HBO ORIGINAL
GAME OF THRONES
HOUSE OF THE DRAGON
NEW SERIES STREAMING AUG 21
HBOmax


HBOmax
HBOmax
SOLOMON HUGHES
KAREEM
HBO ORIGINAL
WINNING TIME
HBOmax
GILDED AGE
HBOMAX


SOLOMON HUGHES, KAREEM
WINNING TIME
HBOMAX


SALLY FIELD IS
JESSIE BUSS
HUB
HBO ORIGINAL
WINNING TI
THE RISE OF THE LAKERS
NEW SERIES
STREAMING MAR 6
HBOMAX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Minx
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HBOmax


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HBOmax
← Washington Blvd
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File #: 2022-0836, **File Type:** Contract **Agenda Number:** 22.

CONSTRUCTION COMMITTEE
JANUARY 19, 2023

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - INCREASE TO GANNETT FLEMING, INC., CONTRACT MODIFICATION AUTHORITY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

A. an increase in the contract modification authority (CMA) for Contract AE58083E0129 with Gannet Fleming, Inc, in the not-to-exceed amount of $25,985,967, thus increasing the current not-to-exceed CMA amount from $12,394,970 to a new CMA amount not-to-exceed $38,380,937, thereby increasing the contract value to $111,863,617 should all modifications be executed; and

B. the Chief Executive Officer to negotiate and execute any contract modifications within and up to the authorized total CMA amount.

BACKGROUND

The East San Fernando Valley Light Rail Transit Corridor project (Project) is a light rail system that is street running in the middle of Van Nuys Boulevard and will extend north from the G-Line Van Nuys station to the Metrolink Sylmar/San Fernando station, a total of 9.2 miles with 14 at-grade stations. The Metro Board certified the Final Environmental Impact Report (FEIR) on December 3, 2020. The Project achieved a Record of Decision on January 29, 2021. The Project has mostly completed the preliminary engineering design phase, with street improvements and guideway design advanced to 60 percent to reduce the risk associated with geometric/spatial constraints. All other design elements (utilities, stations, maintenance facility, and systems) are presently designed to 30 percent. The final design for select advanced utility relocations is also being advanced, consistent with undertaking advance utility work to expedite the project schedule and reduce overall project risk.

Included in the Project FEIS/EIR was the initial operating segment (IOS), defined as the southern 6.7 miles of the Project alignment. The IOS, also more recently identified as the Southern Segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade stations along with the maintenance facility. The remaining northern 2.5-mile environmentally cleared segment, more

recently identified as the Northern Segment, is going through additional analysis as directed by the Board in December 2020 and is not included in the Southern Segment.

To comply with the Measure M schedule commitments, the Southern Segment is proceeding into the next phase of final design and construction through a Progressive Design Build (PDB) contractor procurement. This began in August 2022, with an anticipated award date in early 2023.

ISSUE

In 2019 Metro awarded Gannett Fleming, Inc. a cost-plus fixed fee (CPFF) contract for Architecture Engineer (AE) services for a not-to-exceed amount of $61,974,852 to complete three phases: Phase 1 - complete preliminary engineering; Phase 2 - provide support during the solicitation process; and Phase 3 - provide design support during construction for the Project. The original contract CMA was a not-to-exceed $12,394,970, and $741,680 remains to date. The dollar amount of approved modifications and change orders from the CMA is $11,653,290, and Board approved contract modifications have been made to the contract in the amount of $11,507,828, which has increased the not-to-exceed contract price to $85,135,970.

Throughout Phase 1, the contract modifications incorporated additional work to reduce the risk associated with known cost drivers such as utility conflicts, geotechnical and hazardous soils field investigations, real estate verifications, and resolution of third-party issues. As the Project scope has advanced, staff identified additional work activities which are needed, in advance of the future PDB contractor, to improve coordination with third parties and that will address key project risks. Therefore, based upon the anticipated pending and unallocated contract modifications, the increase to the CMA is $25,985,967.

DISCUSSION

Staff is requesting an increase to the CMA to incorporate additional scope elements shown below. As part of the base scope and the previously approved contract modifications, the Project team has compiled existing utility as-built information, developed 30% composite utility drawings, and conducted some utility, geotechnical, and hazardous soils field investigation work. Additional elements have been identified that will benefit the Project through the refinement of design resolution of known cost drivers and risk reduction. Those elements are:

- Advance the utility relocation designs, including the composite utility rearrangement plans, from 30% to 60%.
    - This work will incorporate information gleaned from field investigations to date and will further define horizontal and vertical locations of adjusted utilities. The designer will utilize 3D modeling to perform clash detection and will continue coordinating with the City and County of Los Angeles and other utility owners

within the corridor. The work performed will be provided to the PDB contractor, who will advance the design from 60% to final design. This additional work performed now will reduce the likelihood of typical delays to the Project that stem from utility investigation, utility design, and third-party coordination;

- Advance designs to support DWP vault relocations and adjustments.
    - Throughout Phase 1, staff have coordinated with DWP to protect in place, adjust, or relocate conflicting DWP infrastructure. Due to the complex utility corridor along the alignment and the required coordination with DWP design, it has been determined that certain elements of coordination and design of DWP infrastructure should be controlled by Metro and completed under the subject contract. Staff has identified seven DWP utility design packages that will be completed under this contract. The 100% designs will be provided to the PDB Contractor for pricing and construction. Structuring the DWP design and project workflow this way will allow staff to continue work on critical path activities during the procurement and on-boarding of the PDB Contractor.

- Evaluate and analyze existing County of Los Angeles (County) storm drains through field investigation and analysis.
    - Staff continues to collaborate with the County to develop protect in place measures for three major existing storm drains that are located directly within the track alignment. Agreement to protect these critical pieces of infrastructure eliminates the need for costly and disruptive construction required to relocate. Through the development of work plans, additional field investigation and geotechnical and structural analysis has been identified that will provide the County with the necessary information needed to approve protect in place measures. Once the County has accepted Metro's analysis and design, the PDB Contractor will price and construct the protections. Structuring this work in this manner will allow staff to continue to work on critical path activities during the procurement and on-boarding of the PDB Contractor; and,

- Develop property impact statements (PIS) to support the real estate acquisition process.
    - The PIS will require survey work on impacted properties, detailed design plans

for improvements, and justification for each acquisition. These PIS are required for the critical path process of acquiring properties and temporary construction easements.

The Phase 1 elements identified above will continue advancing critical path activities and assist in mitigating risk. The advancement of these elements has been identified and is being pursued in accordance with lessons learned and best practices on previous Metro projects. Phase 2 support during the solicitation process was provided by Gannet Fleming and is nearing completion, with minor scope items remaining. The scope of work for Phase 3 design support during construction remains the same, with Gannet Fleming performing such things as design, submittal, and request for information reviews during Phase 2 of the progressive design/build contract. 10% unallocated contract modification authority is being added to Phases 1, 2, and 3 to account for unknowns that occur during the pursuit of base scope work. The base scope of work and contract price for Phase 2 and Phase 3 of the contract will not be revised. This board action and subsequent modifications, in addition to the execution of Phase 2 and Phase 3 of the contract, represent the complete and total scope for this Gannett Fleming contract. The PDB Contractor will perform all future design works, supplemented as necessary by Metro Project Management support contracts.

Equity Platform

The Gannett Fleming contract has SBE commitments (see Attachment C), and this action does not change the small business commitment.

The Project will serve 11 new stations along Van Nuys Blvd, traveling through Arleta, Pacoima, Panorama City, and Van Nuys, and will improve connections and access to key destinations while connecting transit users to the growing network in the San Fernando Valley. The Project study area average of 0.53 zero-vehicle households per acre is 77% higher than the 0.30 County average. Equity Focus Communities (EFC) are within walking and biking distance to the proposed stations. The Project will improve access for East San Fernando Valley transit riders in EFCs along the existing route to additional destinations such as colleges, hospitals, museums, open spaces, recreational and natural attractions, Metrolink, and Metro G-Line (providing bus and rail connections to San Fernando Valley).

Overall, the project team considers ways to limit or minimize construction activities throughout the design process. For example, the County storm drains are being evaluated to protect-in-place (not relocating) and thus reducing the amount of construction activities adjacent to the communities along the Project alignment. Also, for the real estate transactions, Metro will adhere to the guidelines established by the Uniform Relocation Assistance (URA) and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601-4655 (URA). The URA is a federal act designed to ensure

uniform, consistent, fair, and equitable treatment of all property owners impacted by federally funded projects.

To date, Metro Community Relations (CR) staff have met with the local neighborhood councils and have provided updates on the Project to their respective boards. Additionally, CR staff meet regularly with representatives from the local council district offices and provide frequent updates on upcoming construction, mitigation plans/efforts, and our outreach efforts to the local community. Bilingual (Spanish) CR staff have also attended local community meetings and special events to directly engage with community stakeholders along with the distribution of Project and Metro marketing material in bilingual formats. CR staff have also been visiting the small businesses along the alignment and have been providing bilingual project information along with business resources available through Metro.

In addition, the Project will have Eat Shop Play (ESP) and Business Solution Center (BSC) small business mitigation programs available to businesses along the Project corridor. ESP is a pilot advertising and community engagement program that promotes small businesses impacted by the construction of the new line by providing marketing services. The ESP program allows for collecting and tracking demographic and neighborhood data that will help Metro better understand current conditions and timely assessment of programs. Also, the Project will have a Community Leadership Council (CLC), an advisory body to the Project, comprised of a diverse group of fifteen (15) individuals who live, work, attend school, or own a business or commercial property in the neighborhoods within the project area: Arleta, Pacoima, Panorama City, and Van Nuys. The ESP and CLC programs are aligned with internal policies and processes to elevate front-line personnel and supervisors' needs and perspectives.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro’s customers or employees.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Cost Center 8510 Project number 865521 East San Fernando Valley Light Rail Transit Corridor under various accounts, including professional and technical services. The funding of $25,985,967 is included in the FY23 Adopted Budget. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager, and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Impact to Budget

Sources of funds for the recommended actions are Measure R 35%, Measure M 35%, Federal and State Grants. There is no impact on Operations eligible funding. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

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

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

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

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community.

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

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

A separate procurement(s) could be considered for the recommended work. Also, the work could be conducted by the PDB contractor. Staff does not recommend these alternatives because schedule impacts to pursue a separate procurement or waiting for the PDB contractor would delay the project and potentially jeopardize the ability to meet the 2028 to 2030 delivery schedule.

NEXT STEPS

Upon Metro Board adoption, staff will complete negotiations and execute the contract modifications.

ATTACHMENTS

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

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Chief Executive Officer

PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

1.	**Contract Number**: AE58083E0129			
2.	**Contractor**: Gannett Fleming, Inc.			
3.	**Work Description**: Increase the contract modification authority (CMA) for Contract AE58083E0129 with Gannet Fleming, Inc, in the not-to-exceed amount of $25,985,967, an increase from $12,394,970 to anamount not-to-exceed $38,380,937.			
4.	**Contract Work Description**: Engineering design and oversight services for the East San Fernando Valley (ESFV) Transit Corridor Project.			
5.	**The following data is current as of**: 12/12/22			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	7/25/19	**Contract Award Amount:**	$61,974,852
	Notice to Proceed (NTP):	8/15/19 (Contract Execution)	**Total of Contract Changes Approved:**	$23,161,118.23
	Original Complete Date:	8/15/28	**Pending Modifications (including this action):**	$25,985,967
	Current Est. Complete Date:	8/15/28	**Current Contract Value (with this action):**	$111,863,617
7.	**Contract Administrator**: Diana Sogomonyan		**Telephone Number**: (213) 922-7243	
8.	**Project Manager**: Monica Born		**Telephone Number**: (213) 418-3097	

A. Procurement Background

On July 25, 2019, the Board of Directors approved award of Contract No. AE58083E0129 to Gannet Fleming, Inc. in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Consultant's Scope of Services consists of three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). The Period of Performance for the Contract is nine (9) years from execution date of the contract.

Thirty-one (31) Contract Modifications (MODs) and fourteen (14) Contract Change Orders (CO) have been approved and executed to date, two COs of which have been superseded and converted to a Contract Modification (superseded has been included in the total contract Mods shown). Nineteen (19) Contract Changes are pending, currently at various stages of review for processing and finalization.

This Board action will authorize the increase of the Contract Modification Authority (CMA) amount for the negotiation and execution of pending contract changes, both identified and anticipated, for contract scope of work: Phase 1 – completion of Preliminary Engineering (PE) design; Phase 2 - support during the solicitation process for the Progressive Design-Build contract; and, Phase 3 - design support during construction for the Project. This Board action will also authorize the CEO to negotiate and execute any contract modification, within and up to the authorized total CMA amount.

Contract No. AE58083E0129 is a Cost Reimbursable Fixed Fee Contract (CPFF).

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The cost for any Contract change will be reviewed and analyzed for fair and reasonableness, upon completion of fact finding, technical evaluation, cost analysis, and negotiations. All Contract Modifications will be processed in accordance with Metro's Acquisition Policy, within and up to the additional CMA authorized.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

Mod./ CO No.	Description	Status	Date	$ Amount	Board Approved CMA
N/A	Initial Award		7/25/19	$61,974,852	$12,394,970
MOD 1	Contract Conforming and Clarifications	Approved	11/12/19	$0.00	
MOD 2	Underground Utility Detection Services along Van Nuys Blvd.	Canceled	5/28/20	$0.00	
MOD 3	Geotechnical Test Plan and Hazardous Material Work Plan	Approved	8/24/20	$53,164	
MOD 4	Underground Utility Detection Services Along Van Nuys Blvd. – Segment A	Approved	10/14/20	$437,646	
MOD 5	Underground Utility Detection Services Along Van Nuys Blvd. – Segment B	Approved	11/5/20	$481,156	
MOD 6	Underground Utility Detection Services Along Van Nuys Blvd. – Segment C	Approved	11/5/20	$358,665	
MOD 7	Underground Utility Detection Services Along Van Nuys Blvd. – Segment D	Approved	11/5/20	$74,079	
MOD 8	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment A	Approved	11/5/20	$159,832	
MOD 9	Utility Investigation - Potholing and Slot Trenching for Segment A	Approved	11/23/20	$1,691,789	
MOD 10	Coordination With Third Party Utility Owners to Assess Utility Conflicts	Approved	4/12/21	$734,547	
MOD 11	Preliminary Engineering of Composite Utility Rearrangement Plans	Approved	2/23/21	$738,979	
MOD 12	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment B	Approved	3/23/21	$150,153	

MOD 13	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment C	Approved	3/23/21	$140,163	
MOD 14	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment D	Approved	4/6/21	$101,777	
MOD 15	Utility Investigation - Potholing and Slot Trenching for Segment B	Approved	2/25/21	$1,772,143	
MOD 16	Utility Investigation - Potholing and Slot Trenching for Segment C	Approved	2/25/21	$1,565,506	
MOD 17	Utility Investigation - Potholing and Slot Trenching for Segment D	Approved	3/1/21	$627,590	
MOD 18	Geotechnical Subsurface Investigation	Approved	9/1/21	$987,531	
MOD 19	Additional Coordination with Third Party Utility Owners to Assess Utility Conflicts	Approved	6/28/21	$534,376	
MOD 20	Van Nuys Blvd. Re-Design Level of Effort	Approved	9/22/21	$715,901	
MOD 21.1	Additional Level of Effort for Completion of Phase 1 - Preliminary Engineering	Approved	9/3/21	$670,630	
MOD 22	Utility Investigation - Additional Potholing for Segment A	Approved	8/29/22	$271,045	
MOD 23	Coordination With Telecommunication Utility Owners to Assess Utility Conflicts	Approved	1/13/22	$678,682	
MOD 24	Advanced Planning for Geotechnical Subsurface Investigation	Approved	11/10/21	$567,906	
MOD 26	Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 2 & 3	Approved	2/11/22	$1,926,053	
MOD 27	Update Various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications	Approved	2/11/22	$2,937,216	
MOD 28	Caltrans Project Study Report/Project Report (PSR/PR)	Approved	4/29/22	$499,350	
MOD 33	Update Preliminary Engineering 30-60% Design	Approved	3/22/22	$299,520	

	and Reports for IOS Northern Terminus at Van Nuys & San Fernando				
MOD 34	Hazardous Materials Environmental Site Assessment (ESA) - Phase II	Approved	4/29/22	$450,554	
MOD 35	Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 4	Approved	8/9/22	$483,491	
MOD 37	Storm Drain BI36 In-Situ Work Plan	Approved	6/23/22	$116,757	
	Subtotal Approved Modifications (Mods):			**$20,226,201**	
CO 1	Coordination With Third Party Utility Owners to Assess Utility Conflicts (See Mod 10)	Superseded	11/4/20	$0.00	
CO 2	Utility Investigation - Additional Potholing for Segment A (See Mod 22)	Superseded	8/29/22	$0.00	
CO 3	Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 1	Approved	9/22/21	$595,966	
CO 4	Segment A, B, and C Additional Roadway Striping Restoration	Approved	12/20/21	$76,326	
CO 5	Segments A, B and C Asphalt Thickness and Recessed Plates	Approved	1/5/22	$191,932	
CO 6	Additional Planning Effort Due to Field Investigation for Segments A, B and C	Approved	1/25/22	$153,433	
CO 7	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing in Segment A	Approved	8/29/22	$221,453	
CO 8	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing in Segment B	Approved	8/29/22	$277,597	
CO 9	Bid Support for Advance Utility Adjustments (AUA) Design 1	Approved	8/17/22	$33,300	

CO 10	Hot Patch Paving for Geotechnical and Environmental Site Assessment Field Investigation	Approved	9/13/22	$260,518	
CO 11	Advance Utility Design for Utility Adjustment (UA) for LADWP Power Underground Design 5	Approved	9/26/22	$312,185	
CO 12	Advance Utility Design for Utility Adjustment (UA) for LADWP Power Underground Design 6	Approved	9/26/22	$238,974.23	
CO 13	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing Seg. C	Approved	10/25/2022	$229,749	
CO 14	Design for Utility Adjustment (UA) for LADWP Power Underground Design 7	Approved	12/13/2022	$343,484	
	Subtotal Approved Change Orders (COs):			**$2,934,917.23**	
	Subtotal Approved Changes (Mods and COs):			**$23,161,118.23**	
TBD	Segment A, B, and C Additional Roadway Striping Restoration (CO 4)	Pending	TBD	$41,657	
TBD	Segments A, B and C Asphalt Thickness and Recessed Plates (CO 5)	Pending	TBD	$101,358	
TBD	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing Seg. A (CO 7)	Pending	TBD	$55,032	
TBD	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing Seg. B (CO 8)	Pending	TBD	$65,789	
TBD	Hot Patch Paving for Geotechnical and Environmental Site Assessment Field (CO 10)	Pending	TBD	$67,183	
TBD	Advance Utility Design for Utility Adjustment (UA) for LADWP Power Underground Design 5 (CO 11)	Pending	TBD	$108,516	
TBD	Advance Utility Design for Utility Adjustment (UA) for LADWP Power Underground Design 6 (CO 12)	Pending	TBD	$105,916	

TBD	Additional Labor and Equipment for Traffic Control Plan Implementation During Potholing Seg. C (CO 13)	Pending	TBD	$49,184	
TBD	Design for Utility Adjustment (UA) for LADWP Power Underground Design 7 (CO 14)	Pending	TBD	$140,301	
TBD	Engineering Analysis for LADWP Maintenance Hole Relocation (CN 36)	Pending	TBD	$153,543	
TBD	Design for Utility Adjustment (UA) for LADWP Power Underground Design 8 (CN 38)	Pending	TBD	$1,531,380	
TBD	BI666 & Van Laurel In-Situ Work Plans (CN 46)	Pending	TBD	$63,049	
TBD	Additional Potholing in Seg. C	Pending	TBD	$233,792	
TBD	Asphalt Premium Charge for Nighttime Patching of Potholing and Trenching	Pending	TBD	$228,634	
TBD	Impact Statements for Partial Plats & TCEs	Pending	TBD	$5,440,000	
TBD	30% to 60% Composite Utility Rearrangement Drawings	Pending	TBD	$4,400,000	
TBD	BI36 In-Situ Analysis - Implementation	Pending	TBD	$4,000,000	
TBD	BI666 In-Situ Analysis - Implementation	Pending	TBD	$2,000,000	
TBD	Van Laurel In-Situ Analysis - Implementation	Pending	TBD	$2,000,000	
	Subtotal Pending Changes[1]:			**$20,785,334**	
TBD	Phase 1 Scope of Services (Preliminary Engineering)[2]	Pending	TBD	$2,078,533	
TBD	Phase 2 Scope of Services (Procurement Support)[3]	Pending	TBD	$286,100	
TBD	Phase 3 Scope of Services (Design Services During Construction)[4]	Pending	TBD	$2,836,000	
	Subtotal Unallocated Contract Changes			**$5,200,633**	
	SUMMARY OF CONTRACT PRICE AND CONTRACT MODIFICATIONS				
	Original Contract:			**$61,974,852**	

	Changes & Modifications Implemented Under Board Approved CMA			$11,653,290	
	Subtotal of Board Approved Contract Modifications			$11,507,828	
	Total Approved Contract Changes			**$23,161,118.23**	
	Current Contract Value			**$85,135,970.23**	
	Subtotal of Pending and Unallocated Changes			**$25,985,967**	
	SUMMARY OF CONTRACT MODIFICATION AUTHORITY (CMA)				
	Original Board Approved CMA				**$12,394,970**
	Remaining Board Approved CMA				**$741,680**
	Additional CMA Required (this Board Action)				**$25,985,967**
	Total CMA with this Board Action				**$38,380,937**
	Current Contract Value + Remaining Board Approved CMA + Additional CMA Required (this Board Action)			**$111,863,617**	

Notes:

Note 1: Dollar amounts are based on estimated rough order magnitude (ROM) developed by Metro Project Management and/or Request for Change or Cost Schedule Proposal amounts submitted by the Consultant. These totals represent the anticipated Not-To-Exceed (NTE) amounts that will be required to negotiate and close out the CO in a Contract Modification.
Note2: Phase 1 Scope of Services (Preliminary Engineering) estimated amount is based on 10% of $20,785,334 (current subtotal pending changes amount).
Note 3: Phase 2 Scope of Services (Procurement Support) estimated amount is based on 10% of $2,861,000 (anticipated phase 2 base contract amount).
Note 4: Phase 3 Scope of Services (Design Services During Construction) estimated amount is based on 10% of $28,360,000 (anticipated phase 3 base contract amount).

DEOD SUMMARY

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR – UTILITY ADJUSTMENT DESIGN FOR DWP / CONTRACT NO. AE58083E0129

A. Small Business Participation

Gannett Fleming (Gannett) made a 25.29% Small Business Enterprise (SBE) commitment and a 5.54% Disabled Veteran Business Enterprise (DVBE) commitment for the contract. Based on payments, the contract is 60% complete and the current SBE participation is 18.97% and the current DVBE participation is 5.85%, representing an 6.32% SBE shortfall. Gannett is exceeding the DVBE commitment by 0.32%.

Gannett has a shortfall mitigation plan on file. Gannett explained that the SBE shortfall is due to the work starting later than originally anticipated. Gannett further explained why SBE firms, Lenax Construction and Here LA, had not been utilized to date, noting that Lenax voluntarily withdrew from the project prior to executing a subcontract and work to be performed by Here LA has not been requested by Metro.

Gannett also addressed the underutilization of the other small business firms, Diaz Consultants, FPL & Associates, PacRim, Ramos CS, SKA Design, Zephyr UAS, and Casamar Group, stating it is mainly attributable to some areas of the design scope being put on-hold to accommodate further Metro studies. Gannett contends, per their plan, that the shortfall will be mitigated over the life of the contract as subsequent years of work are realized and SBE/DVBE participation increases. Gannett further reported it has redirected tasks to SBE subcontractors to make up for the current shortfall and anticipates a significant ramp up in the SBE/DVBE participation levels during Years 4 through 9.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor Gannett's effort to meet or exceed their commitments.

Small Business Commitment	**25.29% SBE 5.54% DVBE**	**Small Business Participation**	**18.97% SBE 5.86% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	BA, Inc.	1.66%	2.16%
2.	Diaz Consultants, Inc, dba Diaz Yourman & Associates	1.44%	1.30%
3.	FPL & Associates, Inc.	5.96%	4.09%
4.	Here Design Studio, LLC (Here LA)	0.60%	0.00%
5.	Lenax Construction Services, Inc. (LENAX)	0.29%	0.00%

6.	PacRim Engineering, Inc.	2.18%	1.81%
7.	Ramos Consulting Services, Inc.	8.27%	5.71%
8.	Sanchez/Kamps Associates Design dba SKA Design	0.59%	0.24%
9.	Zephyr UAS, Inc.	4.30%	2.93%
10.	Cross-Spectrum Acoustics Inc.	ADDED	0.36%
11.	MPF, Inc	ADDED	0.37%
	Total	**25.29%**	**18.97%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Casamar Group, LLC	5.54%	2.51%
2.	E-NOR Innovations, Inc. (Synergy Traffic Control, Inc.)	ADDED	3.34%
	Total	**5.54%**	**5.85%**

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

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

File #: 2022-0718, **File Type:** Project **Agenda Number:** 23.

CONSTRUCTION COMMITTEE
JANUARY 19, 2023

SUBJECT: PROGRAM CONTROL SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD AND EXECUTE a cost reimbursable fixed fee contract, Contract No. PS89856, to Kal Krishnan Consulting Services/Triunity Engineering and Management, a DBE Prime Joint Venture, for Program Control Support Services for a term of five (5) years for a not-to-exceed amount of $85,000,000, plus two one-year options for an amount not-to-exceed $38,0000,000, resulting in a total not-to-exceed amount of $123,000,000 through Fiscal Year 2030, with a not-to-exceed funding amount of $50,000,000 for the first three years of the contract, subject to resolution of any properly submitted protest; and

B. EXECUTE individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

On July 20, 2022, a Request for Proposals was issued for Program Control Support Services (PCSS) to assist Metro in managing and supporting delivery of Metro's Capital Program for a base term of five years with two one-year options. These services will be required to supplement staffing and provide technical expertise to support project delivery of capital projects and strategic initiatives detailed in the Program Management Plan (PMP) and the Annual Program Evaluation (APE) presented to and approved by the Board.

The PCSS Contract will provide Metro the flexibility to adjust the necessary resources with staff augmentation on an as needed basis to implement and deliver capital projects safely, on-time, and within budget.

Anticipated Not-To-Exceed Value

The recommended Board action will provide initial funding of $50,000,000 through the end of FY2026

as part of a multiyear contract. Staff will return to the Board mid-FY2026 to request any additional necessary funding for the remainder of the base years and/or any request to execute options. This is a cost-plus fixed fee staff augmentation contract; therefore, the contractor compensation will be based on their actual support required over the life of the contract and will be limited by the Board approved project budget funding.

DISCUSSION

Metro is continuing to undertake the largest transportation construction program in the nation. This creates an unprecedented challenge to project delivery. Recognizing that staffing is a key factor in project delivery, Program Control is committed to developing strengths in its capacity and capability to ensure the multi-billion-dollar capital program can be successfully overseen and managed. Attachment C lists the projects that we expect to support over the duration of the PCSS Contract.

With the volume of work that accompanies Metro's fast-paced Capital program, the proposed PCSS Contract will assist Program Management with supplemental qualified resources across a broad spectrum of disciplines when needed to successfully manage and support delivery of Board approved projects. The selected consultant will scale staff up or down depending on Metro's transit, highway, regional rail, and other capital improvement program needs. The PCSS Contract allows Metro to augment Program Control staff efficiently and effectively, as required, to ensure proper resources needed to manage the projects are available to Metro in terms of staff availability and technical expertise.

Scope

To support the project implementation schedule for delivering Metro's Capital Program, close coordination and expertise across multiple disciplines are required in the following seven key functions: Program Control, Diversity and Economic Opportunity Department (DEOD)/small business and Federal Transit Administration Full Funding Grant Agreement Compliance, Project Control, Cost Estimating, Configuration Management, Project Management and Other Technical Training, and Project Management Information System (PMIS) Support. Combining the above functions together into one contract will allow for a better coordinated and more efficient allocation of resources for Metro than would be possible under a series of separate contracts. Centralized controls resources also supports a uniform and consistent approach for cost, schedule, risk and estimating across projects.

The recommended PCSS contract approach is similar to the construction management support services (CMSS) contracts that are separately awarded to provide consultants who complement Metro staffing and technical expertise needed on each major transit project. However, while the CMSS contracts typically serve individual transit projects, the recommended PCSS contract aims to fulfill the Program Control consultant staffing demand on a program-wide level for multiple transit, regional rail, highway, and other capital improvement projects. Awarding one contract for the program also supports consistency of reporting Metro capital project costs in line with project controls procedures and best practices.

Contract funds will be authorized by issuing separate Contract Work Orders (CWOs) for various projects using labor classifications and rates set forth in the Contract, with funding solely supported

through the Life of Project budget. This method of contracting results in more efficient cost and schedule management since CWOs and Modifications to existing CWOs are negotiated and issued as work needs are identified. For each CWO or Modification, Metro prepares a scope of work and an estimate of hours, and the Consultant will subsequently provide a proposal. Metro and the Consultant will fact-find and negotiate the hours if there is a discrepancy. After agreement, the CWO will be issued, and the work shall commence.

Term
Due to the length of time required to deliver many of the major projects, it is recommended that the PCSS contract term be a five-year contract with two one-year options. This provides needed continuity of the services versus the disruption that would result from a short-term contract.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's capital projects.

FINANCIAL IMPACT

The not-to-exceed contract funding amount is based on the anticipated level of services. The CWOs issued will reflect the actual level of services required to support individual Board-approved projects. The Contract funds are authorized by issuing separate CWOs for various projects using labor classifications and rates set forth in the Contract. This method of contracting results in more efficient cost and schedule management, since CWOs and Modifications to existing CWOs are negotiated and issued as additional work is identified.

Funding will be included in the approved fiscal year budgets for the various Metro projects utilizing PCSS services. The individual CWOs will be funded from each project's associated life-of-project (LOP) budgets that are approved by the Board. The project managers, cost managers, and Chief Program Management Officer will be accountable for budgeting the cost in future years, including cost associated with exercising the options.

Impact to Budget

There will be no additional impact beyond the approved annual budget or respective project's authorized LOP amounts, where applicable. Most of the projects are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes. Much of local sales taxes are eligible for bus and rail operations and capital improvements. These funds are programmed to state of good repair projects and to augment the costs of mega projects, where eligible and appropriate.

EQUITY PLATFORM

Projects likely to utilize PCSS Contract fall under Major Transit Construction, Capital Projects, Rail and Bus Facilities Improvement, and Environmental Compliance which are anticipated to expand multi-modal options for travelers and diversify modes and costs of travel choices. Anticipated projects are located across Los Angeles County, including within and serving Equity Focus Communities

(EFCs). Projects that are likely to utilize this contract in EFCs include Lines A (Blue), B (Red), C (Green), D (Purple), G (Orange), K, and L (Gold) in addition to Highway projects and many more listed on Attachment C, Anticipated List of Projects.

Projects that fall under the Major Transit Construction category are anticipated to increase transit access and connectivity; improve access to key destinations, such as jobs, health care, school, and neighborhood amenities; improve air quality, and reduce household transportation costs for transit riders. Other capital projects are anticipated to expand multi-modal options for travelers through a variety of interventions, including light rail, active transportation infrastructure, and high-occupancy vehicle lane improvements. Infrastructure maintenance and improvements contribute to safe and accessible conditions for Metro riders and the general public, including soundwall protection, wayfinding, grade and modal separation, and transit station upgrades. Regional Rail capital program are anticipated to expand transit and other multi-modal choices for travelers in Los Angeles. Anticipated improvements include improved station access, increased rail capacity, and safer right-of-way improvements between different modes. The Diversity and Economic Development department established a 45% goal for this task order contract. The proposed contractor exceeded the goal by making a 65% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by providing program-wide support services to assist in delivering multiple capital projects on time and on budget while increasing opportunities for small business development and innovation.

ALTERNATIVES CONSIDERED

The Board may choose to have existing or new Metro staff perform these services. This alternative is not practical or cost effective because Metro will have to hire a large workforce and attract expertise dependent on fluctuating projects' needs. PCSS consultants will typically be requested on a periodic or short-term basis to accommodate for peak workloads or specific tasks over the life of the projects. Further, for some projects, the specific technical expertise required may not be available within the ranks of Metro staff, whereas the Consultant can provide the technical expertise on an as-needed basis.

NEXT STEPS

After the Board approval of this PCSS Contract, the Contracting Officer will award the Contract in accordance with Metro Procurement Policies and Procedures, and Metro staff will begin to issue Contract Work Orders, as needed.

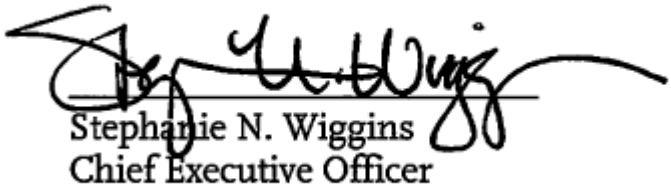
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary
Attachment C - Anticipated List of Projects

Prepared by: Julie Owen, Senior Executive Officer, Program Control, (213) 922-7313
Debra Avila, Deputy Chief Vendor/Contracts Management Officer, (213) 418-3051

Reviewed by:
Bryan Pennington, Chief Program Management Officer, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAM CONTROL SUPPORT SERVICES (PCSS)
CONTRACT NUMBER PS89856

1.	**Contract Number**: **RFP No. PS89856**	
2.	**Recommended Vendor**: **Kal Krishnan Consulting Services/Triunity Engineering and Management, JV**	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: July 20, 2022	
	B. Advertised/Publicized: July 21- July 28, 2022	
	C. Pre-Proposal Conference: July 29, 2022	
	D. Proposals Due: September 20, 2022	
	E. Pre-Qualification Completed: October 17, 2022	
	F. Conflict of Interest Form Submitted to Ethics: October 3, 2022	
	G. Protest Period End Date: January 27, 2023	
5.	**Solicitations Picked up/Downloaded**: 168	**Proposals Received**: 2
6.	**Contract Administrator**: **Wonder Van Twist**	**Telephone Number**: **213-922-7325**
7.	**Project Manager**: **Julie Owen**	**Telephone Number**: **213-922-7313**

A. Procurement Background

This Board Action is to approve the award of Contract No. PS89856, Program Control Support Services (PCSS), to assist the Program Management Department in managing and supporting the delivery of the Metro's Capital Program. The resultant Contract, if awarded, will be Federal & state/locally funded and is subject to fiscal year funding.

Board approval of contract awards is subject to the resolution of any properly submitted protest.

The Scope of Services of the Program Control Support shall assist the Program Management Department in managing and supporting the delivery of the Metro's Capital Program. The Program Management Department is responsible for the delivery of the large transportation capital program at Metro. The Scope of Services is comprehensive and describes the anticipated services and may, during the implementation of the Contract.

The RFP was issued in accordance with Metro's Acquisition Policies and Procedures. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of five (5) years plus 2 one-year options. A virtual pre-proposal conference was held on July 29, 2022, in accordance to the California Governor Executive Order N-33-20 related to COVID-19. One hundred forty-three (143) individuals from various firms picked up or downloaded the RFP Package.

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

- Amendment No. 1, issued on July 27, 2022, to revise the Level of Effort staffing plan spreadsheet, add the Certification of Compliance with Federal Lobbying Requirements (49 CFR Part 20) and added the Labor Category descriptions as an Exhibit.
- Amendment No. 2, issued on August 8, 2022, to add three DEOD Forms, and to revise 1.2 of the Submittal Requirements.
- Amendment No. 3, issued on August 18, 2022, to revise 1.1 and 1.2 of the Submittal Requirements, Evaluation Criteria and Level of Effort staffing plan spreadsheet.
- Amendment No. 4 issued on August 25, 2022, to revise the Proposal validity from 120 to 180 days.
- Amendment No. 5 issued on September 8, 2022, to revise the Evaluation Criteria.
- Amendment No. 6 issued on November 2, 2022, to revise LOI-15 DBE COMP Program, SP-01 DBE Participant and DI-01 Instructions to Bidders/Proposers
- Amendment No. 7 issued on November 7, 2022, to extend due date of submission for Amendment No. 6

A total of two (2) proposals were received on September 20, 2022, from the following firms, in alphabetical order:

1. Integrated Program Support Partners, JV
2. Kal Krishnan Consulting Services/Triunity Engineering and Management, JV

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro Program Management, Diversity and Economic Opportunity Department (DEOD), Metrolink, and the Port of Long Beach was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience, Qualifications, and Capabilities of Firms on the Team…… (35%)
- Experience, Qualifications, and Capabilities of Key Personnel …… (25%)
- Project Understanding and Approach...……..……..… (30%)
- Cost Proposal …….....…..……..…..…….. (10%)

Total 100%

Proposers meeting either of the following criteria to maximize DBE participation as a prime earned 3 bonus points:
• A joint venture proposing as the prime contractor/consultant, that consists of one or more non-DBE firms and includes one or more DBE firms performing 30% or more as Joint Venture/Partner; or
• A DBE firm proposing as the prime consultant and meets or exceeds the DBE contract goal identified in the Letter of Invitation Supplement.

The evaluation criteria are appropriate and consistent with criteria developed for other Professional Services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience, Qualifications, and Capabilities of Firms on the Team.

During the month of September 2022, the PET evaluated the two (2) written proposals. On October 5, 2022, Metro held a virtual Oral Presentation with the two (2) proposing firms.

The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Cost proposals were received from the two (2) proposers at the time of the proposal due date.

The Proposal Evaluation Team (PET) ranked the two proposals, based on the evaluation criteria of the RFP, and assessed major strengths, weaknesses and associated risks of each of the proposers to determine the highest ranked firm. The final scoring was based on the evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The result of the final scoring is shown below:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
Kal Krishnan Consulting Services/Triunity Engineering and Management, JV				
Experience, Qualifications, and	88.23	35%	30.88	

Capabilities of Firms on the Team				
Experience, Qualifications, and Capabilities of Key Personnel	88.36	25%	22.09	
Project Understanding and Approach	88.87	30%	26.66	
Subtotal Technical Proposal		90.00%	79.63%	
Cost Proposal		10.00%	10.00	
Subtotal Technical and Cost Proposals		100.00%	89.63	
DEOD Bonus Points		3 bonus points	3.00	
Total			**92.63**	**1**
Integrated Program Support Partners, JV				
Experience, Qualifications, and Capabilities of Firms on the Team	76.80	35%	26.88	
Experience, Qualifications, and Capabilities of Key Personnel	79.60	25%	19.90	
Project Understanding and Approach	76.47	30%	22.94	

Subtotal Technical Proposal		90.00%	69.72	
Cost Proposal		10.00%	8.98	
Subtotal Technical and Cost Proposals		100.00%	78.70	
DEOD Bonus Points		3 Bonus points	3.00	
Total			**81.70**	**2**

* Weighted scores are rounded to the nearest second decimal point.
**Cost proposals were based on the Proposers' rates for the provided level of effort in the Staffing Plan. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro staff performed a cost analysis of the two responsive proposals, establish a negotiation plan, and commenced with negotiations. The final negotiated amounts complied with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications and cost analysis. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits. The negotiated costs were determined to be fair and reasonable.

Contract Term	Kal Krishnan Consulting Services/Triunity Engineering and Management, JV (1) (2)	Integrated Program Support Partners, JV (1) (2)	ICE (3)	NTE Funding Amount (4)
Base – 5 years	$93,697,908.42	$104,249,419.00	$69,842,124.77	$85,000,000.00
Option Year 1	$20,397,257.29	$22,758,009.00	$13,968,424.95	$19,000,000.00
Option Year 2	$21,003,734.74	$23,445,669.00	$13,968,424.95	$19,000,000.00
Total	$135,098,900.00	$150,453,097.00	$97,778,975.00	$123,000,000.00

(1) The proposal amounts are based on a level of effort prepared by Program Management for evaluation purposes only and not to establish a contract price. The Consultant's overall cost includes direct labor, overhead, fixed fee, and other elements.
(2) The direct labor hourly rates in the proposals were higher than the rates identified in the ICE.

(3) The amount $69,842,124.77 is the ICE for the 5-year Base Period of the Contract. Option 1 is $13,968,424.95 and Option 2 is $13,968,424.95 for a total of $27,936,849.91. The ICE was prepared, based on the same level of effort as provided for the cost proposals and used for evaluation purposes only.

(4) The NTE Funding of $85,000,000 is different than the ICE because it is based on Program Management's estimated/anticipated needs to support the projects, as listed in Attachment C.

D. Background on Recommended Consultant

The recommended firm Kal Krishnan Consulting Services/Triunity Engineering and Management, JV have locations across the United States, with employees in Los Angeles and regional offices in Oakland, Los Angeles, Antioch, Miami, New York, Orange, San Diego, Sacramento, Seattle, and Washington DC. The firms have over 30 years of extensive experience providing program management services for transportation agencies across the U.S. Services include program management, project management, construction management, project controls, project management oversight, and estimating to transportation agencies.

DEOD SUMMARY

PROGRAM CONTROL SUPPORT SERVICES / PS89856

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 45% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Proposers were encouraged to form teams that include DBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract. Kal Krishnan Consulting Services/Triunity Engineering & Management, a DBE Prime Joint Venture, exceeded the goal by making a 65% DBE commitment.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order based upon the funding for that Task Order. Overall DBE achievement in meeting the commitments will be determined based on cumulative DBE participation of all Task Orders awarded.

Small Business Goal	**45% DBE**	**Small Business Commitment**	**65% DBE**

	DBE Subcontractors	**Ethnicity**	**% Committed**
1.	KKCS (JV Partner / DBE Prime)	Asian Pacific American	TBD
2.	Triunity (JV Partner / DBE Prime)	African American	TBD
3.	AIX Consulting, Inc.	Hispanic American	TBD
4.	Armand Resource Group	African American	TBD
5.	Brio Solutions, LLC	Subcontinent Asian American	TBD
6.	Destination Enterprises Inc.	Caucasian Female	TBD
7.	Insight Strategies, Inc.	Caucasian Female	TBD
8.	Lenax Construction Services	Caucasian Female	TBD
9.	LKG-CMC, Inc.	Caucasian Female	TBD
10.	Mammoth Associates	Caucasian Female	TBD
11.	Ramos Consulting Services	Hispanic American	TBD
12.	Zephyr UAS, Inc.	Hispanic American	TBD
		Total DBE Commitment	**65%**

Contracting Outreach and Mentorship Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development four (4) DBE firms for Mentor-Protégé development. Kal Krishnan Consulting Services/Triunity Engineering & Management proposed to mentor the following (4)

protégé's: Zephyr UAS Inc. (DBE), Brio Solutions, LLC (DBE), AIX Consulting, Inc. (DBE), and Mammoth Associates (DBE).

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.

Project Control Support Services
ANTICIPATED LIST OF PROJECTS

Program-wide Support
Measure M Program Support*
Measure R Program Support*
Project Management Information System*
Construction Risk Management*

Major Transit Construction
Crenshaw/LAX Close Out: Catch-All Contract *
Regional Connector Transit*
Westside Purple Line Extension Section 1*
Westside Purple Line Extension Section 2*
Westside Purple Line Extension Section 3*
Gold Line Foothill Extension Phase 2B*
Orange Line Bus Rapid Transit Improvements*
West Santa Ana Branch Transit*
East San Fernando Valley Transit*
Sepulveda Transit Corridor*
Green Line Extension to Torrance*
Gold Line Eastside Phase 2
North San Fernando BRT
Pasadena to NoHo BRT
Vermont BRT

Misc. Capital Projects
Division 20 Portal Widening Turnback Facility*
Airport Metro Connector*
Rail to Rail Corridor Active Transportation Connector*
Los Angeles River Bikepath
Centinela Grade Crossing*

Security/Safety
Metro Gold Line I-210 Barrier Replacement Phase I*
Metro Emergency Security Operations Center*

Rail Facilities Improvement
Light Rail Transit Freeway Stations Sound Enclosures

Bus Facilities Improvements
Bus Rapid Transit Freeway Station Sound Enclosure
Metro Silver Line Improvements and Upgrades
Division 1 Improvements*
Bus Facility Maintenance Improvement Enhancements Phase II & III

Regional Rail
LINK US*
Metro Center Street*
Doran Street and Broadway/Brazil Safety and Access*
Brighton to Roxford Double Track
Rosecrans/Marquardt Grade Separation*
Lone Hill to White Double Track Project

Soundwall Projects
Soundwall Package 10*

Highway
I-5 North Capacity Enhancements*
105 Express Lanes*
Sepulveda Express Lanes
I-605 South Street Improvements
I-605 Beverly Interchange Improvements
WB SR-91 Shoemaker to Alondra Improvements
EB SR-91 Atlantic to Cherry Improvements
Other Highway projects, as required

Environmental Compliance Program
Fuel Storage Tank Program*
Soil Remediation*
Energy Conservative Initiative Project*
Sustainability Environmental Compliance*
Carbon Emission Greenhouse*
Sustainability Design Guide*

Diversity & Economic Opportunity in Construction
DBE Commercially Useful Function*
DBE Contract Compliance*

*Project currently utilizing the PMSS Contract but are likely to transfer to PCSS Contract

Program Control Support Services (PCSS)

Contract No. PS89856

January 2023

Program Control Support Services

Provides expertise across multiple disciplines in the following functions:

The Program Control Support Services Contract provides Metro staff augmentation flexibility on an as needed basis to successfully advance the delivery of our capital program.



Anticipated List of Projects Utilizing PCSS

Program-wide Support
Measure M and R Program Support*
Project Management Information System*
Construction Risk Management*

Major Transit Construction
Crenshaw/LAX Close Out: Catch-All Contract *
Regional Connector Transit*
Westside Purple Line Extension Section 1*
Westside Purple Line Extension Section 2*
Westside Purple Line Extension Section 3*
Gold Line Foothill Extension Phase 2B*
Orange Line Bus Rapid Transit Improvements*
West Santa Ana Branch Transit*
East San Fernando Valley Transit*
Sepulveda Transit Corridor*
Green Line Extension to Torrance*
Gold Line Eastside Phase 2
North San Fernando BRT
Pasadena to NoHo BRT
Vermont BRT

Diversity & Economic Opportunity in Construction
DBE Commercially Useful Function*
DBE Contract Compliance*

Misc. Capital Projects
Division 20 Portal Widening Turnback Facility*
Division 22 Paint and Body Shop
Airport Metro Connector*
Rail to Rail Corridor Active Transportation Connector*
Los Angeles River Bikepath
Centinela Grade Crossing*

Security/Safety
Metro Gold Line I-210 Barrier Replacement Phase I*
Metro Center Street*

Rail Facilities Improvement
Light Rail Transit Freeway Stations Sound Enclosures

Bus Facilities Improvements
Bus Rapid Transit Freeway Station Sound Enclosure
Metro Silver Line Improvements and Upgrades
Division 1 Improvements*
Bus Facility Maintenance Improvement
Enhancements Phase II & III

Regional Rail
LINK US*
Metro Center Street*
Doran Street and Broadway/Brazil Safety Access*
Brighton to Roxford Double Track
Rosecrans/Marquardt Grade Separation*
Lone Hill to White Double Track Project

Soundwall Projects
Soundwall Package 10*

Highway
I-5 North Capacity Enhancements*
105 Express Lanes*
Sepulveda Express Lanes
Other Highway projects, as required

Environmental Compliance Program
Fuel Storage Tank Program*
Soil Remediation*
Energy Conservative Initiative Project*
Sustainability Environmental Compliance*
Carbon Emission Greenhouse*
Sustainability Design Guide*

*Project currently utilizing the PMSS Contract

Evaluation Criteria and Final Evaluation Scores

Proposer	Experience, Qualifications, and Capabilities of Firms on the Team (35%)	Experience, Qualifications, and Capabilities of Key Personnel (25%)	Project Understanding and Approach (30%)	Cost Proposal (10%)	DEOD Bonus Points (3 bonus points)	Total Score
Kal Krishnan Consulting Services/Triunity Engineering and Management (KTJV)	30.88	22.09	26.66	10.00	3.00	**92.63**
Integrated Program Support Partners JV	26.88	19.90	22.94	8.98	3.00	**81.70**

Recommended Proposer:

Kal Krishnan Consulting Services/Triunity Engineering and Management

Proposal Highlights:

- 19 firms with 12 DBE's, 15 offices in Los Angeles County/11 HQ in Los Angeles County
- Extensive experience in transit, rail, highway and other capital projects
- Highly skilled experts demonstrating thorough understanding of scope of services
- Firm teams specialized in Program/Project Control
- Bring expertise in Alternative Project Delivery and current market conditions
- Proven experience with Federal Transit Administration New Starts Full Funding Grant Agreements
- Demonstrated lessons learned, best practices and innovation to bring exceptional value
- Far-reaching DBE involvement including vast bench of resources
  - 45% DBE Goal established by Metro DEOD
  - KTJV made a 65% DBE Commitment, significantly exceeding the established goal

Recommendation

Authorize:

A. The Chief Executive Officer to award and execute a cost reimbursable fixed fee contract, Contract No. PS89856, to Kal Krishnan Consulting Services/Triunity Engineering and Management, a DBE Prime Joint Venture, for Program Control Support Services for a term of five (5) years for a not-to-exceed amount of $85,000,000, plus two one-year options for an amount not-to-exceed $38,0000,000, resulting in a total not-to-exceed amount of $123,000,000 through Fiscal Year 2030, with a not-to-exceed funding amount of $50,000,000 for the first three years of the contract, subject to resolution of any properly submitted protest; and

B. The Chief Executive Officer to execute individual Contract Work Orders and Contract Modifications within the Board approved contract funding amount.

Prime (DBE JV) and Sub-consultants

Company	PCSS	PMSS	Local Office	Main Office	DBE
Prime Consultant					
KKCS	Y	Y	Los Angeles, CA	Los Angeles, CA	Yes
Tri-Unity	Y	Y	Los Angeles, CA	Denver, CO	Yes
Subconsultants					
AIX Consulting, Inc.	Y	N	Pasadena, CA	Pasadena, CA	Yes
Armand Resource Group	Y	Y	Los Angeles, CA	Teaneck, NJ	Yes
Atkins	Y	N	Los Angeles, CA	United Kingdom	No
Brio Solutions, LLC	Y	Y	Chino, CA	Chino, CA	Yes
CER	Y	N	Westlake Village, CA	Westlake Village, CA	No
Destination Enterprises Inc.	Y	Y	Culver City, CA	Culver City, CA	Yes
DRMcNatty	Y	Y	Mission Viejo, CA	Mission Viejo, CA	No
Insight Strategies, Inc.	Y	Y	Torrance, CA	Torrance, CA	Yes
James Zack Consulting	Y	Y	N/A	Johnstown, CO	No
Krebs	Y	Y	N/A	Park City, UT	No
Lenax Construction Services	Y	Y	Los Angeles, CA	Los Angeles, CA	Yes
LKG-CMC, Inc.	Y	Y	Valencia, CA	Valencia, CA	Yes
Mammoth Associates	Y	N	Northridge, CA	Northridge, CA	Yes
Mott MacDonald	Y	N	Los Angeles, CA	United Kingdom	No
Ramos Consulting Services	Y	Y	San Marino, CA	San Marino, CA	Yes
Thompson Coburn	Y	Y	N/A	Washington DC	No
Zephyr UAS, Inc.	Y	Y	Orange, CA	Orange, CA	Yes

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

File #: 2022-0717, **File Type:** Contract **Agenda Number:** 27.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 19, 2023

SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP917120008370 to Los Angeles Glass Company Inc. for systemwide glass replacement and installation service. The contract three-year base term not-to-exceed amount is $3,544,842, effective March 1, 2023, subject to resolution of protest(s), if any.

ISSUE

The existing as-needed glass replacement and installation services four-year base contract term expires on August 31, 2023. Due to the ongoing broken glass vandalism targeted at elevators and map cases systemwide, there is insufficient contract authority remaining. To avoid lapse in service and continue providing safe and timely glass replacement and installation services, a new contract award is required effective March 1, 2023.

BACKGROUND

On August 14, 2019, Metro executed a four-year base, firm fixed unit rate Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., a Metro certified Small Business Enterprise (SBE) to provide systemwide glass replacement and installation services, effective September 1, 2019.

Under the existing contract, the contractor is required to provide systemwide as-needed board-up for broken glass panels, along with glass replacement and installation services.

Due to the unprecedented increase within the past two (2) years of vandalized broken glass incidents targeted at elevators and map cases systemwide, there is insufficient authority remaining within the existing contract. To continue providing the required glass replacement and installation services, a new contract award is required effective March 1, 2023. This action is necessary to ensure service continuity while providing timely response and a safe environment for our patrons.

DISCUSSION

Staff is continuously exploring opportunities to increase competition while expanding small business participation. In preparation for a new glass replacement and installation services solicitation, two (2) outreach events were conducted on June 22 and June 29, 2022. Staff provided an overview of the upcoming procurement and participants had the opportunity to ask questions accordingly.

Under the new contract, the contractor is required to provide systemwide as-needed board-up for broken glass panels, along with glass replacement and installation services.

There are various types of glass panels used throughout the Metro system for map cases, security guard shacks, fire hose and fire extinguisher cabinets, and elevators within the elevator cab, hoistway and doors. Standard glass panels are used for map cases, while special tempered laminated glass panels are used for the elevator hoistway, cabs and doors in accordance with State Elevator Safety codes. When vandalized, elevator glass panel replacements require additional manpower, longer installation times and significantly higher material cost when compared to the replacement cost of vandalized map case glass panels.

Due to the unprecedented increase within the past two (2) years of vandalized broken glass incidents targeted at elevators and map cases systemwide, and in an effort to explore available options to provide safe, timely, reliable, and cost-effective glass replacement and installation services, staff tasked a Metro consultant to conduct a study with an in-depth feasibility review and cost-benefit analysis of possible alternatives. Based on the evaluation conducted, along with the cost/benefit analysis, the annual estimated cost for the option to bring this service in-house is $5.5 million, which is three (3) times higher than the current average annual cost within the past two (2) years. Therefore, continuing to contract out the glass replacement and installation services is the recommended cost-effective option.

Concurrently, as of July 2022, staff initiated a new program to install a ¼" thick fire rated clear polycarbonate protective shield that is approved for use within the elevator cab and hoistway. The polycarbonate protective shield is a cost-effective option considering product's extended minimum life expectancy of five (5) years, with specifications confirming product's resilience to sharp objects and significant strong force applications, when compared with shattered glass panels exposed to similar conditions. To-date, the polycarbonate protective shield has been installed throughout 23 of the 129 transit elevators system-wide. Also, 11 of the 77 applicable transit elevator doors with glass inserts have been replaced with solid stainless-steel doors. To-date, the polycarbonate shields installed remain intact, providing the necessary protection to the elevator glass panels while enhancing units' availability.

Additionally, with cameras installed inside 10 elevator cabs along Metro B Line (Red) throughout Pershing Square, Civic Center and 7th/Metro stations, this effort is ongoing to ensure installing cameras inside all other 105 elevator cabs systemwide. In addition, cameras exist inside elevator cabs along Metro L (Gold) Line Foothill Extension, Metro E (Expo) Line and Metro K (Crenshaw/LAX) Line as part of the system expansion projects.

Staff will continue these enhancement projects along with timely response for as-needed glass replacement and installation services to further improve safety, cleanliness and accessibility to

Metro's transit system, enhance customer experience and protect Metro's assets.

The annual amount for the contract recommended for award is comparable to the existing contract annual amount and it is 6% below the Independent Cost Estimate (ICE). Therefore, the recommended contract award pricing is deemed fair and reasonable.

System Security & Law Enforcement (SSLE) Support & Vandalism Task Force

System Security & Law Enforcement (SSLE) leads the *Vandalism Task Force* comprised of various Metro stakeholders including Facilities Contracted Maintenance Services (FCM), Infrastructure Maintenance and Engineering (IM&E), Physical Security, Rail Operations Control, contracted law enforcement partners (LASD, LAPD & LBPD) and private security, and continues to meet bi-weekly to address vandalism issues. The task force is taking a proactive approach to address vandalism as follows:

- Metro Transit Security has developed a fourth shift from 3AM to 11AM that will place more Transit Security Officers on the system during the hours when vandalism occurs, resulting in a higher presence (deterrence) and faster response time to these matters
- Physical Security, FCM and IM&E are currently working together to assess, install/replace CCTV cameras on rail cars and in and around elevators for prevention and suspect apprehension
- Physical Security has dedicated 115 cameras to our BriefCam/Genetec platform to aid in identifying vandalism incidents
- A Be on the Lookout (BOLO) Program has been developed where still photos from CCTV camera footage are provided to law enforcement to apprehend vandalism suspects
- SSLE is upgrading the Security Operations Center with updated technology and hiring data analysts who will help prevent vandalism through proactive measures

In addition, the new Transit Ambassador program adds another layer of presence to the Metro system to observe and report. The Transit Ambassadors report vandalism, amongst other incidents, through the Transit Watch App. This reporting allows SSLE to identify high-incident areas and be more effective through the strategic deployment of resources.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely response to as-needed board-up for broken glass panels and glass replacement services, in an effort to provide safe, on-time and reliable services system-wide.

FINANCIAL IMPACT

For the new contract, funding of $393,871 for the reminder of FY23 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Executive Officer, Facilities Contracted Maintenance Services will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action include Fares, proposition A/C, Measure M, and State Transportation Assistance. These funding sources maximize allowable project funding use, given approved funding provisions and guidelines.

EQUITY PLATFORM

Providing timely response for as-needed glass replacement and installation services is critical to Metro's patrons to ensure elevators are operational and service is reliable and accessible to those with disabilities, older adults, and others, while providing safe and reliable environment to our patrons. Prolonged elevator downtime due to vandalized or damaged glass panels causes delays, trip disruptions, and potential safety challenges, for patrons requiring the use of elevators to complete their trip. Rail Operations are required to provide alternate accessibility services for impacted customers by requesting Access Services which extends trip times, limits access to Metro's transit system and negatively impacts customer's experience.

Metro customers, including those with Limited English Proficiency (LEP) can report broken glass and vandalism through the Customer Relations numbers posted throughout the rail and bus system. Customers have the option of communicating with Metro through nine (9) different languages by utilizing our translation services. Metro also ensures translated signage is posted for those reporting broken glass on the Metro system, in addition to providing signage to be posted in the multiple languages required when an elevator is out of service. Staff will continue to consult with the Office of Equity and Race to monitor any opportunities for improved customer access to glass replacement services.

This contract is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Los Angeles Glass Company, Inc., is a Metro certified SBE contractor and made 100% SBE commitment as the Prime.

As part of this contract solicitation, two (2) Systemwide Metro Connect Industry Forum Outreach events were conducted on June 22 and June 29, 2022, to increase SBE participation in this SBE Set-aside solicitation. Outreach events will continue to be conducted for upcoming contract solicitations to expand opportunities for engagement and participation of small businesses and groups within the Equity Platform framework.

This contract is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Los Angeles Glass Company, Inc., is a Metro certified SBE contractor and made 100% SBE commitment as the Prime.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed broken glass panel board-up and replacement services will ensure providing safe environment to our patrons, accessibility and

service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, cleanliness, operation, and customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP917120008370 with Los Angeles Glass Company, Inc., to provide as-needed systemwide broken glass panel board-up, glass replacement and installation services, effective March 1, 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 418-3034
Nalini Ahuja, Chief Financial Officer, Office of Management and Budget, (213) 922-3088

Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/ OP917120008370

1.	**Contract Number**: OP917120008370	
2.	**Recommended Vendor**: Los Angeles Glass Company, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: August 1, 2022	
	B. Advertised/Publicized: August 1, 2022	
	C. Pre-Proposal Conference: August 11, 2022	
	D. Proposals Due: September 1, 2022	
	E. Pre-Qualification Completed: November 22, 2022	
	F. Conflict of Interest Form Submitted to Ethics: November 1, 2022	
	G. Protest Period End Date: January 23, 2023	
5.	**Solicitations Picked up/Downloaded**: 10	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Marc Margoni	**Telephone Number**: (213) 922-1304
7.	**Project Manager**: Gregory Montoya	**Telephone Number**: (213) 922-6737

A. Procurement Background

This Board Action is to approve the award of Contract No. OP917120008370 to Los Angeles Glass Company, Inc. to provide as-needed glass replacement and installation services system-wide. Board approval of contract awards are subject to resolution of any properly submitted protest.

On August 1, 2022, Request for Proposal (RFP) No. OP91712 was issued as a competitive negotiated lowest price-technically acceptable (LPTA) procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. The RFP was issued as an SBE Prime Set Aside solicitation.

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

The solicitation was available for download from Metro's website. Advertisements were placed in four leading publications within Los Angeles County (i.e. Los Angeles Daily News, La Opinion, Watts Times, and the Asian Journal) to notify potential proposers of this solicitation. Metro also notified proposers from the Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes.

A virtual pre-proposal conference was held on August 11, 2022.

A total of ten (10) firms downloaded the RFP and were included on the planholders list. No questions were received during the solicitation.

A total of two (2) proposals were received on September 1, 2022, and are listed below in alphabetical order:

1. Gandy Glass Company, Inc.
2. Los Angeles Glass Company, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Facilities Contracted Maintenance Services and Facilities/Property Maintenance was convened and conducted an evaluation of the two proposals received based on the lowest price-technically acceptable (LPTA) selection process.

On September 9, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from September 9, 2022, through October 26, 2022.

On September 27, 2022, Metro's Diversity and Economic Opportunity Department (DEOD) determined Gandy Glass Company, Inc. (Gandy) to be ineligible for contract award since it was not a Metro-certified SBE firm at the time of the proposal due date. Hence, Gandy was excluded from further consideration.

The PET evaluated the remaining proposal based on the following pass/fail evaluation criteria stated in the RFP:

1. experience of the proposer in providing glass replacement and installation services;
2. required California C-17 specialty license for Glazing; and
3. key personnel information.

The evaluation criteria are appropriate and consistent with criteria developed for similar glass replacement and installation service procurements.

The PET reconvened and determined Los Angeles Glass Company, Inc.'s proposal to be technically acceptable since it met all the minimum requirements stated in the RFP and is the lowest priced.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis, technical analysis and fact-finding. The recommended price is 6% lower than Metro's independent cost estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	Los Angeles Glass Company, Inc.	$4,777,065	$3,772,068	$3,544,842

The variance between the proposal amount and award amount is based on a reduction in labor rates, cost elements and negotiations. Staff successfully negotiated a cost savings of $1,232,223.

D. Background on Recommended Contractor

Los Angeles Glass Company, Inc. (LA Glass Company), founded in 2007, is a family-owned business headquartered in Huntington Park, California. It specializes in all types of glass installation and repair services for both residential and commercial establishments. Commercial clients include El Segundo City Hall, Target, Ross, Barnes & Noble, McDonalds, AMC, Victoria Gardens, and the Hilton family of resorts.

LA Glass Company has been providing glass replacement and installation services to Metro since 2019 and performance has been satisfactory.

LA Glass Company is a Metro certified SBE firm.

DEOD SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES / OP917120008370

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Los Angeles Glass Company, Inc., an SBE Prime, is performing 100% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

SBE Prime Contractor		SBE % Committed
1.	Los Angeles Glass Company, Inc. (Prime)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

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

File #: 2022-0837, **File Type:** Contract **Agenda Number:** 28.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 19, 2023**

SUBJECT: DISABILITY INTERACTIVE PROCESS/REASONABLE ACCOMMODATION SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a four-year, firm fixed unit rate Contract No. PS92829000 to Shaw HR Consulting, Inc. to provide support with the administration of Metro's Disability Interactive Process for an amount not-to-exceed $1,122,000 for the two-year base term, plus $561,000 each for the two, one-year option terms, for a combined not-to-exceed amount of $2,244,000, subject to the resolution of any timely protest(s), if any.

ISSUE

Approval of the contract award will allow disability compliance services for Metro employees, which support compliance with Title I of the Americans with Disabilities Act (ADA) and the California Fair Employment and Housing Act (FEHA).

BACKGROUND

The internal Disability Compliance Team (DCT) manages the Disability Interactive Process for employees with work restrictions and/or leave needs and assists them by providing reasonable accommodations so they may return to work. Engaging with employees in the disability interactive process is a requirement of Title I of the ADA, as well as the California FEHA.

Between the years of 2008 and 2015, Metro sustained many adverse court judgements in disability discrimination lawsuits filed by employees. The agency was in need of immediate advice and assistance in resolving complex disability discrimination cases and guidance through the interactive process. Metro began contracting for administration of Metro's Disability Interactive Process in 2018 to mitigate further legal risk. The current agreement is set to expire on February 28, 2023.

DISCUSSION

Shaw has a commendable six-year history with Metro in providing support to the administration of

Metro's Disability Interactive Process on an ongoing basis. The utilization of Shaw over the past six years has greatly reduced disability compliance related litigation and saved Metro millions of dollars. Prior to 2017, Metro was spending approximately $2 million per year on disability discrimination and failure to accommodate settlements/ verdicts at trial. However, between 2017 and 2022, Metro spent approximately $1.6 million on settlements involving disability claims. All matters were settled, and none involved deficiencies in the new DCT process established by Shaw.

DETERMINATION OF SAFETY IMPACT

Award of the contract provides the capability for Metro to navigate the maze of rules and regulations governing state and federal leaves of absence, which interact in complex ways. The services are necessary to ensure Metro meets state and federal requirements pertaining to disability compliance, specifically Title I of the ADA as well as California's Fair Employment and Housing Act (FEHA), which promotes improved safety for our employees, patrons, and the public at large.

FINANCIAL IMPACT

The funding of $400,000 is allocated in the FY23 Budget within cost center 2311, Helping Employees Access Resources (HEAR) & Well Being Services (WBS) Office under the Chief People Office, Account 50316, under Project 100001. The cost center manager and the Chief People Officer will be responsible for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this contract is Project 100001 General Overhead and is comprised of Federal, State, and local funds. These funds are eligible for these services.

EQUITY PLATFORM

The services provided by contract will ensure Metro meets state and federal requirements pertaining to disability compliance, specifically Title I of the ADA as well as California's FEHA, which promotes improved safety for our employees, patrons, and the public at large. The contract assists with the management of the disability interactive process for employees with work restrictions and assists them with providing reasonable accommodations so they may return to work. This work has advanced workplace equity by ensuring that Metro is reasonably accommodating employees with disabilities so that they can maintain their livelihood.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy

governance within the Metro organization. Providing these services will ensure that Metro maintains and nurtures a diverse, inspired, and high-performance workforce. In addition, Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity. Metro will work collaboratively with public and private sector partners to leverage its investments to catalyze communities and stabilize neighborhoods by advancing economic opportunities and benefits for communities in LA County by lifting local communities, Metro will create jobs and career pathways in transportation for the agency.

ALTERNATIVES CONSIDERED

The Board may decline to approve the contract and instead rely solely on Metro's internal staff to perform the services required. This is not recommended as this alternative would likely create an increase in litigation similar to that which Metro experienced from 2008 through 2015.During this timeframe, Metro sustained many adverse court judgments in disability discrimination lawsuits filed by employees.

NEXT STEPS

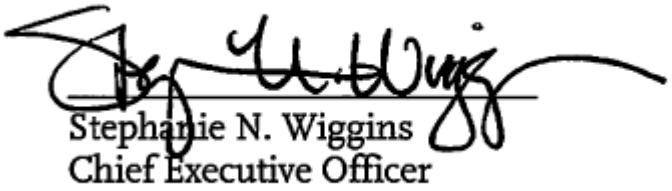
Upon approval by the Board, staff will execute Contract No. PS92829000 with Shaw HR Consulting, Inc. to provide disability interactive process/reasonable accommodation facilitation services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Mary Ahumada, Manager, Human Resources (213) 922-7172
Dawn Jackson-Perkins, Deputy Executive Officer, Human Resources (Interim) (213) 418-3166
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Robert Bonner, Chief People Officer (213) 922-3048



PROCUREMENT SUMMARY

DISABILITY INTERACTIVE PROCESS/ REASONABLE ACCOMMODATION SERVICES/ PS92829000

1.	**Contract Number**: PS92829000	
2.	**Recommended Vendor**: Shaw HR Consulting, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 11, 2022	
	B. Advertised/Publicized: October 11, 2022	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: November 8, 2022	
	E. Pre-Qualification Completed: December 1, 2022	
	F. Conflict of Interest Form Submitted to Ethics: November 8, 2022	
	G. Protest Period End Date: January 23, 2023	
5.	**Solicitations Picked up/Downloaded**: 5	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Manchi Yi	**Telephone Number**: (213) 418-3332
7.	**Project Manager**: Don Howey	**Telephone Number**: (213) 922-8867

A. Procurement Background

This Board Action is to approve Contract No. PS92829000 to Shaw HR Consulting, Inc. to provide Disability Interactive Process/Reasonable Accommodation facilitation services. Engaging with employees in the Disability Interactive Process is a requirement of Title 1 of the Americans with Disabilities Act, as well as the California Fair Employment & Housing Act. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposal (RFP) No. PS92829 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend a DBE participation goal for this procurement.

The RFP was released on October 11, 2022, as a full and open competitive procurement. The solicitation was available for download from Metro's website. Advertisement was placed in the Los Angeles Daily News, on October 11, 2022, to notify potential proposers of this solicitation. Further, Metro notified potential prime contractors identified by the Project Office and other potential prime contractors from Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes. A pre-proposal conference was not held for this solicitation.

A total of five firms downloaded the RFP and were included on the planholders list. No amendment was issued during the solicitation phase of this RFP. One

question was asked, and Metro's response was released prior to the proposal due date. Metro did not receive any request for extension of the proposal due date. On November 8, 2022, a single proposal was received from Shaw HR Consulting, Inc. (Shaw).

Since only one proposal was received, Metro staff canvassed the potential proposers to determine why there were no other proposers. The following are the results of the market survey:

1. Potential proposer provides consulting services specific to assessment use and overall HR practices only. Its industrial-organizational (I/O) psychologists are not specifically trained to provide Disability Interactive Process/Reasonable Accommodation Services.
2. Potential proposer is interested in submitting a proposal. However, it did not have the necessary resources and time to pursue this procurement opportunity.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's HEAR and Wellness Program, Workforce Services and Transit Operations was convened and conducted a comprehensive technical evaluation of the one proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Experience and Qualifications of Contractor 30%
- Experience and Qualifications of Proposed Personnel 20%
- Contractor's Proposed Process and Approach to Meet Metro's Needs Efficiently 30%
- Price Proposal 20%

Several factors were considered in developing these weights, giving the greatest importance to the experience and qualifications of contractor and contractor's proposed process and approach to meet Metro's needs efficiently.

The PET members independently evaluated and scored Shaw's technical proposal and determined that it met the requirements of the RFP. Based on a thorough review of the proposal, the PET deemed Shaw to be 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	**Shaw HR Consulting, Inc.**				
3	Experience and Qualifications of Contractor	**94.43**	**30%**	**28.33**	
4	Experience and Qualifications of Proposed Personnel	**100.00**	**20%**	**20.00**	
5	Contractor's Proposed Process and Approach to Meet Metro's Needs Efficiently	**96.67**	**30%**	**29.00**	
6	Price Proposal	**100.00**	**20%**	**20.00**	
7	**Total**		**100%**	**97.33**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Project Manager's technical analysis, the independent cost estimate (ICE), price analysis and fact finding. The recommended price is 3% lower than Metro's ICE.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Shaw HR Consulting, Inc.	$2,244,000	$2,303,610	$2,244,000

D. Background on Recommended Contractor

The recommended firm, Shaw HR Consulting, Inc. (Shaw), located in Newbury Park, California, has been in business since 2011. It is a woman-owned, human resource consultancy firm specializing in risk management and federal disability laws. Shaw provides a fully range of disability compliance management services in support of compliance with Title I of the Americans with Disabilities Act (ADA) and the California Fair Employment and Housing Act (FEHA). Existing public sector clientele include City of Costa Mesa, California State University, Long Beach, the County of Los Angeles, and Riverside Community College District. Shaw currently provides advice and assistance in resolving complex disability and interactive process issues to Metro and performance has been satisfactory.

Shaw's proposed principal consultant has more than 20 years of executive-level human resources experience.

DEOD SUMMARY

DISABILITY INTERACTIVE PROCESS/REASONABLE ACCOMMODATION SERVICES / PS92829000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of subcontracting opportunities. Shaw HR Consulting, Inc. did not make a DBE commitment.

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.