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

Agenda - Final

Thursday, October 23, 2025

10:00 AM

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Board of Directors - Regular Board Meeting

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

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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

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

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 23 de Octubre de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 12, 17, 18, 19, 21, 22, 24, 27, 28, 29, 30, 31, 32, and 35.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 10.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2025-0922

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2025-0923

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

10. SUBJECT: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION 2025-0805

RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project <https://www.linkunionstation.com/> (Link US) described in Attachment A;

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B); and

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

   1. Findings of Fact and Statement of Overriding Considerations (Attachment C).

2. Revised Mitigation Monitoring and Reporting Plan (Attachment D).

Attachments: Attachment A - Link US Project Location Map
Attachment B - Link US Notice of Determination
Attachment C - Link US Findings and Statement of Overriding Considerations
Attachment D - Link US Final SEIR Mitigation Monitoring and Reporting Prograr
Attachment E - Malabar Yard Railroad Improvements Location Map
Attachment F - Summary of Community Engagement
Attachment G - Summary of Additional Mitigation Measures
Presentation

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

10.1 SUBJECT: MALABAR YARD MITIGATIONS AND CONTINUED COLLABORATION MOTION 2025-0931

RECOMMENDATION

APPROVE Motion by Hahn, Dutra and Solis that the Board direct the Chief Executive Officer to:

A. Collaborate with BNSF to explore any other alternative solutions for rail storage that may have fewer impacts, while still meeting their operational needs;

B. Convene meetings with BNSF and the City of Vernon to secure written commitments, where possible, that include:

1. Limiting future rail operations to non-peak or nighttime hours;

2. Ensuring any increased train activity stays below a mutually agreed-upon threshold;

3. Capping train lengths at levels acceptable to both the City of Vernon and BNSF;

C. Coordinate with BNSF and California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, to consider reaching an agreement to implement and operate this mitigation measure in the City of Vernon after the elimination of tracks at the West Bank Yard;

D. Continue collaboration with the City of Vernon and the Vernon Chamber of Commerce to incorporate design strategies and mitigations that reduce disruptions to local businesses and their operations;

E. Coordinate with the City of Vernon's traffic engineering and public safety

departments to:

1. Develop and implement traffic management plans that prevent congestion and circulation issues caused by rail activity;

2. Ensure emergency service routes remain fully accessible and are not adversely affected post-implementation;

F. Coordinate with schools, churches and other sensitive receptors to minimize potential impacts of new train patterns on those uses;

G. Explore any opportunities to incorporate eligible businesses into Metro's Business Interruption Fund, during construction of the project (BIF); and

H. Maintain close coordination with BNSF and the City of Vernon to ensure full transparency throughout all phases of project planning, design, and implementation.

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

26.1 SUBJECT: PROTECTING OUR SMALL BUSINESSES MOTION 2025-0932

RECOMMENDATION

APPROVE Motion by Bass, Dupont-Walker, Solis, Padilla, Dutra, and Mitchell that the Board:

A. Formally reaffirm its commitment to sustaining and expanding opportunities for Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs), and other historically underrepresented firms, and to ensure Metro continues to advance economic equity;

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

B. Develop and implement a DBE Re/certification Support Strategy that assists firms through the new federal re/certification process by:

1. Providing technical assistance, training, and support;

2. Coordinating with peer agencies to ensure timely communication and consistent application of new standards; and

3. Maintaining ongoing outreach and capacity-building events to prevent disruption in contracting opportunities.

C. Identify opportunities to expand Metro's Small Business Enterprise (SBE), Local Small Businesses Enterprise (LSBE), Disabled Veteran Business Enterprise (DVBE), Medium-Size Business Enterprise (MSZ),

and other race- and sex-neutral programs to continue fostering inclusive participation;

D. Engage in advocacy work with APTA, Caltrans, and other relevant entities to promote a federal framework that preserves access and opportunity for businesses that demonstrate the ongoing effects of discrimination in the local marketplace.

E. Report back to the Board in 60 days on the status of implementation efforts, including key actions taken, challenges encountered, and recommendations for further Board action to support continued progress.

40. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT 2025-0839

RECOMMENDATION

ADOPT the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire an 18-month Temporary Construction Easement ("TCE") from the property known as 9397 Wilshire Blvd., Beverly Hills, CA 90210 APN: 4343-005-004.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

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

END OF NON-CONSENT ITEMS

41. SUBJECT: CLOSED SESSION 2025-0933

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

1. Lucia Petrona Aju v. LACMTA., Case No. 22STCV24058
2. Clara Chun v. LACMTA, LASC Case No. 20STCV28211
3. Anna Peckham v. LACMTA, LASC Case No. 24LBCV01587
4. Blanca Magaly Vasquez v. LACMTA, LASC Case No. 22STCV08658

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: Pretzel Factory, Inc. (DBA Wetzel's Pretzels),
1248 Elm Avenue, Glendale, CA 91201
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Tenant, Varuzh Abgaryan
Under Negotiations: Price and Terms

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

Initiation of Litigation (One case)

D. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: AFSCME, SMART, TCU

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

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

CONSENT CALENDAR - ITEMS 2, 5, 6, 7, 8, 9, 12, 17, 18, 19, 21, 22, 24, 27, 28, 29, 30, 31, 32, AND 35.

2. SUBJECT: MINUTES 2025-0924

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 25, 2025.

Attachments: Regular Board Meeting MINUTES - September 25, 2025

September 2025 RBM Public Comments

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

5. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT, AND FIRST/LAST MILE (MAT) PROGRAM UPDATE 2025-0804

RECOMMENDATION

CONSIDER:

A. REPROGRAMMING of funds to later fiscal years for projects previously approved from Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program, as shown in Attachment A; and

B. DEOBLIGATING $33,046.99 in cost savings of previously approved MAT funding and returning those funds to the MAT Program.

Attachments: Attachment A - MAT Program Cycle 1 Update

Presentation

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

6. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM 2025-0814

RECOMMENDATION

CONSIDER:

A. APPROVING the State Active Transportation Program (ATP) Cycle 8 Grant Assistance Priorities in Attachment A;

B. APPROVING the Regional ATP Point Assignment Methodology as described in Attachment B; and

C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern

California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

Attachments: Attachment A - Grant Assistance Priorities
Attachment B - Point Assignment Methodology
Presentation

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

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - GATEWAY CITIES SUBREGION 2025-0816

RECOMMENDATION

CONSIDER:

A. APPROVING programming an additional $8,200,000 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A; and

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

Attachments: Attachment A - I-605 Corridor 'Hot Spot' Interchange Impr. Prog. Project List
Presentation

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

8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION 2025-0817

RECOMMENDATION

CONSIDER:

A. APPROVING programming an additional $5,073,753 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: Attachment A - Active Transportation 1st/Last Mile Connection Program Project
Attachment B - Subregional Equity Program Project List
Presentation

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

9. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2025-0820

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture (JV), to continue environmental studies and outreach support services for the Initial Operating Segment (IOS) for the Eastside Transit Corridor Phase 2 Project, in the amount of $1,499,399 increasing the total contract value from $32,333,784 to $33,833,183, and extending the period of performance from December 31, 2025, through June 30, 2026.

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 (3-0):

11. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2025-0815

RECOMMENDATION

WITHDRAWN

~~APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.~~

Attachments: Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions
Presentation

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

12. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2025-0792

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or designee to claim $52,339,689 in fiscal year (FY) 2025-26 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVES the regional SGR Project List for FY2025-26 in Attachment B; and

C. CERTIFIES that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document and applicable statues, regulations and guidelines.

Attachments: Attachment A - Res. to Accept & Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro & Municipal Operator
Presentation

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

17. SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT) 2025-0803

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of $757,540,216 by $707,926,765 for a total Life-of-Project Budget of $1,465,466,981 (Attachment A); and

B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

Attachments: Attachment A - Funding and Expenditure
Attachment B - Procurement Summary
Attachment C - Contract Modification Change Order Log
Attachment D - Segments 2&3 Equity Assessment Prioritized List of Projects
Attachment E - Segments 2&3 Equity Assessment Executive Summary
Attachment F - DEOD Summary
Presentation

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

18. SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) 2025-0808

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of $13,796,413 for the two (2) year base term, and $49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of $63,430,537, subject to the resolution of all properly submitted protest(s), if any.

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

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

19. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1 2025-0864

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by $154,000,000 from $3,353,879,593 to $3,507,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: Attachment A - Funding Expenditure Plan
Attachment B - Measure R and Measure M Unified Cost Management Policy
Attachment C - Projected Breakdown of Cost Allocation for $154 Million
Presentation

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

21. SUBJECT: AUDIT SERVICES BENCH 2025-0787

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Audit Services Bench Contract Nos. PS86611000 through PS86611007 (Attachment C) to exercise the first one-year option in an amount Not-To-Exceed $2,476,605, increasing the cumulative contract value from $7,142,240 to $9,618,845 and extending the period of performance from January 1, 2026 to December 31, 2026.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification and Change Order Log
Attachment C - Firms on the Audit Services Bench
Attachment D - DEOD Summary
Presentation

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

22. SUBJECT: 2025 ENERGY MASTER PLAN 2025-0801

RECOMMENDATION

ADOPT the Energy Master Plan recommendations (Attachment A).

Attachments: Attachment A - Energy Master Plan
Presentation

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

24. SUBJECT: LOCAL SMALL BUSINESS ENTERPRISE (LSBE) PREFERENCE PILOT PROGRAM UPDATE 2025-0791

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Local Small Business Enterprise (LSBE) Preference Program Pilot Final Report; and

B. APPROVING the Local Small Business Enterprise (LSBE) Preference Program.

Attachments: Attachment A - Motion 31

Presentation

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

27. SUBJECT: APPOINTMENT TO METRO SOUTH BAY CITIES SERVICE COUNCIL 2025-0826

RECOMMENDATION

APPROVE nominee for membership on Metro's South Bay Cities Service Council (Attachment A).

Attachments: Attachment A - Nomination Letter

Attachment B - New Appointee Biography and Qualifications

Attachment C - Service Councils Demographic Information

Presentation

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

28. SUBJECT: P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL 2025-0827

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month firm fixed price contract, Contract No. OP127799000, to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

Presentation

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

29. SUBJECT: P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL 2025-0828

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sixty (60) month, firm fixed price contract, Contract No. OP128650000, to Wabtec Passenger Transit for the P2000 and P3010 Light Rail Vehicle (LRV) Pantograph Overhaul, in the total Not-To-Exceed (NTE) amount of $6,732,338.00,

subject to the resolution of any properly submitted protest(s), if any.

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

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

30. SUBJECT: ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES 2025-0829

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP496680008370 to MCM Integrated Systems, Inc. (MCM) to provide comprehensive access control installation, maintenance, and repair services to mitigate intrusion and enhance security throughout Metro facilities for a Not-To-Exceed (NTE) amount of $7,140,685 for the five-year base period and $1,877,358 for the two-year option, for a combined NTE amount of $9,018,043, effective January 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

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

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

31. SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES 2025-0830

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services and exercise option year two in the Not-To-Exceed (NTE) amount of $560,912, increasing the total contract NTE amount from $2,293,648 to $2,854,560, and extending the period of performance from January 3, 2026, to January 2, 2027.

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

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

32. SUBJECT: TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES 2025-0831

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP52832000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (R/TOS) in the Not-To-Exceed (NTE) amount of $1,713,163.00 effective January 1, 2026; subject to the resolution of any properly submitted protest(s), if any.

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

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

35. SUBJECT: JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH 2025-0840

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award 25 Bench Contracts Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, to provide construction services on a job order basis for various transit infrastructure projects for a one-year base period in the Not-To-Exceed (NTE) amount of $125,000,000, and two one-year options in the NTE amount of $125,000,000 for each year, for a total cumulative NTE amount of $375,000,000, subject to the resolution of any properly submitted protest(s), if any.

Discipline 1 - General Building
1.1 Mackone Development Inc.
1.2 So Cal Construction Inc.
1.3 Elegant Construction Inc.
1.4 SJD&B
1.5 Prime ENC Inc.
1.6 Coleman Construction Inc.
1.7 Axiom Group
1.8 Lucas Builders Inc.
1.9 Craft Construction & Development Inc.
1.10 Interior Plus Inc.

Discipline 2 - Fencing
2.1 Elegant Construction Inc.

2.2 Izurieta Fence Company

Discipline 3 - Electrical
3.1 Electrocomm Inc.
3.2 Energy Management Pros Inc.
3.3 Technion Contractors
3.4 Axiom Group
3.5 A-1 Electrical Service & Co Inc.

Discipline 4 - HVAC
4.1 Home Runners Heating & Air
4.2 Pan-Pacific Mechanical
4.3 Athena Engineering
4.4 Prime ENC Inc.

Discipline 5 - Plumbing
5.1 Pan-Pacific Mechanical
5.2 Elegant Construction Inc.
5.3 Axiom Group
5.4 Prime ENC Inc.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Uses
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2025-0925

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 #: 2025-0922, **File Type:** Oral Report / Presentation **Agenda Number:** 3.

REGULAR BOARD MEETING
OCTOBER 23, 2025

SUBJECT: REMARKS BY THE CHAIR

RECOMMENDATION

RECEIVE remarks by the Chair.

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Report by the Chair
Item #3

Metro









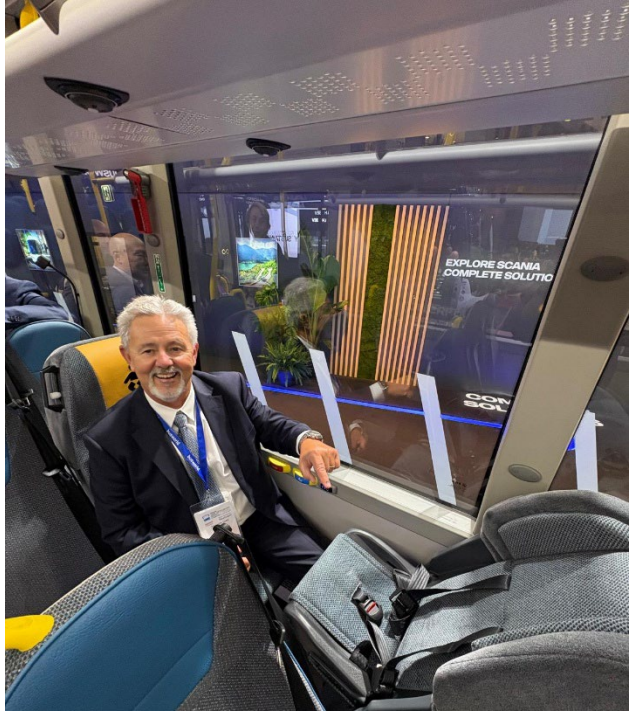


Busworld

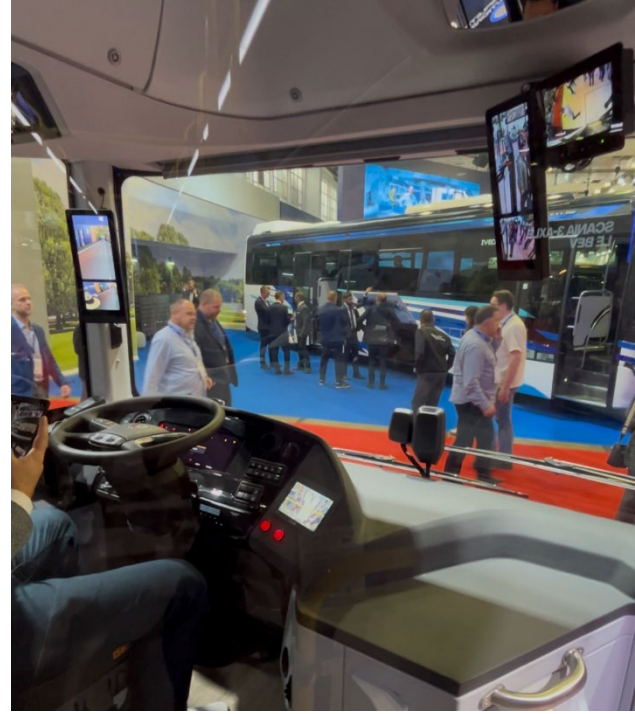
Oct 6-9 2025, Brussels, Belgium

- Largest bus trade show in the world
  - 11 Exhibit Halls, approx. 1 million sq. ft.
  - 81 bus manufacturers and 267 vehicles
  - Nearly 600 exhibitors from 40 countries
  - 45,000+ attendees from 101 countries
- Trip Purpose
  - Evaluate available new technologies for Safety, CX, ZEB
  - Labor leaders invited to participate in trade mission as partners in the future success of Metro’s bus program











Technologies Evaluated

- Fully enclosed, integrated operator barrier designs
- Collision avoidance systems
- eMirror solutions
- New seating, accessibility and passenger information
- Lighter-weight buses, advanced batteries, longer operating ranges
- Attractive, aerodynamic styling

Disadvantaged Business Enterprise (DBE) Program Changes



1,000 Days Until 2028 Olympic and Paralympic Games



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

Board Report

File #: 2025-0923, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
OCTOBER 23, 2025

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

October 2025

2025 UITP North America Conference







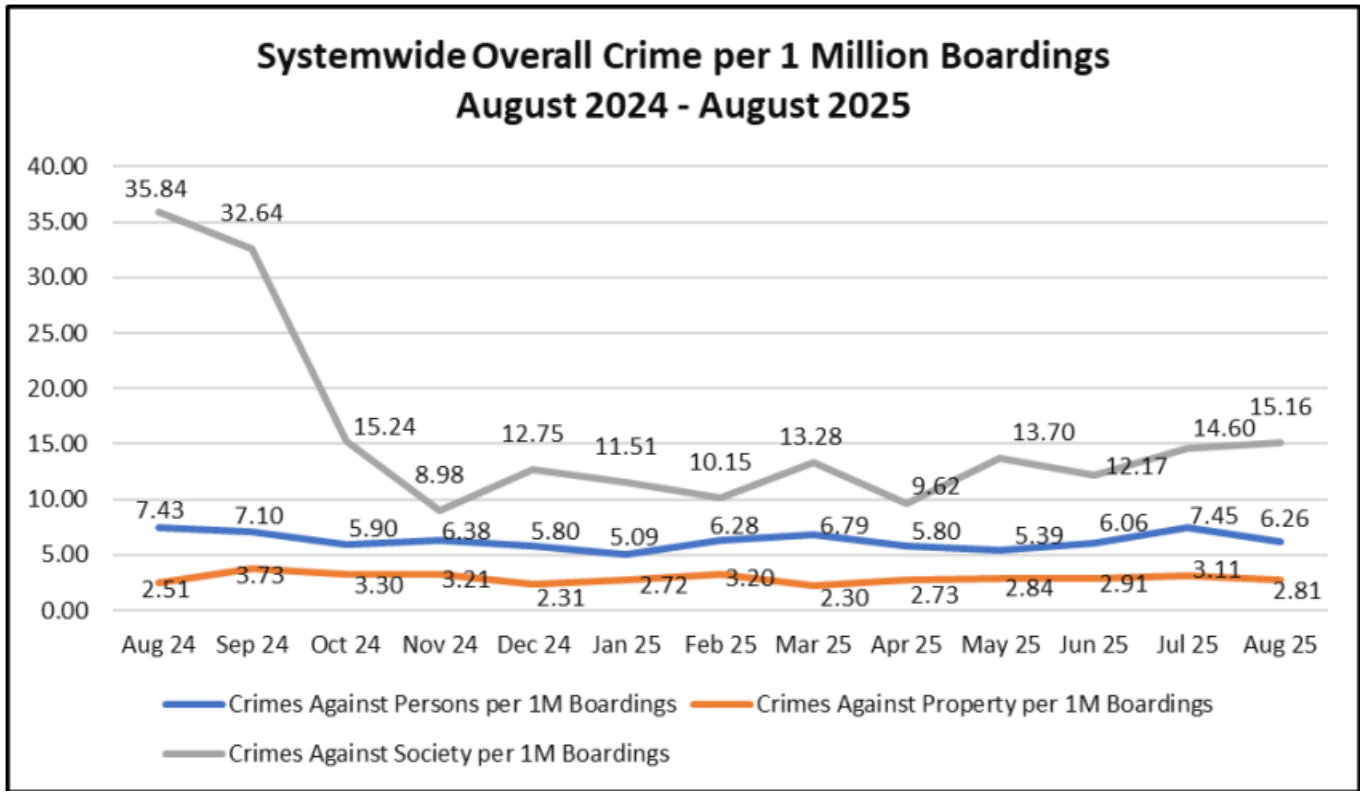






The Metro System is Safer

- Violent crime deceased by 15.8% in August 2025 vs. August 2024
  - Lowest rate of crime in August since 2019
- **Frontline employee assaults down 69% year-to-date**

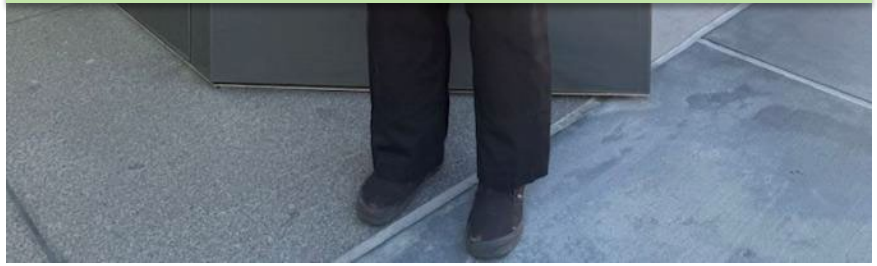


2 Million Ambassador Customer Engagements!



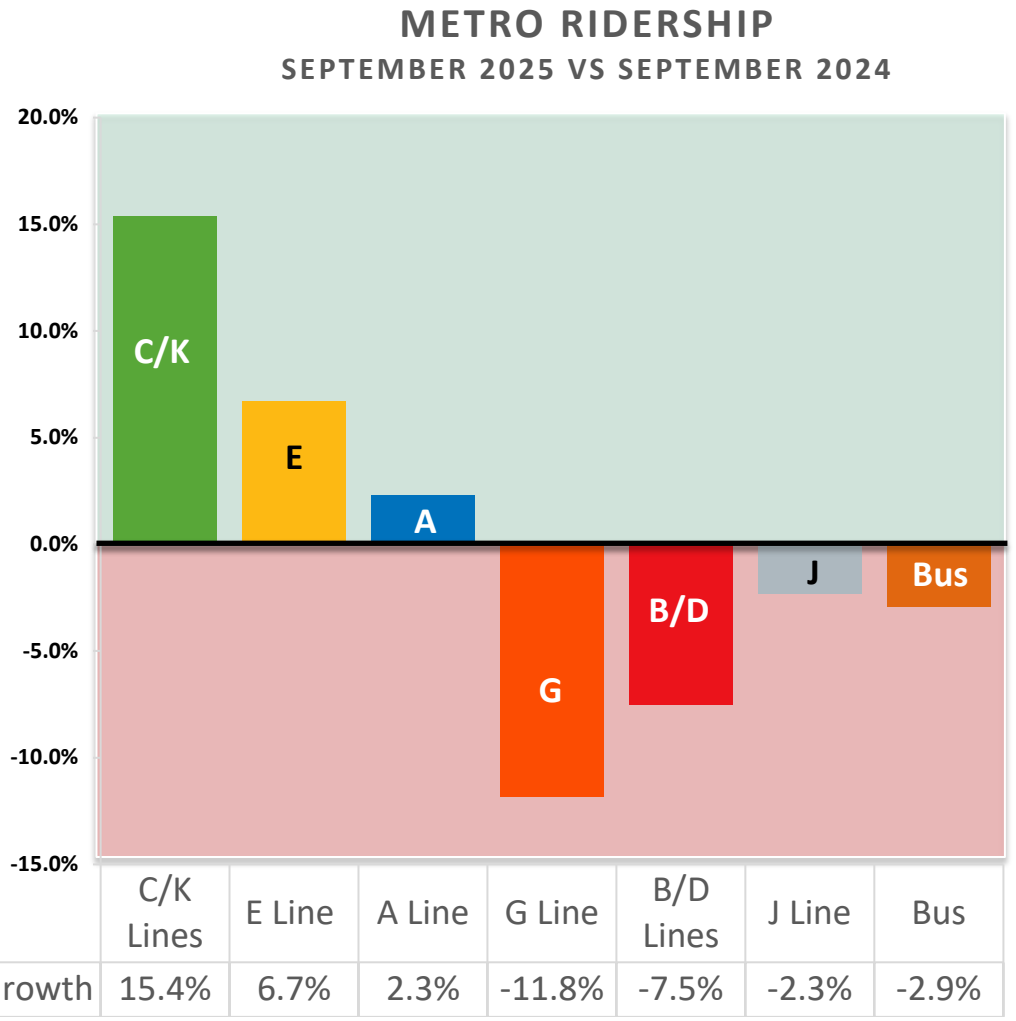


Metro Ambassador Denisse Martinez



September 2025 Ridership Trends

- Overall ridership ↓1.9% year-over-year (YOY), but positive trends are emerging
  - Ridership losses in September 2025 were 60% lower than June 2025
- Weekend ridership began growing again in September 2025
- Light rail system posted YOY growth
  - ↑21% on A Line Saturdays
  - ↑15.4% on C/K Line
    - Ridership on C/K Line system has risen about 18% since LAX/MTC Opening*
  - E Line now exceeds pre-pandemic level
- B/D Lines and Bus system still facing ridership losses



	C/K Lines	E Line	A Line	G Line	B/D Lines	J Line	Bus
YOY Growth	15.4%	6.7%	2.3%	-11.8%	-7.5%	-2.3%	-2.9%

*Sept 2025 C & K Line total month ridership vs June 2025 C & K Line total month ridership

LA Korean Parade & Festival





Dodger Stadium Express World Series Service





Subject to change. Check metro.net/govote for latest details and locations.

Metro

VOTE VOTE VOTE VOTE Vote!

ELECTION DAY IS
★NOVEMBER 4★

VOTE EARLY AND SAFELY.

Drop off your ballot in a secure drop box at these nine Metro stations in blue. **Get the details at *metro.net/govote.***

We put people first

October 2025

Happy Retirement, Nalini Ahuja!

Thank you for more than 39 years of service to Metro and the people of LA County!

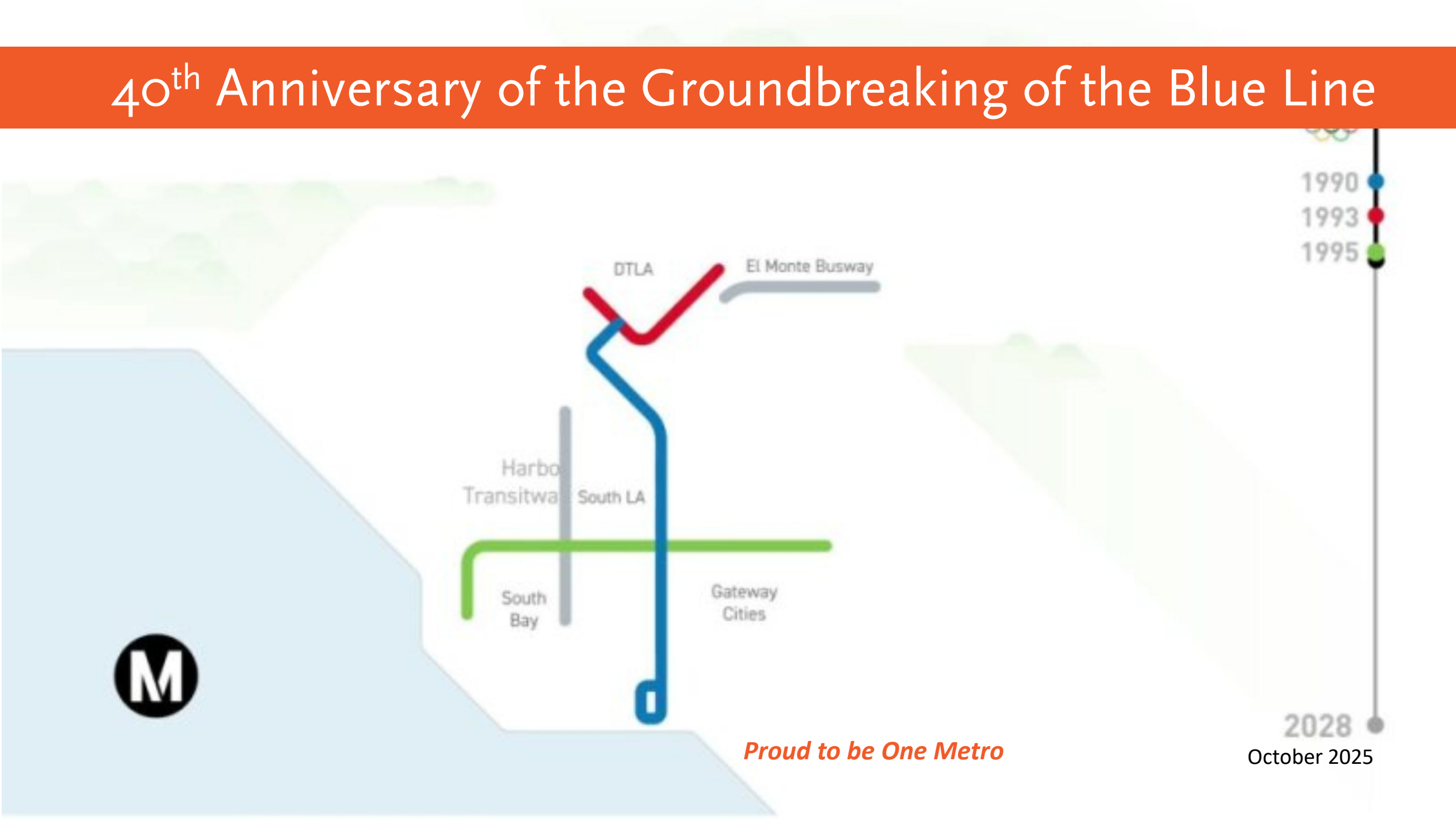


Metro | CHIEF EXECUTIVE OFFICER

Proud to be One Metro

October 2025

40th Anniversary of the Groundbreaking of the Blue Line



Proud to be One Metro

October 2025

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

File #: 2025-0805, **File Type:** Program **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

SUBJECT: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project <https://www.linkunionstation.com/> (Link US) described in Attachment A;

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B); and

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

1. Findings of Fact and Statement of Overriding Considerations (Attachment C).

2. Revised Mitigation Monitoring and Reporting Plan (Attachment D).

ISSUE

Implementation of Link US is expected to improve the overall efficiency of Metrolink, Amtrak, and future California High Speed Rail Authority (CHSRA) trains that serve patrons traveling to and through Los Angeles Union Station (LAUS) by reducing the amount of time it takes for trains to arrive and depart Union Station by up to 30 minutes per train. The viaduct would benefit services such as the Amtrak Coast Startlight, Amtrak Texas Eagle, Los Angeles-San Diego-San Luis Obispo rail corridor (LOSSAN) - Pacific Surfliner, Metrolink Antelope Valley, Orange County, Riverside County, San Bernardino Train Lines that connects to Pomona North new connection to LA Metro A line and

Ventura County, Metrolink 91/Perris Valley Line, future service of High Speed Rail from Los Angeles to Anaheim.

The Link US SEIR discloses changed circumstances that have occurred since certification of the Link US Final EIR on June 27, 2019, the subsequent approval of CEQA Addendum No. 1, and the adoption of the Revised Mitigation Monitoring Reporting Plan (MMRP) on October 28, 2021.

The Link US Final SEIR includes new design elements, refinements, and additional impacts that were not identified in the Final EIR. Certification of the Final SEIR will allow staff to continue to design and perform right-of-way activities, including the relocation work that started under the Phase 1 Preconstruction Services for Link US Phase A. Board approval is needed to certify the Link US Final SEIR.

BACKGROUND

Link US will transform LAUS from a stub-end to a run through track station by providing run-through capability, enabling one-seat rides between Orange and Ventura Counties and from San Diego to San Luis Obispo. Link US will address existing capacity constraints and improve schedule reliability by providing reduced trip times, reducing delays, and improving on-time performance of regional and intercity trains that operate out of LAUS, serving the southern California region on six Metrolink lines and the LOSSAN corridor. The proposed improvements include a new viaduct structure connecting eight (8) new run-through tracks for regional and intercity trains, south of LAUS Platforms 2 through 5. These tracks would merge into a minimum of four (4) tracks on a viaduct over US-101 and continue south to connect to mainline tracks along the west bank of the Los Angeles River. Link US would replace the existing pedestrian passageway under the platforms and tracks with a new expanded passageway. The viaduct would benefit Amtrak Coast Startlight, Amtrak Texas Eagle, LOSSAN Pacific Surfliner, Metrolink Orange County Line, Metrolink 91/Perris Valley Line, future service of High-Speed Rail from Los Angeles to Anaheim. Other Link US project improvements are depicted in Attachment A.

With CHSRA serving as the lead agency responsible for preparing the Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and Metro serving as the lead agency responsible for preparing the Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), both agencies agreed to prepare a joint supplemental environment document for Link US to address the changed conditions and additional impacts that were discovered after the EIR was prepared in 2019.

In September 2020, and in response to the potential need for railroad improvements at Malabar Yard, CHSRA issued a revised Notice of Intent (NOI) to initiate additional scoping and solicit public agency input on the development of the Draft Environmental Impact Statement (DEIS). Metro anticipates CHSRA will approve the Final EIS in November 2025. NEPA clearance is necessary to ensure the Final EIS includes all required information to meet federal environmental guidelines, so Link US can be eligible to receive federal funding.

On October 28, 2021, Metro issued CEQA Addendum No. 1 and adopted the Revised MMRP to address the impacts affecting the city of Vernon. In December 2022, Metro elected to prepare a Final

SEIR to disclose minor additions/changes that were not included in the Final EIR that was certified.

Circulation of Draft EIS/SEIR
The Draft EIS/SEIR for Link US was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024. A total of 136 comments were received during the public comment period (including an additional five comments received after the public comment period). Refinements to the Preferred Alternative were made in response to public comments received during the comment period. Comments related to historic preservation, and consulting parties through the cultural resources process were considered. Additional modifications were made in response to engineering design opportunities aimed at reducing costs and minimizing project impacts, as compared to the Build Alternative considered in the Draft Environmental Document.

Public Hearing
A Public Hearing for Link US was held on Tuesday, July 9, 2024, from 6:00 p.m. to 8:00 p.m. in the Metro 3rd Floor Board Room at One Gateway Plaza, Los Angeles, CA 90012, with a simultaneous virtual session held via Zoom. Approximately 29 attendees signed up for the in-person hearing, while around 30 participants attended online. Link US received 133 comment submissions via comment card, email, info line, and online comment form. Language interpretation services were available in Mandarin, Cantonese, Spanish, and Japanese, but were not utilized by participants

DISCUSSION

As disclosed in the Final SEIR, the regional and intercity rail run-through track connection to the mainline track (lead track) would result in a temporary impact on Burlington Northern Sante Fe (BNSF) West Bank rail yard operations. After the certification of the Final EIR and before the start of the EIS/SEIR, it was determined that the permanent acquisition of a portion of the BNSF West Bank storage yard would be required to accommodate construction of a new rail embankment on the west bank of the Los Angeles River wide enough to support regional and intercity tracks and future high speed rail tracks. Off-site mitigation to address freight related impacts is proposed at BNSF's Malabar Yard in the City of Vernon (City), primarily on 46th Street and 49th Street. Malabar Yard, a BNSF-owned and operated facility, was selected to offset the permanent loss of 5,500 track feet of storage track capacity at the BNSF West Bank Yard. Currently, 49th Street bisects Malabar Yard. The proposed closure of 49th Street would accommodate 3,350 new track feet of freight storage track capacity that does not exist at BNSF's Malabar Yard. Additionally, a new track connection is proposed between two existing track segments along 46th Street to enable direct freight rail access to and from BNSF's Malabar Yard and Los Angeles Junction (Attachment E).

Following the release of the Draft SEIR/DEIS for public review and comment, and during the preparation of the Final EIS and Final SEIR, several modifications and changes were made to Link US. These changes were informed by public and agency comments, ongoing coordination with stakeholders, technical refinements, and updated environmental and engineering analyses. The modifications aim to reduce environmental impacts, respond to community comments and regulatory concerns, improve constructability, and enhance overall project feasibility.

The next paragraphs outline key modifications made between the presentation of the Draft and Final Environmental documents for Link US and are followed by general information about the Revised

MMRP and the environmental review process (i.e., Public Hearing, Community Engagement, and Response to Final SEIR Comments Received and the Availability of the Final SEIR). Additional information about updated mitigation measures and community engagement for the Final SEIR are summarized in Attachments F and G.

KEY MODIFICATIONS

Maintain Vignes Street Bridge

In lieu of replacing the Vignes Street Bridge as originally proposed in the Draft SEIR/EIS, space will be made available for an additional lead track within the LAUS rail yard throat just south of the bridge. This change will minimize construction-related impacts to the surrounding area, and facilitate enhanced train operations for Metrolink, Amtrak, and CHRSA in the future.

Modified Elevated Rail Yard

This change includes providing a shorter elevated rail yard with fewer raised platforms than originally proposed. Instead of six raised platforms, only four platforms would be raised nine to twelve feet above the existing grade. The new platform and track configurations are as follows:

- two (2) platforms for regional (Metrolink) and intercity (Amtrak) rail trains,
- two (2) platforms with four (4) tracks for future CHSRA trains constructed to meet level-boarding requirements, and
- two (2) tracks at existing grade with stub-end tracks would continue to be allocated for Metrolink regional and Amtrak intercity trains.

Revised Concourse-Related Improvements

The following revisions to the concourse will reduce construction complexity, project costs, and visual impacts:

- The West Plaza baggage handling and ticketing services in the Amtrak building, and canopy will be removed. No changes to the exterior loading dock or parking area outside of the Amtrak building will be required.
- The existing pedestrian passageway is 28 feet wide. The Draft SEIR/EIS proposed replacing it with a 140-foot-wide passageway. However, the modified design reduces the passageway width to 100 feet. This change will improve pedestrian capacity and comply with the Americans with Disabilities Act safety features.
- Providing a canopy to cover the entire rail yard is no longer being considered. Instead, four individual canopies 25 feet high (like the existing butterfly canopies, in style) will be adjusted to fit over the four new wider and longer platforms.

Fewer Run-Through Tracks for Modified Single Aerial Viaduct

South of the elevated platforms, a single bidirectional 75-foot-wide aerial viaduct that extends from LAUS, over US-101, to the west bank of the Los Angeles River, will be constructed, in lieu of the 205-foot-wide viaduct that was proposed in the Draft SEIR/EIS. This modified structure will reduce the total number of run-through tracks from ten (10) to eight (8). The eight (8) run-through tracks will merge into four (4) tracks on the portion of the viaduct that extends over US-101. The tracks will merge again into two (2) tracks on the portion of the viaduct west of Center Street and then connect

to the Amtrak lead (or mainline track) before transitioning to the BNSF West Bank Yard.

REVISED MITIGATION MONITORING REPORTING PROGRAM (MMRP)

The Revised MMRP summarizes minor updates and refinements to the mitigation measures that are identified in the original MMRP, and reports on any adverse impacts that remain after implementing the design options considered for the Malabar Yard railroad improvements. These changes will do the following:

1) Address the changed circumstances considered in the SEIR.
2) Clarify the implementation approach and responsibilities.
3) Cite new policies/regulations applicable to the mitigation.

Refer to Attachment G for an overview of enhancements included in the Final EIS/SEIR as additional mitigation measures (quiet zones, pedestrian and streetscape upgrades, transit amenities, active transportation and Transit Oriented Community (TOC) support).

ENVIRONMENTAL REVIEW PROCESS

California Environmental Quality Act (CEQA)

Metro, as the lead agency and project proponent, upon formally certifying the Final SEIR, affirms that the CEQA document was completed in full compliance with CEQA and was reviewed and considered prior to project approval. This certification confirms the legal adequacy of the environmental document and demonstrates that decision-makers have reviewed and understood the environmental consequences. As part of this action, the Board also adopts the required findings- including Statements of Overriding Considerations, if applicable- and the Mitigation Monitoring and Reporting Program (MMRP).

National Environmental Policy Act (NEPA)

The California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, will certify the Final EIS and issue the Record of Decision (ROD) at its Board meeting. Metro staff will pursue financial assistance from CHSRA to support the engineering and construction of the project. NEPA clearance is essential to ensure the environmental document includes all information required to meet federal environmental guidelines and to maintain the Project's eligibility for federal funding. The project is supported by the California State Transportation Agency (CalSTA), Caltrans, and the Federal Railroad Administration (FRA).

Community & Stakeholder Engagement

A series of community engagement meetings were held with various stakeholders and staff briefings with Directors Bass, Los Angeles City Council Districts 1 and 14, and Directors Solis and Hahn were held before, during, and immediately after the Draft EIS/SEIR public review period that took place from June 21, 2024, through August 9, 2024. In-person meetings were also held within the project area near LAUS and the City of Vernon, and six virtual sessions were conducted via Zoom. Project materials and information were made available in English and Spanish during the in-person meetings and on Metro's website. Language interpretation services were available in Mandarin, Cantonese, Spanish, and Japanese. Community and stakeholder attendance varied across different forums

ranging from 3-20 attendees. Attachment F lists community and stakeholder meetings.

After the Public Hearing, there was ongoing coordination with members of the Little Tokyo and Los Angeles River Artists and Business Association (LARABA) communities to address the construction impacts related to the US-101 viaduct. The proposed mitigation measures include:

- Covered temporary night-time closures of the southbound ramps at Commercial Street.
- Aesthetic features for the viaduct columns.
- Streetscape improvements and bike lane enhancements.

On February 21, 2025, Metro received a letter of comment from the Housing Authority of the City of Los Angeles and William Mead Homes, requesting the following:

- Construction of a soundwall before work begins on the throat rail track area to mitigate noise.
- Coordination of aesthetic features of the soundwall.
- Air quality monitoring during construction.

The William Mead Homes and Hilda Solis Care First Village are located north of LAUS and near the proposed Link US improvements. To address the concerns raised by both organizations, soundwall abatement is proposed to help mitigate construction noise and dust and provide long-term noise reduction benefits for the surrounding communities.

Refer to Attachment F for an overview of other community/stakeholder engagement.

City of Vernon Workshops

After the Draft EIS/SEIR 45-day public comment period, Metro coordinated with City staff to address the concerns raised by the community, and in response, Metro proposed a suite of community improvements to offset the adverse effects of the Malabar Yard railroad improvements. When the City requested additional community improvements they were accommodated by the team. The Link US team participated in workshops with Vernon staff from September 2024 to May 2025, to gather the input needed to refine the mitigation strategies and to identify additional measures to be implemented to improve the quality of life for the surrounding communities. The topics discussed included traffic congestion, safety, air quality, emergency response, vehicle diversion, and quiet zones; and ensure there will be a comprehensive response to the City's concerns.

Metro evaluated alternative rail sites to mitigate impacts on the BNSF storage rail yard. Malabar Yard, located in the City of Vernon, is predominantly surrounded by industrial land uses and has a residential population of approximately 200 people. In contrast, other comparable rail yards are situated in similar land use areas that have at least 60 times more residential population or would require property acquisitions. Similarly, some rail areas are surrounded by communities that would be more affected by air quality and noise impacts. At Malabar Yard, most residences are located one-quarter to one-half mile away, minimizing potential community impacts.

Additionally, staff met with local business/property owners and the community at large. Metro staff met with Director Hahn on August 6, 2025, and November 4, 2025. These workshops helped to foster collaboration among community members and business owners; marked a shift from previous

outreach efforts that may have been limited; and helped to ensure the proposed mitigation strategies and design refinements being considered were aligned with affected communities and local priorities. The design refinements addressed public comments and concerns about construction impacts, property acquisitions, requests for additional traffic and grade crossing analysis and mitigation, and other issues. The Link US team completed several studies/reports that include, but are not limited to the following, to address the City's concerns:

- Train Redistribution Reduces Train Movements with the new 46th Street connection serving local customers between BNSF's Malabar Yard and BNSF's Los Angeles Junction
- Intersection Blockages would decrease with the use of Malabar Yard to build trains instead of using the street
- Additional Community Mitigation Measures include Train Detection Cameras & AI Traffic Control, Quiet Zones Infrastructure, pedestrian access, and transit amenities.

Refer to Attachment G for an overview of the additional City community mitigation measures and improvements that are proposed.

Comments Received, Responses to Comments & Final EIS/SEIR Availability

Metro staff received Draft EIS/SEIR public comments through multiple channels, including verbal testimony at the Public Hearing, and via email, regular mail, online comment form, written comment cards, and the Project hotline. A total of 479 specific comments were identified, and Metro provided detailed responses to each in the Final SEIR/EIS response to comment section. CHSRA and Metro reviewed all comments received and continued to consult with regulatory agencies, organizations, and members of the public to resolve various concerns and comments raised. These consultations resulted in revisions and updates to the Draft EIS/SEIR documentation, including refinement of the proposed mitigation measures.

When the Final EIS/SEIR is approved and certified it will be made accessible to all from the Link US project website. A digital copy of the Final EIS/SEIR will be mailed to agencies, impacted parcel owners, and Draft EIR commentors. Also, hard copies of the Final EIS/SEIR Executive Summary will be made available in English, Spanish, Cambodian, Korean, Japanese, Chinese, Khmer, and Vietnamese by request. Printed copies of the Final SEIR will be made available at 9 libraries.

Refer to Attachment F for a complete listing of the libraries that will make the Link US Final EIS/SEIR available to the public.

DETERMINATION OF SAFETY IMPACT

Approval of the staff recommendations has no known adverse impact on the safety of Metro's patrons, employees and/or users of the facility.

Link US is being planned and designed in accordance with LA Metro, Metrolink, CHSRA, Caltrans, and city of Los Angeles standards, as well as applicable state and federal requirements.

FINANCIAL IMPACT

This action will not have an impact on the approved FY26 budget. The current Fiscal Year (FY26) budget for Link US under Project No. 460089 is $41,713,993.57, which includes funding for the Construction Management General Contractor Phase 1 Preconstruction Services.

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget
The funds required for completing the preliminary engineering and environmental certification are Measure R (3%) Metrolink Commuter Rail Capital Improvements fund and State Transit Intercity Rail Capital Program (TIRCP) fund.

These funds are not eligible for Metro bus or rail operating or capital expenditures.

EQUITY PLATFORM

The increased rail service provided by LinkUS will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. Link US will also result in reduced train idling times, saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS. The project provides associated fuel savings and emission reductions.

Further, it is estimated that Link US will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers. Lastly, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focused Community, Link US includes construction of a new sound wall designed to reduce noise due to existing and future increases in train operations; and quiet-zone safety improvements at the railroad crossing on North Main Street to reduce the train horn noise in the area.

VEHICLE MILES TRAVELED OUTCOME

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

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

item supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff have conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by the Los Angeles, San Diego, San Luis Obispo Rail Corridor Agency (LOSSAN), Metrolink, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year; and an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Link US supports the following Metro Vision 2028 Strategic Goals:

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

The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), which would enable one-seat rides between Orange and Ventura Counties and from San Diego County to San Luis Obispo County through LAUS, and accommodate a new high-quality transportation option such as High-Speed Rail in Southern California.

2: Deliver outstanding trip experiences for all users of the transportation system.

The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

4: Transform LA County through regional collaboration and national leadership.

The project requires close collaboration with many local, regional, State and Federal partners including city of Los Angeles, Metrolink, the Los Angeles, San Diego, San Luis Obispo (LOSSAN) Rail Corridor Agency Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board could delay action to certify the Final SEIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. However, deferral is not recommended as it would delay the project schedule, including advancing preliminary design and meeting the requirements in existing funding agreements, and for discretionary programs for which staff will be submitting applications for a grant award.

In Fall 2024, Metro submitted an application to the FRA requesting an award from the Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program and to the California Transportation Commission (CTC) requesting a grant from the Solutions for Congested Corridors Program (SCCP). The FRA did not announce projects selected for a grant award from the FSP Program. The CTC did not select the project for a grant award from the SCC Program.

Staff will continue to explore federal and state funding opportunities, including from the FSP Program and California's Cap and Invest Program, to address the project's estimated funding gap of about $650 M. Staff will also work with Caltrans in its initiative to develop a framework for Metro and other County Transportation Commissions in the SCAG region to consider for addressing the project's funding gap, including financing.

Any delay in SEIR certification would postpone platform improvements, affecting major events in and around Los Angeles. It would also disrupt timelines and cost estimates in future grant applications and existing funding agreements with the CHSRA and the California State Transportation Agency for Proposition 1A and Transit and Intercity Rail Capital Program (TIRCP) funds. A delay in certification would also directly delay the submittal of grant applications and decrease the opportunity for the project to be selected for awards due to the larger project cost and funding gap that can be reasonably expected for the grant programs to address.

NEXT STEPS

Upon Board approval of staff's recommendation, staff will make the Final EIS/SEIR accessible to all by posting it on Metro's Link US project website. In addition, staff will continue to engage and inform project stakeholders and the community about Link US, while completing the Final SEIR this Fall 2025.

Staff will also support CHSRA in delivering the Final EIS for CAHSR Board consideration this Fall 2025 for approval to help position Link US for federal funding as well as state funding.

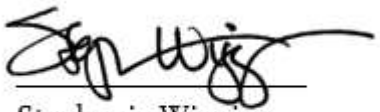
ATTACHMENTS

Attachment A - Link US Project Location Map
Attachment B - Link US Notice of Determination
Attachment C - Link US Findings of Fact & Statement of Overriding Considerations
Attachment D - Link US Final SEIR Mitigation Monitoring and Reporting Plan
Attachment E - Malabar Yard Railroad Improvements Location Map
Attachment F - Summary of Community Engagement
Attachment G - Summary of Additional Mitigation Measures

Prepared by: Carlos J. Montez, Deputy Executive Officer, Complete Streets & Highways, (213) 418-3241
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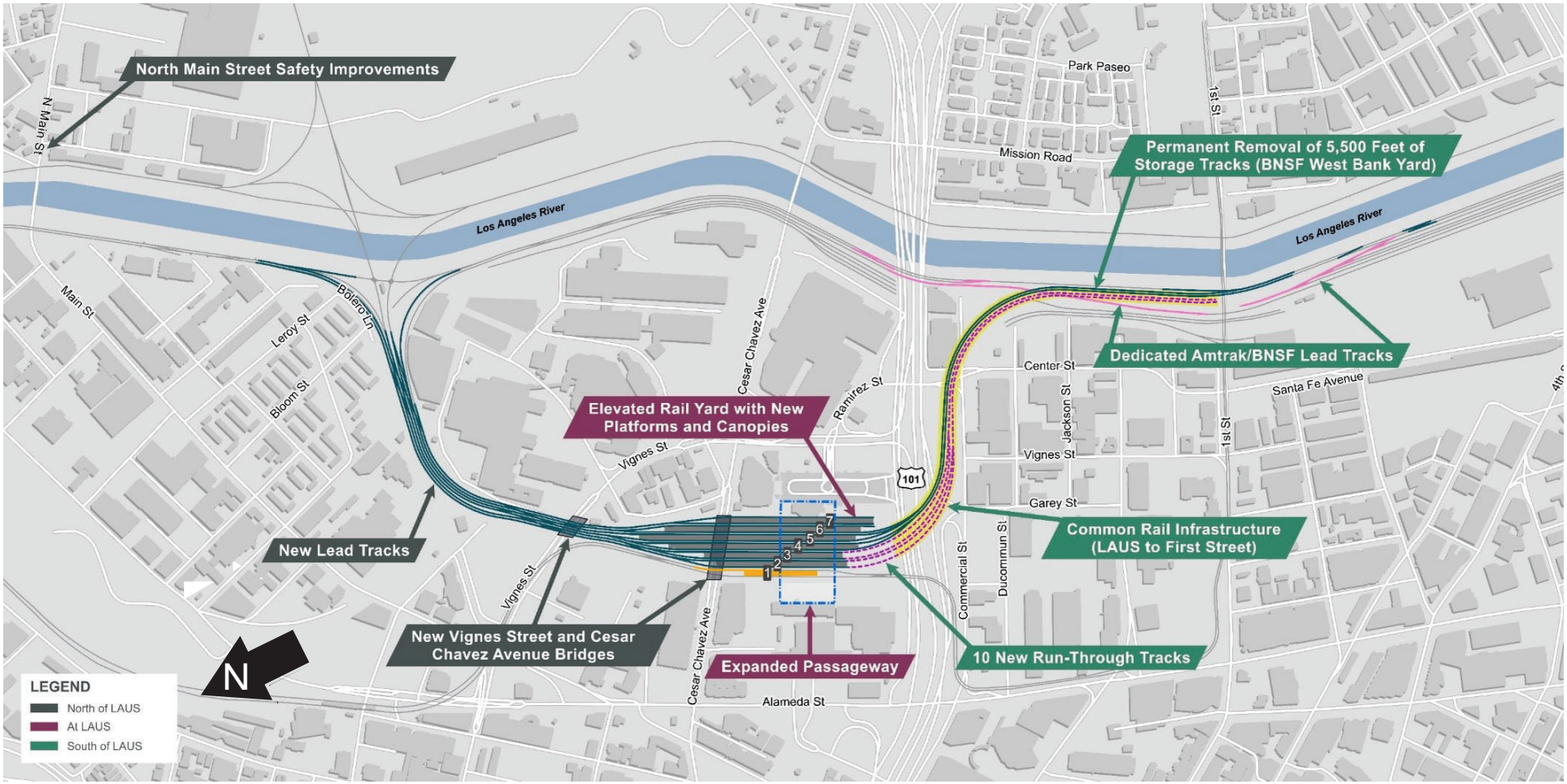
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Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Link US PROJECT LOCATION MAP



REVISED
Attachment B

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 Highway
Norwalk, CA 90650

From:
Public Agency: LA County Metro Transportation
Address: One Gateway Plaza, MS 99-18-2
Los Angeles, CA 90012
Contact: Carlos J. Montez, Deputy Executive Of
Phone: 213.922.2524

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): 2016051071

Project Title: Link Union Station

Project Applicant: LA County Metropolitan Transportation Authority

Project Location (include county): 800 Alameda Street, Los Angeles, CA 90012 - Los Angeles County

Project Description:

The Link US Project is proposed to address existing capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub end tracks station into a run-through tracks station and would include a partially elevated rail yard, an expanded pedestrian passageway, and 8 new run-through tracks for regional/intercity trains and high-speed rail trains south of LAUS. The Project also includes off-site railroad improvements to BNSF Railway's Malabar Yard in the City of Vernon (49th

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on _____ and has made the following determinations regarding the above
(date)
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:

_____

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

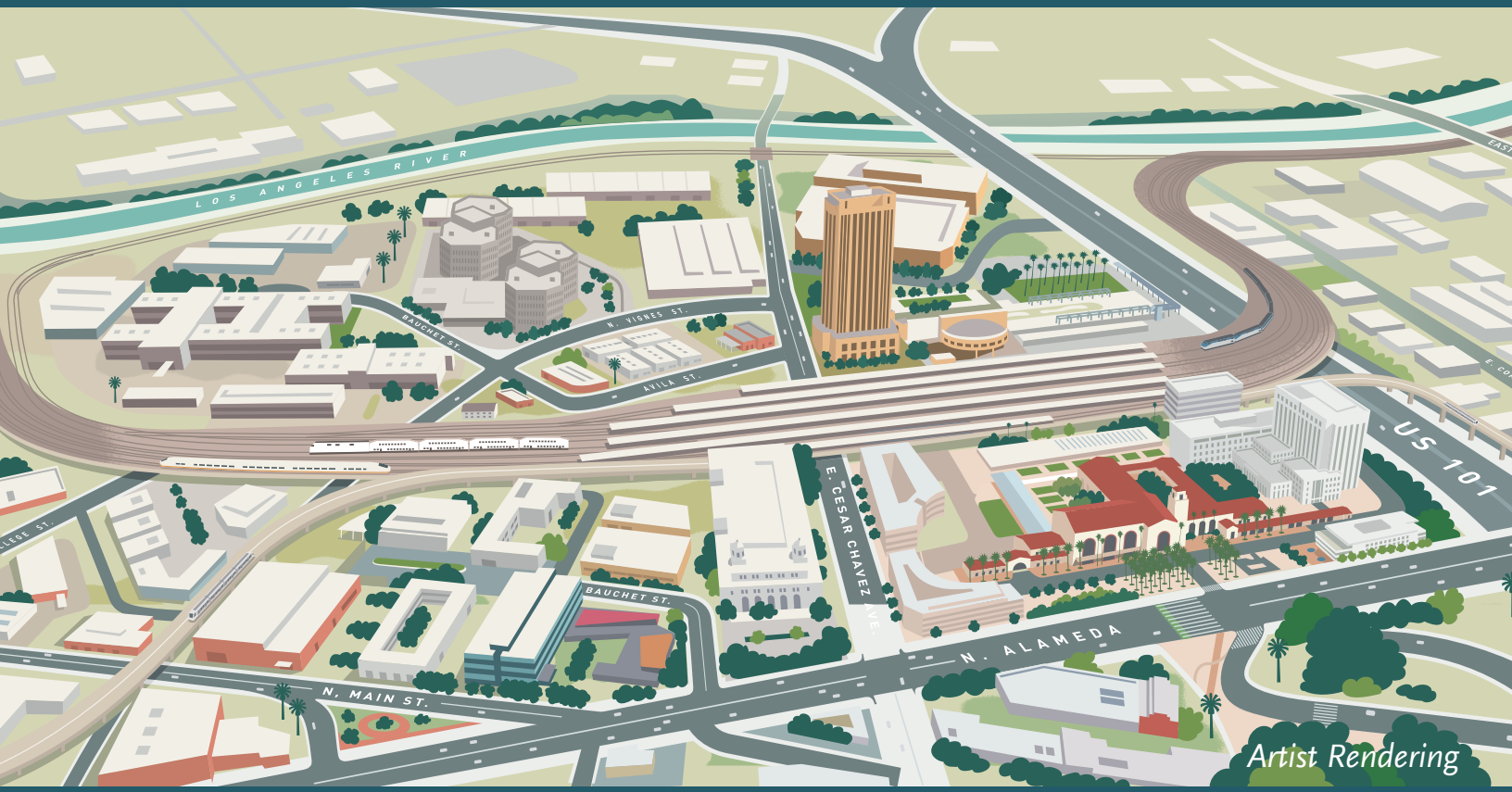
REVISED
Attachment C

Link Union Station

Supplemental Environmental Impact Report

CEQA Findings of Fact and Statement of Overriding Considerations

State Clearinghouse No. 2016051071
October 2025



Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

Metro

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ACRONYMS

ADA	Americans with Disabilities Act
ADI	Area of Direct Impacts
AII	Area of Indirect Impacts
ATP	Archaeological Treatment Plan
Caltrans	California Department of Transportation
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHC	Cultural Heritage Commission
CHSRA	California High-Speed Rail Authority
City	City of Los Angeles
CRHR	California Register of Historical Resources
dBA	A-weighted decibel
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FTA	Federal Transit Administration
HASP	Health and Safety Plans
HACLA	Housing Authority of the City of Los Angeles
HMMP	Hazardous Materials Management Plan
HSR	High-Speed Rail
LADOT	City of Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
LBP	lead-based paints
Link US	Link Union Station
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHR	Office of Historic Resources
OSHA	Occupational Safety and Health Administration
$PM_{2.5}$	particulate matter less than 2.5 microns
PM_{10}	particulate matter less than 10 microns
PMP	Paleontological Mitigation Plan
Project	Link Union Station Project
PRC	Public Resources Code
REC	recognized environmental condition
ROW	right-of-way
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District

SCS	Sustainable Communities Strategy
SCRRA	Southern California Regional Rail Authority
SEIR	Supplemental Environmental Impact Report
SWPPP	stormwater pollution prevention plan
TMP	Traffic Management Plan
U.S.	United States
US-101	United States Highway 101
VCE	vertical circulation elements
WEAP	Worker Environmental Awareness Program Training

1.0 Introduction

The California Environmental Quality Act (CEQA) requires the Los Angeles County Metropolitan Transportation Authority (Metro), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR.

A Draft EIR (State Clearinghouse No. 2016051071) for the Link Union Station (Link US) Project was distributed and made available for a 45-day public comment period from January 17, 2019, through March 4, 2019, pursuant to CEQA Guidelines Section 15105. The Metro Board of Directors certified the Final EIR and adopted CEQA Findings of Fact as part of their action in approving the Final EIR Project and certification of the Final EIR on June 27, 2019. On October 28, 2021, Metro approved CEQA Addendum No.1 to the Final EIR.

Since certification of the Final EIR and CEQA Addendum No.1 to the Final EIR, Project modifications and changed circumstances were identified which triggered a need for the preparation of a Supplemental EIR (SEIR) pursuant to Section 15163(a) of the CEQA Guidelines. Metro determined that the Project involved new information of substantial importance and could have one or more significant effects not discussed in the Final EIR and CEQA Addendum No.1 to the Final EIR, and these changes triggered the need for additional environmental review.

These CEQA Findings of Fact (Findings) are made relative to the specific conclusions of the Final SEIR prepared for the Project and supplement those associated with the Final EIR. Therefore, these Findings are hereafter referred to as Supplemental Findings. The Supplemental Findings have been submitted by Metro as Candidate Findings to be made by the decision-making body. They are attached to allow readers of this report an opportunity to review Metro's position on this matter and to review potential reasons for approving the Project despite the significant and unavoidable impacts identified in the Final SEIR. It is the exclusive discretion of the decision-maker certifying the Final SEIR to determine the adequacy of the proposed Supplemental Findings.

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2.0 Project Background and History

2.1 Overview of Final EIR Project

The Final EIR Project included three major Project components that are summarized north to south below and depicted on Figure 2-4 of the Final EIR. Figure 2-4 of the Final EIR also depicts the Project study area addressed in the Final EIR, which is divided into three segments that correspond with the major Project components (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment).

- **Throat and Elevated Rail Yard –** The Final EIR Project included subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Final EIR Project included the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned High-Speed Rail (HSR) system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (VCE) (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. Platform 1 serving the Gold Line would be lengthened and possibly elevated to optimize east-to-west passenger circulation. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point (CP) Chavez, the Final EIR Project also included safety improvements at the Main Street at-grade, public crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **New Modified Expanded Passageway** – The Final EIR Project included expansion of the existing pedestrian passageway in Segment 2 of the Project study area (concourse segment) to a 140-foot width to accommodate a substantial increase in passenger capacity, with enhanced passenger amenities while providing points of safety to meet applicable building code and National Fire Protection Association (NFPA) 130 requirements for safe evacuation. The new modified, expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation below the rail yard and provide space for ancillary support functions (back of house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height. Individual canopies that would extend up to 25 feet over each platform or a grand canopy that would extend up to 75 feet in height over the rail yard would also be

constructed. Platform enhancements and amenities including a new or modified canopy and furnishings along Platform 4 may also be implemented in the interim condition. The new modified expanded passageway and associated concourse improvements would be functionally modern with enhanced safety elements, Americans with Disabilities Act (ADA) accessibility, and passenger amenities in accordance with the basic Project objectives.

- **Run-Through Tracks** – The Final EIR Project included up to 10 new run-through tracks (without a loop track) south of Los Angeles Union Station (LAUS) in Segment 3 of the Project study area (run-through segment). Run-through track infrastructure extending from LAUS to the area where the Amtrak lead track is located would be constructed on common infrastructure wide enough to support regional/intercity rail trains in the interim and full build-out condition, as well as HSR trains in the full build-out with HSR condition.

The Final EIR Project also required modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, PTC, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

The MMRP, adopted by the Metro Board of Directors on June 27, 2019with certification of the Final EIR identified mitigation measures specific to the following topics: land use and planning, transportation and traffic, aesthetics, air quality and global climate change, noise and vibration, biological resources, hydrology and water quality, geology and soils, hazards and hazardous materials, and cultural resources.

In addition, the Final EIR disclosed significant and unavoidable impacts related to air quality (short-term construction), noise (short-term construction), and cultural resources (long-term operations), but no feasible mitigation measures were identified to reduce impacts to a level less than significant.

2.2 Overview of Link US CEQA Addendum No. 1

On October 28, 2021, Metro approved CEQA Addendum No. 1 to the Link US Project Final EIR and adopted a Revised MMRP. Pursuant to Section 15164(a) of the CEQA Guidelines, CEQA Addendum No. 1 was prepared to address the following:

1. Requirements of SB 743 and the 2018 CEQA Guidelines Appendix G environmental checklist, and the City of Los Angeles Department of Transportation (LADOT) new VMT analysis guidance (July 2019) and methodology requirements (July 2020).
2. Changes to the approved MMRP including:
    a. Seven minor corrections to previously approved mitigation measures.

b. Removal of one mitigation measure because LOS, considered in the 2019 Final EIR, is no longer a significant impact under CEQA, and the updated VMT analysis shows that the measure is no longer required.

3. Project modifications to the Final EIR Project in Segment 2, related to the construction approach for Platforms 2 and 3 and Tracks 3 through 6 in the LAUS rail yard and the associated configuration and length of VCEs for these platforms.

The Revised MMRP adopted in conjunction with the approval of CEQA Addendum No. 1 included updates to the text of the following mitigation measures:

- Mitigation Measures HIST-1a, HIST-1c, and HIST-4 were updated to allow for the City of Los Angeles Office of Historical Resources (OHR) and the City of Los Angeles Cultural Heritage Commission (CHC) to participate in the review of the alterations, demolition, and restoration plans for any locally designation resources that may be impacted by the Project. Mitigation Measures HIST-1d, HIST-2, and HIST-3 were also refined to establish Metro as the enforcement agency during compliance monitoring and reporting.
- Mitigation Measure HWQ-1 was updated to reflect a minor technical change to the risk level.
- Mitigation Measure TR-2 was removed from the MMRP, as traffic impacts based on LOS, as considered in the 2019 Final EIR is no longer a significant impact under CEQA, and the updated VMT analysis demonstrates that the measure is no longer required.

2.3 Changed Circumstances Addressed in Draft SEIR

The Draft SEIR addressed the following five (5) changed circumstances to the Final EIR Project certified in the Link US Project Final EIR on June 27, 2019.

The changed circumstances are as follows:

1. BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation (Project Change)
2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)
3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)
4. Noise Model Calculation Assumptions (Minor Technical Adjustment)
5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)

2.4 Changed Circumstances Addressed in Final SEIR

Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)

After the close of the 45-day public comment period, a discrepancy in the traffic volume figures used to support the carbon monoxide (CO) hot-spot analysis and the traffic volume figures used to support the traffic impact analysis was identified. Supporting documentation with corrected figures to support the current CO hot-spot analysis conclusions is included in the Final SEIR. Upon completion of this reanalysis, the conclusion that the Project would not result in a CO hot-spot did not change.

Refinements to the Modified Proposed Project Considered in the Draft SEIR

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105 and NEPA 40 Code of Federal Regulations (CFR) 1502.19. After the close of the 45-day public comment period, Metro proposed design modifications to the Modified Proposed Project considered in the Draft SEIR. The proposed design variations, refinements, and reductions that are addressed in the Final SEIR are in addition to the Project change noted above related to the BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation, and are comprehensively considered as the refinements to the Modified Proposed Project considered in the Final SEIR.

The proposed design variations, refinements, and reductions as part of the Modified Proposed Project considered in the Final SEIR were developed based on new information from public comments received during the 45-day public comment period related to historic preservation, comments from the State Historic Preservation Officer (SHPO) and consulting parties as part of the Section 106 process related to historic preservation of LAUS, and new information from the engineering design process that provide opportunities to reduce the size of proposed infrastructure, avoid and reduce the magnitude and intensity of environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, and reduce cost in a manner that would still allow Metro to meet the CEQA goals and objectives.

The modifications/reductions associated with the refinements to the Modified Proposed Project considered in the Final SEIR would occur throughout all segments of the Project study area. The reduced scope and scale of proposed infrastructure are summarized below:

- One bridge would be replaced north of LAUS, versus two bridges (50% less).
- Four versus six platforms are being elevated and reconstructed (33% less).
- The expanded passageway is 100 feet wide versus 140 feet wide (30% less).
- The run-through track structure south of LAUS is narrower (about 30% less deck area).

2.5 Description of Changed Circumstances

Descriptions of the changed circumstances addressed in the Final SEIR are summarized below.

1. BNSF West Bank Yard (Modified Proposed Project and Malabar Yard Mitigation) (Project Change)

In Segment 3 of the Project study area, the Final EIR Project included common rail infrastructure,[1] extending from LAUS to the area where the Amtrak lead track is located to support regional/intercity rail and HSR trains. The common rail infrastructure as part of the Final EIR Project did not extend over the Amtrak Bridge or along the west bank of the Los Angeles River. As disclosed in the Final EIR, the regional/intercity rail run-through track connection to the main line tracks would result in temporary impacts on the BNSF West Bank Yard because existing storage tracks could be restored to their existing capacity after regional/intercity rail main line connections are complete. In the Final EIR, potential impacts resulting from the displacement and relocation of the BNSF West Bank Yard were anticipated to be fully addressed in the EIS/EIR being prepared by California High-Speed Rail Authority (CHSRA) for the Los Angeles to Anaheim Project Section of the planned HSR system. At the BNSF West Bank Yard, the Final EIR Project also included a track configuration that would require Amtrak intercity rail trains and BNSF freight trains to operate on the same lead track to access to the Amtrak maintenance facility in the vicinity of Redondo Junction, and the remainder of the BNSF West Bank Yard, respectively. CEQA Addendum No. 1 did not address any updates to the Final EIR Project in Segment 3 of the Project study area or at the BNSF West Bank Yard.

In October 2019, after CHSRA assumed NEPA federal lead agency responsibilities from the FRA, CHSRA and Metro considered new alternatives that would include common rail infrastructure from LAUS to the main line tracks along the Los Angeles River and permanent impacts to the freight storage tracks at the BNSF West Bank Yard. In September 2020, at CHSRA's request, the FRA issued a Revised NOI, pursuant to the requirements of NEPA, to initiate additional scoping and solicit additional public and agency input for the Malabar Yard railroad improvements in the City of Vernon. The Malabar Yard railroad improvements were identified to offset the permanent loss of freight storage tracks at the BNSF West Bank Yard and avoid or reduce the potential for significant impacts on freight rail operations. In December 2022, Metro also elected to consider a track configuration at the BNSF West Bank Yard that would allow for Amtrak trains and BNSF trains to enter/exit the west bank area on separate and dedicated tracks. Dedicated BNSF and Amtrak lead tracks at the BNSF West Bank Yard was not a configuration studied by Metro until December 2022.

The Modified Proposed Project considered in the Draft SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River in conjunction with dedicated lead tracks for Amtrak and BNSF freight trains; thereby resulting in permanent loss of approximately 5,500

[1] Tracks, platforms, bridges, embankments, and associated civil/railroad infrastructure that would accommodate both regional/intercity rail trains and HSR trains.

feet of freight storage track capacity at the north end of the BNSF West Bank Yard (majority of lost capacity would occur north of 1st Street). Approximately 24,645 feet of existing track at the BNSF West Bank Yard (south of 1st Street) would not be affected by the Modified Proposed Project.

Permanent loss of storage tracks at the BNSF West Bank Yard would result in a significant impact, and mitigation is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard. Mitigation Measure TR-3 requires implementation of the following two railroad improvements at BNSF's Malabar Yard in the City of Vernon:

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity that does not exist at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are considered for the closure of the at-grade crossing at 49th Street.
- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are considered for the new track connection along 46th Street.

Railroad improvements to the BNSF Malabar Yard may result in potential significant impacts on the environment. Therefore, Metro as the CEQA Lead Agency, prepared a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines. The full environmental evaluation for the Malabar Yard railroad improvements is included in the Final SEIR.

2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)

On September 29, 2020, the Los Angeles County Board of Supervisors voted to approve the *Vignes Street Interim Housing Project*, which is referred to in this SEIR as the Hilda L. Solis Care First Village Transitional Housing Facility (Care First Village). The 60,500-square-foot transitional housing facility opened in May 2021 and was developed using prefabricated modular units, using 60 locally repurposed shipping containers, and 20 custom-manufactured mobile trailers that provide 232 housing units with associated kitchen space, dining areas, laundry facilities, dog park and landscaped areas, and administrative spaces.

Care First Village is considered a sensitive receptor due to the presence of residential populations and is evaluated as such within the Final SEIR as this facility was not present during preparation of the EIR from 2018 to 2019.

3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)

Since certification of the Final EIR and approval of CEQA Addendum No. 1, changes were made to the Project design that resulted in an expansion of the Area of Direct Impacts (ADI) and Area of Indirect Impacts (AII), thus representing the current ADI and AII for the Modified Proposed Project considered in the SEIR.[2]

Additional cultural resource reports have been prepared to 1) identify historical resources in the updated AII that have crossed the 45-year age threshold for evaluation; and, 2) update known information of previously identified historical resources based on recent cultural resource investigations performed for other Metro projects. Based on these cultural resource reports, two additional built environment properties have been identified:

- **934 Avila Street.** The 934 Avila Street property was identified during preparation of the Second Supplemental Cultural Resource Report. It consists of a concrete block masonry modern industrial warehouse building constructed circa 1977. The property was found not to meet any of the eligibility criteria under the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and is therefore not discussed further within this SEIR. The California SHPO concurred with the determination of ineligibility on June 28, 2023.
- **Kelite Factory Plant No. 1.** The Kelite Factory Plant No. 1 is located at 1250 Main Street in the City of Los Angeles at the northeast end of the parcel. The property was determined eligible for listing in the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. SHPO concurred with this determination in a letter dated May 2, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process and eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. Kelite Factory Plant No. 1 was not previously evaluated within the Final EIR or CEQA Addendum No. 1; therefore, potential impacts on this eligible historical resource are evaluated within the Final SEIR.

Additionally, minor technical revisions to one existing archaeological site have been made since preparation of the Final EIR and CEQA Addendum No. 1 and are summarized below:

- **Archaeological Site CA-LAN-1575/H.** Archaeological Site CA-LAN-1575/H is a multicomponent, NRHP/CRHR-eligible archaeological site that was evaluated in support of the Final EIR (2019). CA-LAN-1575/H is situated throughout the entire ADI in the vicinity

[2] The Project Footprint is non-contiguous and comprises a portion in the City of Los Angeles and a portion in the City of Vernon. The ADI and AII coincide with the Project Footprint and likewise comprises two portions. The portion in the City of Los Angeles corresponds to the Modified Proposed Project and is discussed in Section 7.5.3 of the Final SEIR. The portion in the City of Vernon corresponds to the Malabar Yard railroad improvements and is discussed in Section 7.6 of the Final SEIR.

of LAUS. A portion of the archaeological site extends within California Department of Transportation (Caltrans) ROW and is considered a state-owned historical resource pursuant to Public Resource Code (PRC) §5024(f). Recent cultural resource investigations undertaken for local Metro projects between 2017 and 2021 identified a total of 46 additional archaeological features and human interments in the area immediately east and southeast of LAUS. Of these, 33 features were recommended to contribute to the significance of CA-LAN-1575/H. The boundaries of CA-LAN-1575/H have been extended to encompass the new features.

4. Noise Model Calculation Assumptions (Minor Technical Adjustment)

During updates to the SoundPLAN noise model (version 8.2) to address potential for noise impacts on Care First Village, a manual confirmation of each noise model calculation assumption was conducted. During the confirmation process, it was discovered that one noise model calculation (Ldn for nighttime noise) did not appropriately account for the nighttime noise penalty. This resulted in higher noise levels being previously disclosed in the Final EIR and a greater number of sensitive receptors reported as severely or moderately impacted than would actually occur once the nighttime noise penalty was applied. Minor technical adjustments to the noise model calculations for Ldn for nighttime noise were made, which resulted in a slight modification to the range of noise levels for each of the sensitive receptors and an overall reduction to the number of previously reported severe and moderate impacts. With implementation of the minor technical adjustment, the same receptors are affected by severe and moderate noise impacts (William Mead Homes and Mozaic Apartments, and now Care First Village), although to a lesser degree than previously reported in the Final EIR. This minor technical adjustment is acknowledged in Section 7.5.5 of the Final SEIR.

5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)

Minor updates and refinements to mitigation measures identified in the Revised MMRP adopted with CEQA Addendum No. 1 (October 2021) were made during the preparation of the Draft and Final SEIR. The minor updates or refinements to the MMRP were made during the preparation of the Draft and Final SEIR to 1) address the changed circumstances considered in this SEIR; 2) clarify the implementation approach and responsibilities; and 3) cite new policies/regulations applicable to the mitigation. The Revised MMRP includes one new measure resulting from the project change at BNSF West Bank Yard and associated impacts on freight operations (Mitigation Measure TR-3), 26 new mitigation measures for the Malabar Yard railroad improvements in the City of Vernon, as well as twelve new offsetting mitigation measures (OMMs) incorporated into the Final SEIR. Minor technical edits were also made to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation.

A summary of the updates and refinements are as follows:

- TR-1 – Updates to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction Traffic Management Plan (TMP) and

provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions.

- TR-2 – As part of CEQA Addendum No. 1, Mitigation Measure TR-2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR-3 was renumbered to TR-2 and minor refinements were made to language.
- TR-3 – New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.
- AES-1 – Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village.
- AES-3 – Updates to incorporate references to Metro Rail Design Criteria, Southern California Regional Rail Authority (SCRRA) Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards.
- AQ-1 – Minor refinement to text regarding monthly updates to the comprehensive inventory list.
- AQ-3 – Minor refinements to clarify language.
- NV-1 – Updates to include a sound wall at Care First Village.
- NV-2 and NV-3 – Minor refinements to text for clarification and updates to include Care First Village and Metro Gateway Childhood Development Center (NV-2 only).
- BIO-1 – Minor refinements to text regarding qualified biologists.
- BIO-2 – Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements.
- BIO-3 – Minor refinements to text regarding the City of Los Angeles Protected Tree and Shrub Regulation.
- HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5, HWQ-7 – Minor refinements to text for grammar, clarification and to reflect updates to permits.
- HAZ-1, HAZ-2, HAZ-3, HAZ-5 – Minor refinements to text for grammar and clarification.
- HAZ-4, HAZ-6, and HAZ-8 – Minor refinements to reflect to address site specific instances and/or clarify how the measure shall be implemented.
- HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 (now consolidated as CUL-1 and CUL-2) – Previous cultural resources mitigation measures were identified with “HIST” naming convention. To align with subsequent treatment plans for archaeology and built environment resources, all provisions of HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 were consolidated within the new mitigation measures CUL-1 and CUL-2. HIST-2 was removed because it was determined no significant impact to William Mead Homes would occur and Mitigation Measure AES-1 still remains applicable.

- PAL-1 – Minor refinements to text regarding excavation depths and removal of pile driving exception language.
- PAL-2 and PAL-3 – Minor refinements to text to clarify language in each mitigation measure.

A summary of new mitigation measures and OMMs is below.

- OMM AQ-4 – One new measure added for construction air quality monitoring plan specific to William Mead Homes.
- MY TR-1 through MY TR-6, MY AQ-1, MY AQ-2, MY BIO-1, MY BIO-2, MY HWQ-1 through MY HWQ-5, MY GEO-1, MY HAZ-1 through MY HAZ-6, MY CUL-1, MY PAL-1 through MY PAL-3 – 26 new mitigation measures to reduce impacts associated with Malabar Yard railroad improvements.
- OMM MY SS-1 through MY SS-3, MY NV-1, MY NV-2, MY TR-7 through MY TR-12 – 11 new measures added to offset effects of the Malabar Yard railroad improvements.

After the close of the Draft SEIR public comment period, minor updates and refinements to mitigation measures were made, along with other minor technical edits to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation. A summary of the updates and refinements are as follows:

- Mitigation Measure TR-1
  - Revised Mitigation Measure TR-1 to include Los Angeles Union School District to the list of entities to coordinate with regarding the Construction TMP.
- Mitigation Measure AES-1
  - Revised Mitigation Measure AES-1 to state Metro's responsibility of future on-going maintenance of the proposed retaining wall/soundwall.
- Mitigation Measure NV-1
  - Revised Mitigation Measure NV-1 to specify timing of construction of the proposed retaining wall/sound wall to be prior to any construction activities, including demolition.
- Malabar Yard Mitigation Measure BIO-2
  - Revised Malabar Yard Mitigation Measure BIO-2 to remove all mentions of the City of Vernon Tree Protection Bylaw and replace with City of Vernon Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees).
- Malabar Yard Mitigation Measure TR-1
  - Revised Malabar Yard Mitigation Measure TR-1 to include Los Angeles Union School District to the list of entities to coordinate with regarding the Construction TMP, remove the City of Vernon as a responsible party, clarifying the city will not provide mitigation for the Malabar Yard railroad improvements, and add "the contractor" as an option

responsible for notifying City of Vernon business days in advance of street closures, detours, or temporary lane reductions.

6. Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)

After the close of the 45-day public comment period, a discrepancy in the traffic volume figures used to support the carbon monoxide (CO) hot-spot analysis and the traffic volume figures used to support the traffic impact analysis was identified.

The 2019 Final EIR Carbon Monoxide Screening Analysis was based on the 2031 and 2040 traffic volume figures to establish the conclusion that air quality would not significantly worsen; therefore, a re-assessment was performed on February 6, 2025 using the corrected traffic volume figures to verify the conclusions are still accurate for the 2031 and 2040 scenarios (by assessing the difference in traffic volumes between No Build and with Project).

CO Hot-Spot Analysis Traffic Volume Figures – During the re-assessment, it was determined that two of the four traffic volume figures that supported the Final EIR CO screening analysis were incorrectly appended to the 2019 *Final EIR Appendix H – Link US Air Quality and Health Risk Assessment Report* – Appendix F, Carbon Monoxide Hot-Spot Analysis. The figures to support the current CO hot-spot analysis were revised and replaced as summarized below:

- Figure 7-3 (2040 No Project Peak Hour Traffic Volumes) had a minor revision to Intersection #110 where there was a typo on the southbound AM Peak traffic volume along N Alameda St.
- Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-32 (2040 plus Project - Peak Hour Traffic Volumes) from the 2019 *Final EIR Appendix E – Link US Traffic Impact Assessment* – there was no change to traffic counts or volumes since the Final EIR was certified.

The Final SEIR cites supporting documentation with corrected figures to support the current CO hot-spot analysis conclusions in the Final SEIR.

Traffic Impact Analysis Traffic Volume Figures – During the re-assessment, it was determined that one of the traffic volume figures was incorrectly included in the *Link US Traffic Impact Assessment* that was circulated for public review with the Draft SEIR. After the close of the public comment period, the *Link US Traffic Impact Assessment*, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-31 (2031 plus Project - Peak Hour Traffic Volumes) from the 2019 Final EIR Appendix E – Link US Traffic Impact Assessment – there was no change to traffic counts or volumes since the Final EIR was certified.

CO Hot-Spot Analysis Re-Assessment – Utilizing the appropriate traffic volume figures for 2031 and 2040, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes and Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) identified in the revised *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment* Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation, a manual confirmation of the traffic volume increase from the no-build scenario was conducted.

The revisions to the traffic volume figures discussed above resulted in changes to the CO screening analysis as the incorrect values were originally depicted. Upon completion of this reanalysis, the conclusion that the Project would not result in a CO hot-spot did not change. This minor technical adjustment is acknowledged in Section 7.5.2 of the Final SEIR and Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation of the revised *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*.

7. Refinements to the Modified Proposed Project

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105. Based on public comments received during the 45-day public comment period related to historic preservation, comments from the SHPO and consulting parties as part of the Section 106 process, and engineering design opportunities that would reduce cost and avoid and reduce the magnitude and intensity of Project-related environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, refinements to the Modified Proposed Project were made and considered in the Final SEIR.

The design modifications/reductions associated with the refinements to the Modified Proposed Project are summarized below and shown in Figure 2-1.

- ***Retaining the Existing Vignes Street Bridge Instead of Replacing it –*** The refinements to the Modified Proposed Project would not require replacement of the Vignes Street Bridge because a run-through track alignment with 8 total run-through tracks requires a reduced raise of the railyard; however, space for a future sixth lead track in the throat area would be maintained. In conjunction with the removal of Garden Tracks the throat tracks supported by the Vignes Street Bridge would be configured to accommodate space for one new lead track over the existing bridge. South of the Vignes Street Bridge, the westernmost lead tracks through the throat area would be raised to tie into the raised platforms and associated Tracks 3 through 10 at the LAUS Rail Yard.
- ***Fewer Raised Platforms and Reduced Extent of Elevated Rail Yard*** –The refinements to the Modified Proposed Project would include an elevated rail yard; however, only four platforms would be raised nine feet to twelve feet higher than the existing condition, instead of six platforms raised to 15 feet as previously proposed. Platforms 2 through 5 and eight corresponding platform tracks (Tracks 3 to 10) would be raised. The reduced extent of the elevated railyard would still allow for the connecting run-through track viaduct to meet vertical clearance requirements for the El Monte Busway and US-101 (16.5 feet minimum vertical clearance per Caltrans standards). The platform and track allocation would include Platforms 2 and 5 allocated for SCRRA and Amtrak for regional/intercity rail trains and Platforms 3 and 4 (and Tracks 5 through 8) would be allocated to CHSRA for CHSRA trains - Platforms 3 and 4 would be constructed to meet level-boarding requirements. Platforms 6 and 7 would remain at existing grade with stub-end tracks and would continue to be allocated for SCRRA and Amtrak long distance trains.

The reduced extent of the elevated rail yard also decreases the length required for the elevated rail yard. As discussed above, lead tracks through the throat area would begin south of the Vignes Street Bridge thereby allowing for the existing Vignes Street Bridge to remain in place.

- ***Partial Reconstruction of Cesar Chavez Avenue Bridge*** – The refinements to the Modified Proposed Project would include partial reconstruction of the portion of the existing railroad bridge over Cesar Chavez Avenue, instead of a full reconstruction as previously proposed. As the rail yard would only be partially elevated, only the western portion of the bridge that would support the four new platforms is required to be reconstructed.
- ***Reduced Extent of Concourse-Related Improvements*** – The refinements to the Modified Proposed Project would include several reductions to the extent of concourse-related improvements, as summarized below.
    - *Removal of West Plaza* and West Plaza Canopy – The West Plaza, as well as modifications to the baggage handling operations and ticketing services within the Amtrak building, would be removed as part of the refinements to the Modified Proposed Project. No modifications to the exterior loading dock or parking area outside of the Amtrak building would be required.
    - *Reduced Width of Expanded Passageway* – The width of the expanded passageway would be 100-feet-wide instead of 140-feet-wide, as previously proposed.
    - *Reduced Canopy Coverage and Change in Type* – Removal of the West Plaza would no longer require canopy coverage for this area. Individual canopies would extend up to 25 feet above the 4 new platforms. Rail Yard Canopy Design Option 2 (Grand Canopy over Rail Yard) is not feasible to be implemented in conjunction with the Modified Proposed Project because all platforms would be required to be raised to support a Grand Canopy. Furthermore, the Grand Canopy was planned to connect to the West Plaza Canopy, which was also removed from the Modified Proposed Project.
- ***Fewer Run-Through Tracks on Single Aerial Viaduct from LAUS to West Bank of Los Angeles River*** – The Modified Proposed Project considered in the Draft SEIR included 10 run-through tracks for regional/intercity trains and HSR trains and the refinements to the Modified Proposed Project would include 8 run-through tracks for regional/intercity trains and HSR trains. A single aerial viaduct would support the run-through tracks instead of a combination of viaducts and retained fill embankments, as previously proposed. The single aerial viaduct would extend from LAUS, over US-101, north Commercial Street, over Center Street, and over the lowered Amtrak lead track before transitioning to a retained fill section at the BNSF West Bank Yard. With fewer run-through tracks, the corresponding width of the portion of the viaduct over US-101 has been substantially reduced from 205-feet-wide as previously proposed to 75-feet-wide as currently proposed.

South of the elevated platforms at LAUS, the 8 run-through tracks would converge to 4 run-through tracks on the portion of the viaduct that extends over US-101. The run-through tracks would converge again to 2 run-through tracks on the portion of the viaduct west of Center Street.

The refinements to the Modified Proposed Project would still accommodate 4 run-through tracks for HSR trains that would be available for northbound/southbound bidirectional CHSRA operations at LAUS. Similarly, 4 run-through tracks for regional/intercity trains would accommodate northbound/southbound bidirectional operations.

2.6 Supplemental EIR Evaluation

2.6.1 Changed Circumstances

Environmental Topics Addressed in the Final SEIR and Supplemental Findings

Six environmental topic areas required additional analysis due to the nature of the changed circumstances. The environmental topic areas addressed in the Final SEIR and Supplemental Findings are as follows:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Cultural Resources
- Land Use and Planning
- Noise and Vibration
- Transportation

For the refinements to the Modified Proposed Project considered in the Final SEIR, all CEQA environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines were reviewed and addressed to confirm the magnitude and intensity of impacts for the Modified Proposed Project considered in the Draft SEIR are reduced. Therefore, the Supplemental Findings for the Modified Proposed Project are focused to the six environmental topics above.

Environmental Topics Not Addressed in the Final SEIR and Supplemental Findings

The following thirteen environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines would not be significantly affected by the identified changed circumstances as compared to the Final EIR and CEQA Addendum No. 1; and therefore, are not addressed in detail in the Final SEIR and Supplemental Findings. Those environmental topic areas include:

- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Geology and Soils (including Paleontological Resources)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.6.2 Malabar Yard Railroad Improvements

All CEQA environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines were addressed for the Malabar Yard railroad improvements in the Final SEIR and Supplemental Findings.

2.7 Offsetting Mitigation Measures in Response to Community Input

2.7.1 Modified Proposed Project

Metro sought input from minority and/or low-income communities as part of the Draft SEIR public review process to understand community concerns about the Project and its potential effects. Public notification and outreach included, but was not limited to William Mead Homes, Care First Village, Little Tokyo, and First 5 LA. Input provided by the Little Tokyo community, First 5 LA, and residents of William Mead Homes was evaluated and determined to have been previously addressed by design features, construction phasing, and mitigation measures. For example, Quiet Zone infrastructure would be constructed at North Main Street near William Mead Homes, noise walls would be constructed at William Mead Homes and Care First Village, and construction haul routes would not travel adjacent to First 5 LA or through the Little Tokyo District. As a result of coordination with HACLA and based on comments received after the 45-day public comment period, Mitigation Measure NV-1, Construct Sound Walls, was revised to include additional detail about the timing and future maintenance of the sound wall at William Mead Homes.

At the request of HACLA, Metro adopted Offsetting Mitigation Measure (OMM)-4 to complement existing construction mitigation measures to further limit impacts and be sensitive to community feedback related to William Mead Homes, a minority and/or low-income community with

immediate proximity to construction. OMMs are separate from the direct mitigation measures in the Draft SEIR and separate from improvements required by local, state, or federal mandates. OMM AQ-4 is incorporated in the MMRP.

OMM AQ-4, Construction Air Quality Monitoring at William Mead Homes provides an opportunity to limit construction-related air quality effects to public health and provides additional environmental controls to offset potential localized construction-related air quality effects. OMM AQ-4 will complement AQ-1, Fugitive Dust Control, AQ-2, U.S. EPA Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment, and AQ-3, Adaptive Air Quality Management Plan.

Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the U.S. EPA. This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5 mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also provide contact information for a construction representative to be identified for inquiries by residents of the William Mead Homes community and guidance for community notifications.

Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public.

OMM AQ-4 consists of monitoring during construction and does not include infrastructure development or construction, therefore, it would not result in physical impacts on the environment.

2.7.2 Malabar Yard Railroad Improvements

After the close of the Draft SEIR 45-day public comment period, Metro coordinated substantially with the City of Vernon staff to develop community improvements that could be implemented in the community. In response to concerns raised by the City of Vernon and in consideration of the historic and cumulative effects that the community has experienced that create more adverse existing conditions, Metro proposed a suite of community improvements to offset the significant

impacts of the Malabar Yard railroad improvements. The City requested additional community improvements, and Metro expanded the suite of community improvements to accommodate the City's requested improvements. Metro has evaluated these community improvements, and in consideration of the potential for impacts on the City of Vernon community, Metro adopted these community improvements as OMMs.

The proposed OMMs were developed through engagement with the City of Vernon and would complement the City's planning initiatives as part of the Westside Zone Change and General Plan Amendment and further citywide goals and objectives. The OMMs are separate from the direct mitigation measures in the Draft SEIR; and separate from improvements required by local, state, or federal mandates.

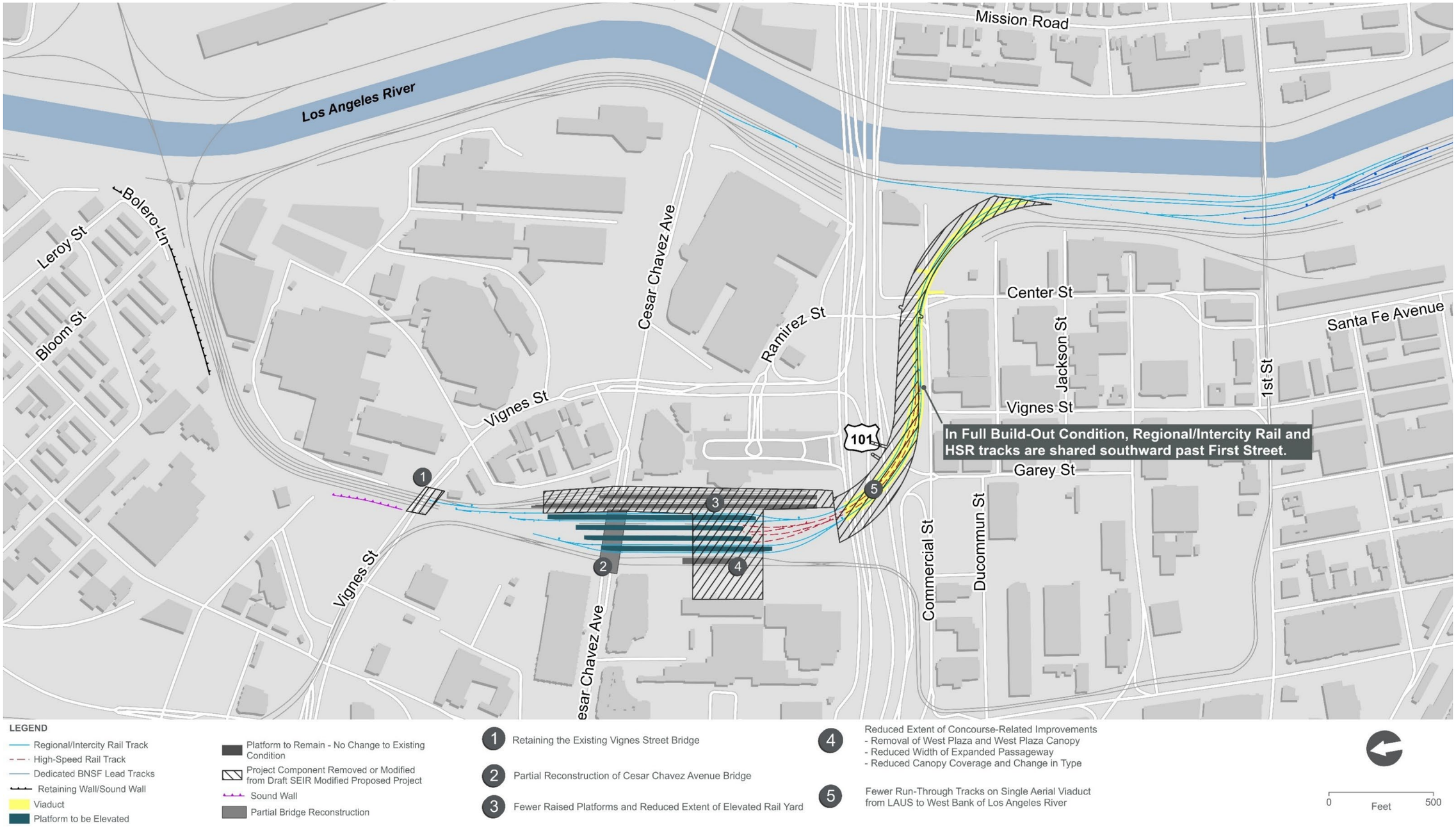
The following list is a summary of the community improvements proposed as OMMs in the Final SEIR and incorporated in the MMRP:

- OMM MY SS-1. Train Detection Cameras - New train detection cameras would be installed at four existing at-grade crossings at 37th Street, 38th Street, Vernon Avenue, and Pacific Boulevard.
- OMM MY SS-2. Mobile Emergency Operations Center (EOC) - Metro would provide funding for a new Mobile EOC to provide the City of Vernon with redundancy in its emergency management system. It would serve as a backup or field EOC during large scale events or natural disasters.
- OMM MY SS-3. Communications and Radio-Systems Upgrade – Upgrades to communication and radio systems would improve coordination and response among different departments and agencies, such as the police department, public utilities department, public works department, and the LA County fire department, which serves the City of Vernon.
- OMM MY NV-1. Quiet Zone Design and Physical Infrastructure – New safety infrastructure to support a future Quiet Zone, where train horns would not be routinely sounded, would be designed and installed at five grade crossing locations: 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, and 49th Street.
- OMM MY NV-2. Quiet Zone Technical Support. Associated with OMM MY NV-1, Metro, BNSF and the City of Vernon will enter into an agreement for Metro to provide technical support and help the City of Vernon to complete the regulatory process for a Quiet Zone designation along the Harbor Subdivision.
- OMM MY TR-7. High Visibility Crosswalk, Mid-Block Location - A high visibility crosswalk would be installed at Santa Fe Avenue near the Vernon City Elementary School and the Holy Angels Catholic Church of the Deaf.
- OMM MY TR-8. High Visibility Intersection Crosswalk Improvements with Cool Street Paving – new high visibility crosswalk improvements would be implemented at the intersections of Santa Fe Avenue with 37th Street, 38th Street, Vernon Avenue, Pacific

Boulevard, and Fruitland Avenue, and at the intersections of 46th Street with Pacific Boulevard and Seville Avenue.

- OMM MY TR-9. Bus Shelters – new bus shelters would be installed at 25 locations throughout the city.
- OMM MY TR-10. Pan/Tilt/Zoom (PTZ) Smart Cameras, Software, and Screens for Traffic Monitoring. Metro would provide funding for new PTZ cameras at five intersections (Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at Malabar Street, Vernon Avenue at Santa Fe Avenue, and Pacific Boulevard at Santa Fe Avenue).
- OMM MY TR-11. AI-Based Traffic Control System (Traffic System Upgrades) - Metro would provide funding for 47 new traffic controllers and associated software to enable signal controls to adapt to real time traffic conditions, improving traffic circulation and safety for the community, particularly at the 46th Street and Seville Avenue, where queueing is expected to occur.
- OMM MY TR-12. Metro Transit Oriented Communities Program Support. Metro would provide the City with support under the Metro Transit Oriented Communities (TOC) Program. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites identified in the 2023 Vernon Westside Zone Change and General Plan Amendment.

Figure 2-1. Refinements to the Modified Proposed Project – Overview of Modifications and Refinements



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3.0 Modified Proposed Project and Malabar Yard Railroad Improvements

3.1 Modified Proposed Project

3.1.1 Project Location and Study Area

The Modified Proposed Project consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 3-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The northern Project limit is at North Main Street (Mile Post 1.18) and the southern Project limit is in the vicinity of CP Olympic, south of Interstate 10 and Olympic Boulevard (Mile Post 142.70).

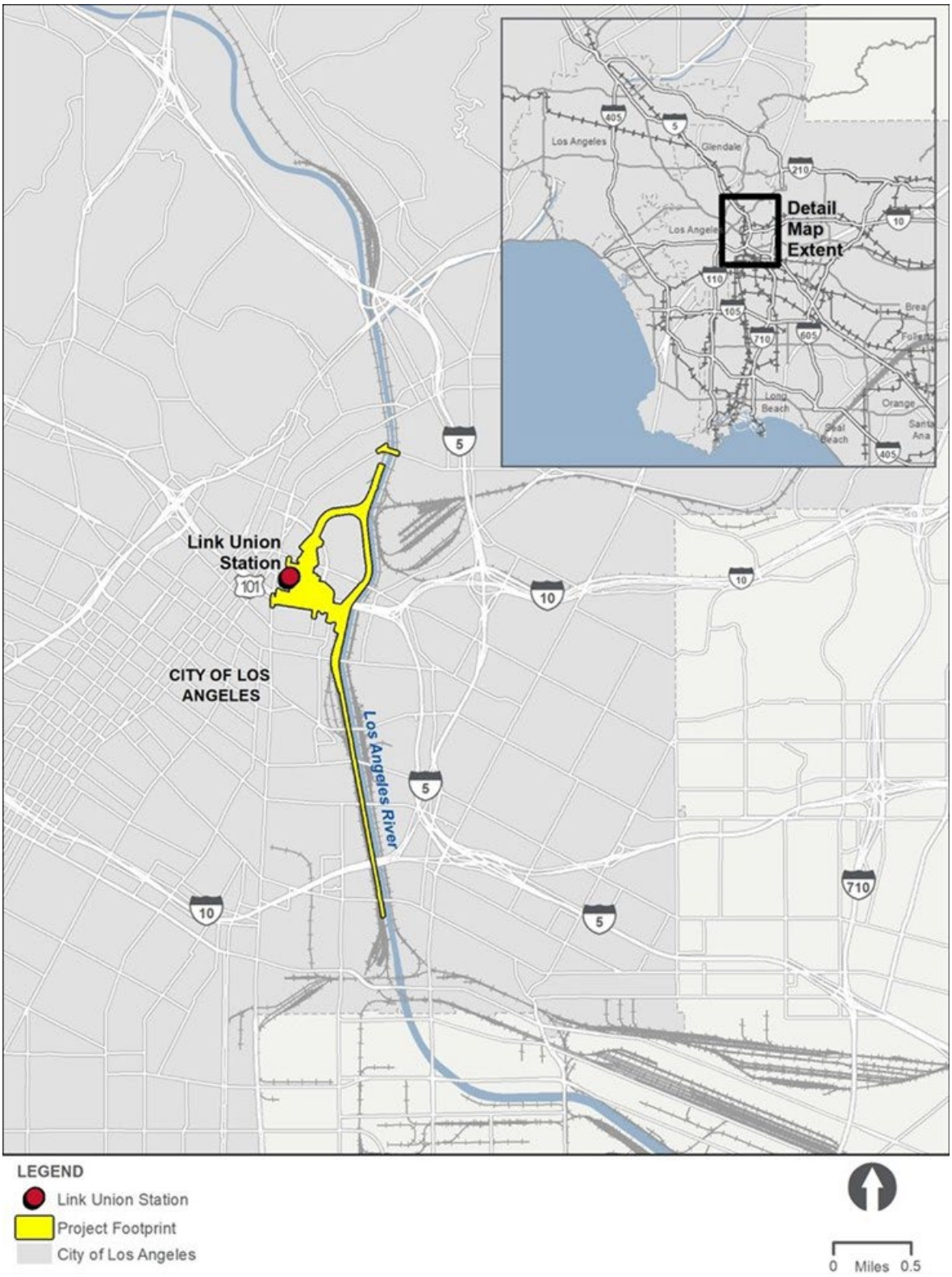
Figure 3-2 depicts the Project study area, which is generally used to characterize the affected environment, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements at and within the vicinity of LAUS. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes CP Chavez and the area north of the platforms at the LAUS rail yard, from North Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. The Garden Tracks (stub-end tracks where private train cars are currently stored) are also located just north of the platforms. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard

(Division 20 Rail Yard), BNSF Railway (BNSF) West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

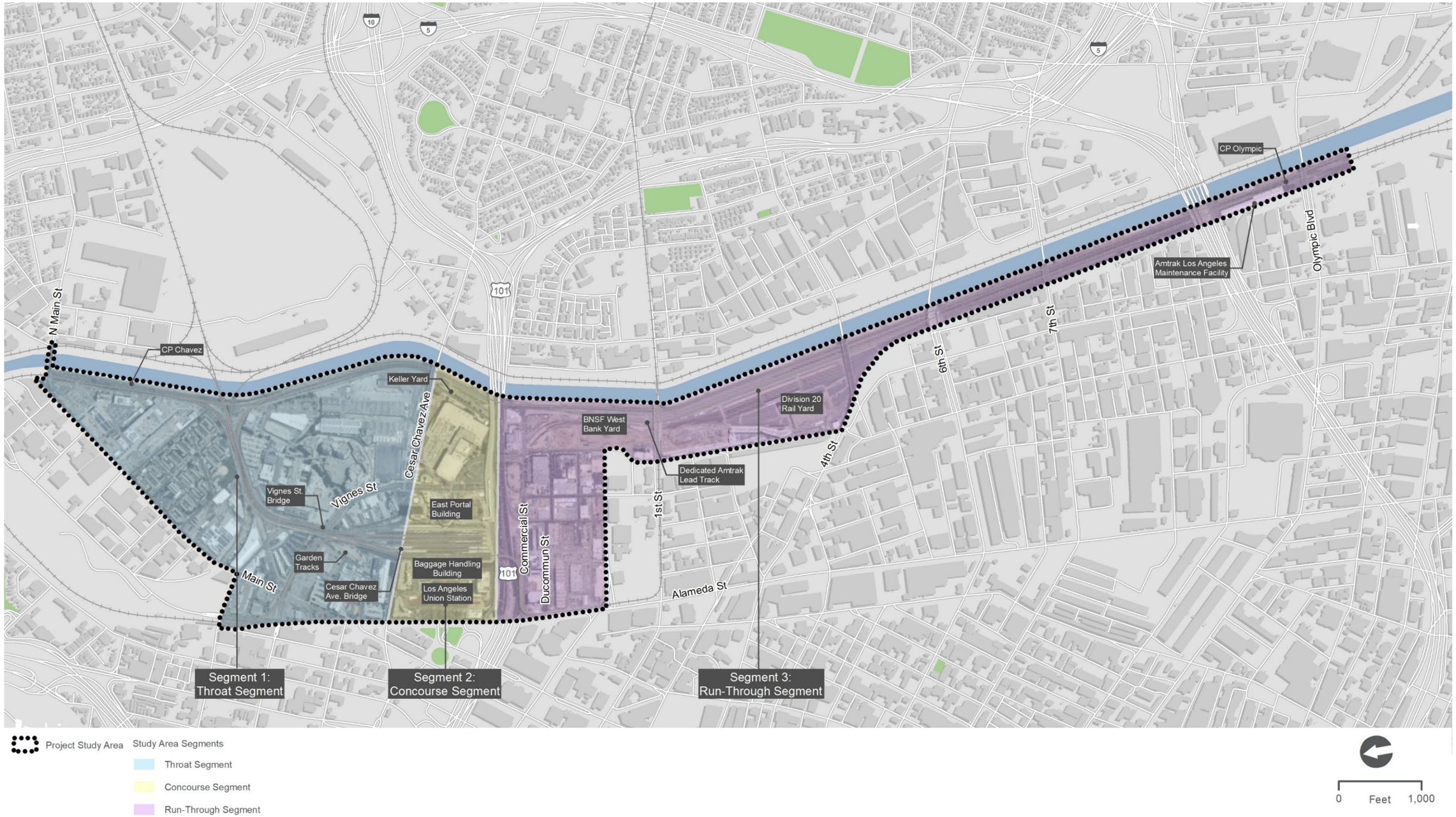
The Project study area has a dense street network ranging from major highways to local city streets. The roadways within the Project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

Figure 3-1. Project Location and Regional Vicinity



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Figure 3-2. Project Study Area



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3.1.2 Key Components

The key components associated with the Modified Proposed Project with refinements considered in the Final SEIR are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Modified Proposed Project considered in the Final SEIR would include subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks south of the Vignes Steet Bridge leading to the rail yard. The Modified Proposed Project considered in the Final SEIR would include the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. A portion of the existing Cesar Chavez Avenue Bridge would be reconstructed; however, no modifications or replacement to the Vignes Street Bridge would be required. North of CP Chavez on the west bank of the Los Angeles River, the Modified Proposed Project considered in the Final SEIR includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Segment 2: Concourse Segment (partially elevated rail yard and expanded passageway)** – The Modified Proposed Project considered in the Final SEIR includes a partially elevated rail yard, partially reconstructed Cesar Chavez Avenue Bridge, and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately nine to twelve feet. Four passenger platforms would be reconstructed on the partially elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1 would continue to serve the Gold Line, and Platforms 6 and 7 serving SCRRA, Amtrak, and Amtrak long distance trains would continue to operate stub ended at present elevation. The pedestrian passageway would be expanded at the current grade to a 100-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space east of the elevated rail yard (East Plaza). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. New canopies that would extend 25 feet over each of the four new reconstructed platforms are proposed. New individual canopies would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms.

- **Segment 3: Run-Through Segment (8 run-through tracks)** – The Modified Proposed Project considered in the Final SEIR includes 8 new run-through tracks on a single aerial viaduct south of LAUS in Segment 3 of the Project study area (run-through segment). The Modified Proposed Project considered in the Final SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support run-through tracks for both regional/intercity rail trains and HSR trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Modified Proposed Project considered in the Final SEIR would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communication systems; modifications to the main line tracks on the west bank of the Los Angeles River; lowering of the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

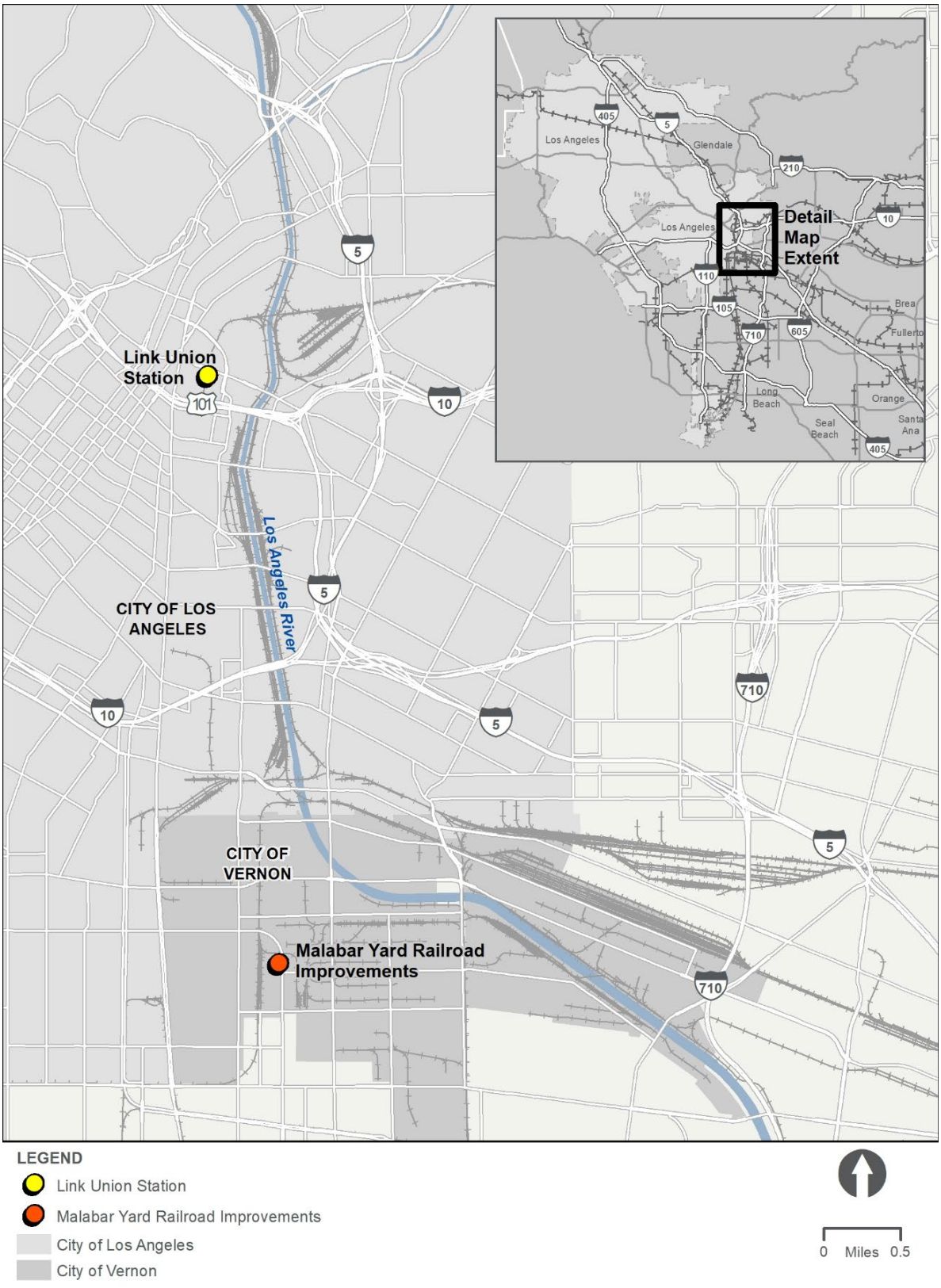
3.2 Malabar Yard Railroad Improvements

3.2.1 Project Location and Study Area

BNSF's Malabar Yard is approximately 8 acres located on the Harbor Subdivision approximately 3.9 miles south of LAUS in the City of Vernon, California (Figure 3-3). The railroad improvements are located in the vicinity of Malabar Yard primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, in the City of Vernon, California.

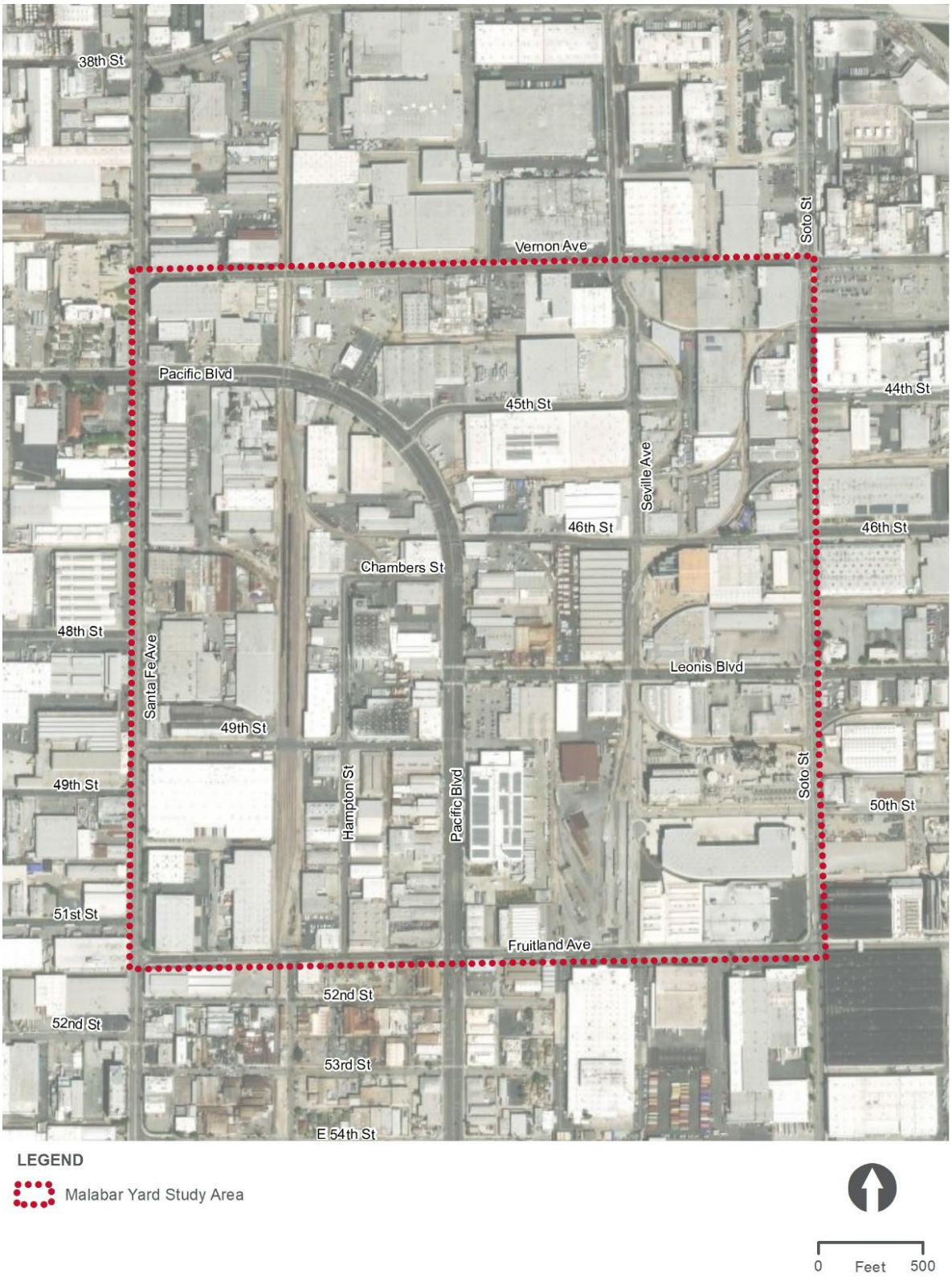
The Malabar Yard study area is bound on the north by Vernon Avenue, to the east by Soto Street, to the south by Fruitland Avenue, and to the west by Santa Fe Avenue and is generally used to characterize the affected environment at, and within, the vicinity of Malabar Yard, unless otherwise specified, to support the environmental evaluation of railroad improvements in the City of Vernon (Figure 3-4). The Malabar Yard study area is primarily industrial. Existing businesses in the area include warehouses, wholesale and distribution services, and other commercial enterprises. Roadways in the vicinity of the proposed railroad improvements include Pacific Boulevard, Seville Avenue, Santa Fe Avenue, Fruitland Avenue, Soto Street, 46th Street, and 49th Street.

Figure 3-3. Location and Regional Vicinity



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Figure 3-4. Malabar Yard Study Area



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3.2.2 Malabar Yard Railroad Improvements Design Options

An overview of the Malabar Yard railroad improvements and the design options considered at each location are described below:

- ***49th Street Closure –*** Closure of the at-grade railroad crossing at 49th Street would accommodate BNSF storage capacity at the BNSF Malabar Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are being considered for a closure of the at-grade crossing at 49th Street, as described below:
    - 49th Street Closure Design Option 1 – Offset Cul-de-Sac: this design option includes a typical cul-de-sac configuration with a rounded curve edge, with the offset being the portion of the roadway that encroaches into private property south of the existing roadway.
    - 49th Street Closure Design Option 2 – Hammerhead Cul-de-Sac: this design option includes a non-typical cul-de-sac configuration in the shape of a "T," with areas on each side of the existing roadway for large trucks to maneuver in and out of adjacent private properties.
- ***46th Street Connector –*** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are being considered for a new track connection along 46th Street as described below:
    - 46th Street Connector Design Option 1 – Southern Alignment: this design option includes an alignment that encroaches into multiple private properties on the south side of 46th Street to avoid narrowing and/or reconfiguration of the existing roadway between Pacific Boulevard and Seville Avenue.
    - 46th Street Connector Design Option 2 – Northern Alignment: this design option includes an alignment that avoids most private properties on the south side of 46th Street and includes narrowing and/or reconfiguration of the existing roadway between Pacific Boulevard and Seville Avenue.

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4.0 Statutory Requirements

The CEQA Guidelines require that no public agency shall approve or carry out a project which identifies one or more significant environmental impacts of a 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.
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.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

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 the implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency (Guidelines Section 15091(a)(b)). For those significant impacts that cannot be mitigated to a less than significant level, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (CEQA Section 21081(b) and Guidelines Section 15093). If such findings can be made, the Guidelines state in Section 15093 that “the adverse environmental effects may be considered acceptable.” CEQA also requires that findings made pursuant to Section 15091 be supported by substantial evidence in the record (CEQA Guidelines, Section 15091(b)). Under CEQA, substantial evidence means enough relevant information has been provided (reasonable inferences from this information may be made) to support a conclusion, even though other conclusions might also be reached. Substantial evidence includes facts, reasonable assumptions predicated on facts, and expert opinion supported by facts (CEQA Guidelines, Section 15384).

The findings reported in the following pages incorporate the facts and discussions in the Final SEIR for the Project as fully set forth therein. For each of the significant impacts associated with the Project, the following sections are provided:

- *Impact*: A specific description of the environmental effects identified in the Final SEIR.
- *Finding*: One or more of the three specific findings set forth in CEQA Guidelines Section 15091.

- *Mitigation Measures*: Identified feasible mitigation measures or actions that are required as part of the project and, if mitigation is infeasible, the reasons supporting the finding that the rejected mitigation is infeasible.
- *Rationale*: A summary of the reasons for the finding(s).

4.1 Record of Proceedings

For the 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 which are in the custody of Metro Records Management Center, One Gateway Plaza, Plaza Level, MS 99-PL-5, Los Angeles, California 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Project
- The Draft SEIR dated June 2024, including all associated technical appendices and documents that were incorporated by reference
- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the 45-day public comment period of the Draft SEIR; and responses to those comments
- The Final SEIR dated October, 2025, including all associated technical appendices and documents that were incorporated by reference
- The Mitigation Monitoring and Reporting Program
- All findings and resolutions adopted by Metro in connection with the Project; and all documents cited or referenced to therein
- All final technical reports, studies, 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
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5.0 Findings - Modified Proposed Project

5.1 Environmental Impacts Found to be Less than Significant After Mitigation

5.1.1 Aesthetics

Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings (Operations)

Impact 7.5.1-C The Modified Proposed Project would introduce a new linear infrastructure element (retaining walls/sound walls) to the visual landscape that would contribute to a substantial degradation to existing visual character for the residents of William Mead Homes, Care First Village, and Mozaic Apartments. The retaining walls would present dominant features substantially larger than any of the current surroundings within the residential community. Construction of the sound walls on top of the retaining walls would further contribute to the form, dominance, and scale because a higher wall would be constructed at William Mead Homes and Care First Village, resulting in a change to the existing visual quality. Viewer response would be high at William Mead Homes and Care First Village; therefore, visual impacts would be high. In addition, viewer response would be moderately high for residents at the Mozaic Apartments because exposure to a larger bridge over Cesar Chavez Avenue, the elevated rail yard, and new retaining walls would diminish current views for some units, thereby resulting in a change to existing visual character. As such, a moderately high level of viewer response at the Mozaic Apartments would result in moderately high visual impacts.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

AES-1 **Aesthetic Treatments:** Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining wall/sound wall. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases,

right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.

Rationale Mitigation Measure AES-1 requires Metro to design the retaining walls/sound walls in consideration of the scale and architectural style of the adjacent William Mead Homes complex and Care First Village. As part of Mitigation Measure AES-1, Metro will be required to coordinate the Housing Authority of the City of Los Angeles (HACLA) and Care First Village regarding aesthetic enhancements to the retaining walls/sound walls. Materials, color, murals, landscaping, and/or other aesthetic treatments would be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Mitigation Measure AES-1 would reduce impacts to a level less than significant.

Create a New Source of Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area (Construction)

Impact 7.5.1-D During nighttime construction activities, temporary lighting would be used for certain construction activities. Due to the proximity of Care First Village to the construction work zone, residents of Care First Village would be exposed to higher levels of lighting during the nighttime hours for a temporary duration throughout Project construction.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

AES-2 **Minimize Nighttime Work and Screen Direct Lighting:** Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.

Rationale Mitigation Measure AES-2 requires the construction contractor to install temporary lighting in a manner that directs light toward the construction area and to install temporary shields as necessary so that light spill does not occur into residential areas. To the maximum extent feasible, nighttime construction activities near residential areas will be avoided. Mitigation Measure AES-2 would reduce construction-related light impacts for the residents of Care First Village to a level less than significant.

5.1.2 Air Quality and Greenhouse Gas Emissions

Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region is Nonattainment Under an Applicable Federal or State Ambient Air Quality Standard (Operations)

Impact 7.5.2-B The Modified Proposed Project would have potential long-term operational air quality impacts from increased train activity, mobile source emissions associated with vehicular trips in the Project study area, and stationary source emissions from on-site energy consumption. The Modified Proposed Project's net increase in daily emissions would exceed the South Coast Air Quality Management District's (SCAQMD) threshold for NO_x.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

AQ-3 **Adaptive Air Quality Mitigation Plan**: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.

Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.

On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union

Station, and CalSTA, shall either implement rail fleet emerging technologies consistent with *2018 California State Rail Plan* Goal 6: *Practice Environmental Stewardship*, Policy 4: *Transform to a Clean and Energy Efficient* Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Project study area.

After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the Project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.

Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:

- Electric multiple unit systems.
- Diesel multiple units.
- Battery-hybrid multiple units.
- Renewable diesel and other alternative fuels.

Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Project study area.

Rationale

Mitigation Measure AQ-3 would require implementation of emerging technologies to reduce the CO, NO_X, reactive organic gases, PM_{10}, and $PM_{2.5}$ exhaust emissions by 10, 10, 5, 30, and 30 percent, respectively. Mitigation Measure AQ-3 also requires an adaptive air quality mitigation plan to be implemented, in conjunction with replacement of the rail fleet with zero- or low-emission locomotives consistent with the 2018 California State Rail Plan,

to achieve a reduction of pollutant concentrations below a level that would not exceed SCAQMD's 10 in 1 million cancer risk threshold at any of the residential uses in the Project study area. To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. Metro will coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Project study area.

With implementation of Mitigation Measure AQ-3, the net increase in daily emissions would be reduced to below the SCAQMD thresholds. Therefore, upon implementation of Mitigation Measure AQ-3, impacts would be reduced to a level less than significant.

Expose Sensitive Receptors to Substantial Pollutant Concentrations (Construction and Operations)

Impact 7.5.2-C **Construction Impacts:** Project construction would result in emissions of diesel particulate matter from heavy-duty construction equipment and trucks operating in the Project study area (e.g., water trucks and haul trucks). Diesel particulate matter is characterized as a toxic air contaminant by the California Air Resources Board. Cancer risk is defined as the increase in lifetime probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased probability in 1 million. Based on the modeled cancer risks during construction, the peak cancer risks during construction would exceed the SCAQMD's threshold of 10 in 1 million at the following receptors:

- Hilda L. Solis Care First Village – 26.5 in 1 million
- William Mead Homes – 28.6 in 1 million
- Mission Road Residences – 10.5 in 1 million
- Mozaic Apartments – 82.0 in 1 million
- Metro Gateway Childhood Development Center – 74.9 in 1 million

Operational Impacts: Implementation of the Modified Proposed Project would alter the flow of rail operations within the Project study area. In addition, the Modified Proposed Project would facilitate an increase in rail operations in the future by increasing the current train capacity. When compared with conditions without the project, the project-related increase in cancer risk would exceed SCAQMD's threshold of 10 in 1 million. However, when compared to the existing (2016) conditions, the cancer risks would be substantially lower at all

of the receptor locations. The reductions between the existing and future conditions is due to the gradual replacement of the existing rail fleet with new Tier 4 locomotives.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

AQ-1 **Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.

- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operations at the site and obtain CARB Portable Equipment Registration with the state or local district permit for the portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in Project specifications and shall be implemented by the construction contractor.

AQ-2 **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

AQ-3 **Adaptive Air Quality Mitigation Plan**

Rationale Mitigation Measures AQ-1 requires the construction contractor to implement construction emission control measures as specified in the project specifications. Construction emission control measures include demonstrating how the construction fleet is consistent with Metro's Green Construction Policy requirements, ensuring all construction equipment is properly tuned and maintained, minimizing idling time to 5 minutes, and utilizing existing power sources (e.g. power poles) or clean fuel generators rather than temporary power generators. Mitigation Measure AQ-2 requires all off-road equipment to meet or exceed U.S. EPA's Tier 4 final emissions standards and to be fueled using 100 percent renewable diesel. The anticipated peak cancer risk at all modeled receptors would be below the SCAQMD's threshold of 10 in 1 million with implementation of Mitigation Measures AQ-1 and AQ-2. After mitigation,

the peak cancer risk at the previously mentioned receptors would be reduced to below the SCAQMD's threshold of 10 in 1 million:

- Hilda L. Solis Care First Village – 2.7 in 1 million
- William Mead Homes – 2.9 in 1 million
- Mission Road Residences – 1.1 in 1 million
- Mozaic Apartments – 8.4 in 1 million
- Metro Gateway Childhood Development Center – 7.7 in 1 million
- Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce cancer risk impacts to a level less than significant.

Mitigation Measure AQ-3 requires an adaptive air quality mitigation plan to be implemented, in conjunction with replacement of the rail fleet with zero- or low-emission locomotives consistent with the 2018 California State Rail Plan, to achieve a reduction of pollutant concentrations below a level that would not exceed SCAQMD's 10 in 1 million cancer risk threshold. For operations, Mitigation Measure AQ-3 would reduce the locomotive emissions by 30 percent in 2026 and by 50 percent in 2031 and 2040 in addition to the Tier 4 locomotive assumptions.

Upon implementation of Mitigation Measure AQ-3, the operational health risk impacts would be reduced to a level less than significant.

5.1.3 Cultural Resources

Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to §15064.5 (Construction and Indirect)

Impact 7.5.3-B **Construction Impacts:** Ground disturbance during construction for any phase of the project has a high potential to impact recorded and unrecorded archaeological deposits in this highly sensitive area of direct impacts because project components, such as bridges, would have deep excavations. A single multicomponent NRHP/CRHR-eligible resource, Archaeological Site CA-LAN-1575/H, is recorded within the area of direct impacts, and there is also the potential to encounter previously unrecorded archaeological resources buried within the area of direct impacts. Archaeological Site CA-LAN-1575/H is situated throughout the entire LAUS footprint and likely extends further than the currently defined boundary. Ground-disturbing construction activities during any phase of work would occur in areas known to contain Archaeological Site CA-LAN-1575/H and in areas that may contain previously undiscovered prehistoric and historical archaeological features or sites.

Indirect Impacts: The Modified Proposed Project would result in an indirect impact to archaeological resources during construction resulting from looting or vandalism activities by construction personnel due to increased accessibility to archaeological resources.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

CUL-1 **Archaeological Treatment Plan (ATP):** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- Research design – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- Site-specific sensitivity model – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological

reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.

- Phased testing, evaluation, and data recovery of known features and deposits – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.
- Archaeological and Native American monitoring – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- Provisions for the inadvertent discovery of archaeological features or deposits – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These

provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.

- Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the NAHC as the Most Likely Descendant, and in accordance with applicable regulations.
- Public participation or outreach plan for CA-LAN-1575/H – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.
- Cultural resource WEAP training – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- Standards for reporting – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.

- Guidelines for curation – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993).
- Covenant for transfer of responsibilities under Section 5024 of the California PRC – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California PRC to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.

Rationale

Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. This plan will be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused Worker Environmental Awareness Program Training (WEAP) training that will be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Mitigation Measures CUL-1, impacts would be reduced to a level less than significant.

Disturb any human remains, including those interred outside of formal cemeteries (Construction)

Impact 7.5.3-C Ground-disturbing construction activities associated with the Project during all phases of work would occur in areas with the potential to contain human remains.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

CUL-1 **Archaeological Treatment Plan (ATP)**

Rationale Mitigation Measure CUL-1 requires construction be halted in the area where remains are found, notification to all applicable parties, and the proper treatment of human remains as determined through consultation with the Native American tribe identified by the Native American Heritage Commission as the Most Likely Descendant. All parties involved will ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. These provisions will be further detailed in the ATP. Implementation of Mitigation Measure CUL-1 would reduce impacts to a level less than significant.

5.1.4 Land Use and Planning

Cause a Significant Impact Due to a Conflict with Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect (Operation)

Impact 7.5.4-B The permanent loss of storage tracks at the BNSF West Yard as part of the Modified Proposed Project would conflict with policies, programs, and goals contained in the City of Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040 that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street): Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:

- 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

Rationale Mitigation Measure TR-3 is proposed to implement railroad improvements at BNSF's Malabar Yard. Implementation and operation of the 49th Street Closure and 46th Street Connector would offset the loss of storage track capacity at the BNSF West Bank Yard through implementation of railroad improvements at Malabar Yard.

Upon implementation of the railroad improvements associated with Mitigation Measure TR-3, significant impacts associated with conflicts with plans that promote goods movement would be reduced to a level less than significant.

5.1.5 Noise and Vibration

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 (Operations)

Impact 7.5.5-A In the 2031 and 2040 condition, the Project would result in severe operational noise impacts to noise-sensitive receptors including William Mead Homes, Mozaic Apartments, and Care First Village.

- In the 2031 condition, moderate impacts would occur at 34 multifamily dwelling units (16 William Mead Homes dwelling units, 15 Care First Village dwelling units and 3 Mozaic Apartment dwelling units) and severe impacts at 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 Care First Facility dwelling units) and one park/athletic field near William Mead Homes.
- In the 2040 condition, moderate impacts would occur at 25 multifamily dwelling units (16 dwelling at William Mead Homes and 9 dwelling units at the Mozaic Apartments) and severe impacts would occur at 34 multifamily dwelling units (24 dwelling units at the William Mead Homes complex and 10 dwelling units at Care First Village units) and 1 park/athletic field near William Mead Homes.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

NV-1 **Construct Sound Walls:** As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad ROW and shall extend to 22 feet in height and 1,144 feet long to reduce operational noise impacts to William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad ROW and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot.

Rationale Mitigation Measure NV-1 requires the construction of a sound wall up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes and another wall up to 13-feet in height and 347 feet long to

reduce operational noise impacts at Care First Village. Construction of the sound walls for the Modified Proposed Project would mitigate significant impacts on William Mead Homes and Care First Village in 2031 and 2040 by blocking the line of sight from the receptors to the noise source (e.g., locomotives and railcars). A sound wall's effectiveness is a function of the path length difference between the noise source (trains), receiver (William Mead Homes and Care First Village residents), and wall. The projected sound levels at the receiver decrease in response to the placement of a sound wall, which increases the path length difference. Upon implementation of Mitigation Measure NV-1, noise levels at the severely-impacted units would be reduced at impacted locations. Based on these reductions, upon implementation of mitigation, significant operational noise impacts would be reduced to a level less than significant.

Generation of Excessive Groundborne Vibration or Groundborne Noise Levels (Construction)

Impact 7.5.5-B Construction of the Modified Proposed Project would result in temporary vibration from use of heavy equipment and machinery. Temporary vibration from use of heavy equipment and machinery, including the pile driver and vibratory roller) would exceed FTA's frequent impact threshold for Category 2 land uses of 72 VdB (velocity in decibels), including Care First Village. From an annoyance perspective, impact pile driving would be characterized as a frequent source of vibration, as there would be more than 70-pile strikes (i.e., events) per day. Mozaic Apartments are the nearest sensitive land uses and are within 300 feet from pile driving activities (if this construction technique is utilized). Additionally, use of the vibratory roller may occur near some sensitive land uses continuously over the course of several days and would be considered a frequent vibration source during construction. The vibratory roller would be used in closer proximity to sensitive areas, such as William Mead Homes and Care First Village (Category 2 land use).

Vibration from construction of the Modified Proposed Project could be considered an annoyance to residential land uses situated within approximately 300 feet of an impact pile driver and 140 feet of the vibratory roller. Because construction would occur within 300 feet of an impact pile driver and 140 feet of the vibratory roller from sensitive land uses, a severe impact would occur related to William Mead Homes, Mozaic Apartments, and Care First Village from an annoyance perspective.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

NV-2 **Employ Noise- and Vibration-Reducing Measures during Construction:** The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:

- Design considerations and project layout:
  - Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction activities and noise-sensitive receivers.
  - Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.
  - Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.
  - When in use, locate equipment on the construction site as far away from noise-sensitive sites as possible.
  - Construct walled enclosures around especially noisy activities or clusters of noisy equipment (e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).
- Sequence of operations:
  - Restrict pile driving to daytime periods.
  - Combine loud operations to occur in the same time period.
    - The total noise level produced would not be substantially greater than the level produced if the operations were performed separately.
  - Avoid nighttime activities to the maximum extent feasible.
    - Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
- Alternative construction methods:
  - Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.

- Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.

- Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.
- Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).
- Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.

In an effort to keep construction noise levels below Federal Transit Administration's (FTA) construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities. Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

NV-3 **Prepare a Community Notification Plan for Project Construction:** To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

Rationale Mitigation Measure NV-2 requires the construction contractor to employ measures to minimize and reduce construction vibration. Vibration reduction measures that would be implemented include, but are not limited to, the following:

- Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction activities and noise-sensitive receivers

- When in use, locate equipment on the construction site as far away from noise-sensitive sites as possible
- Restrict pile driving to daytime periods
- Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible
- Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use

In an effort to keep construction noise levels below FTA's vibration criteria, Metro will monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring will be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities. In the event FTA's vibration criteria is exceeded, the contractor will be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (as identified in Mitigation Measure NV-2).

Mitigation Measure NV-3 requires Metro and/or the construction contractor to prepare and maintain a community notification plan to proactively address community concerns related to construction noise and vibration. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Metro will identify a project liaison to be available to respond to questions from the community or other interested groups.

Upon implementation of Mitigation Measures NV-2 and NV-3, significant impacts from construction-related vibration would be reduced to a level less than significant.

5.1.6 Transportation

Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities (Construction, Operations, and Indirect)

Impact 7.5.6-A **Construction Impacts:** The Modified Proposed Project would generate construction related traffic and result in temporary street closures. The Modified Proposed Project would also cause decrease performance for rail operators at LAUS and LADOT's Dash Route D and generate hazardous conditions along existing pedestrian/bicycle routes.

Operational Impacts: The permanent loss of storage tracks at the BNSF West Yard as part of the Modified Proposed Project would conflict with policies,

programs, and goals contained in the City of Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040 that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change.

Indirect Impacts: The Modified Proposed Project would potentially create increased emissions and traffic queuing/delay as freight trains may be required to occupy the San Bernardino Subdivision, shared by passenger and freight trains.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

TR-1 **Prepare a Construction TMP:** During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated among the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.

- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.
- Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.

TR–2 **Prepare Rail Operations Temporary Construction Staging Plan:** During final engineering design and prior to construction, Metro shall prepare an MOU with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols shall be incorporated into applicable construction documents (plans and specifications).

Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance.

Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.

TR-3 **Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)**

Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:

- 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

Rationale Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related vehicular traffic impacts during peak hours. The TMP will identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes and the installation of closed-circuit television cameras to monitor traffic in real-time and allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.

Mitigation Measure TR-2 requires the preparation of an MOU with current rail operators to outline on-time performance goals as well as coordination to ensure rail-to-bus or rail-to-rail connections are uninterrupted during construction. Implementation of Mitigation Measure TR-2 would increase performance for rail operators at LAUS and LADOT's Dash Route D; thereby reducing the significant construction-related transportation impacts to a level less than significant.

Mitigation Measure TR-3 is proposed to implement railroad improvements at BNSF's Malabar Yard. Implementation and operation of the 49th Street Closure and 46th Street Connector would offset the loss of storage track capacity at the BNSF West Bank Yard through implementation of railroad improvements at Malabar Yard.

Upon implementation of the railroad improvements associated with Mitigation Measures TR-1, TR-2, and TR-3, significant impacts associated with conflicts with transportation plans that promote connectivity and accessibility would be reduced to a level less than significant.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) (Construction)

Impact 7.5.6-C Construction activities would result in temporary construction-related roadway hazards in the traffic study area. Existing roadways and intersections may be subject to temporary detours and lane blockages at multiple locations throughout the traffic study area. The US-101 main line and on- and off-ramps at Commercial Street would be subject to temporary lane width reductions. Additionally, short-radius curves and/or short sight distances may occur during construction.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

TR-1 **Prepare a Construction TMP**

Rationale Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related roadway hazards. The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes; maintaining traffic flow to the degree feasible; posting advance notice signs prior to construction in areas where access to local businesses could be affected; and notification to LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. Implementation of Mitigation Measure TR-1 would reduce the impact associated with construction-related roadway hazards to a level less than significant.

Result in Inadequate Emergency Access (Construction)

Impact 7.5.6-D Based on a review of disaster route maps for the Los Angeles County Operational Area, the project is located within Area H of the Los Angeles Central Evacuation Map, of which Cesar Chavez Avenue and Alameda Street

are designated as disaster routes, and US-101 is designated as a disaster route freeway. The Modified Proposed Project would interfere with emergency response times and access. Modifications to the Cesar Chavez Bridge would result in temporary closure of one lane in each direction for a temporary duration throughout construction. Closures would require traffic detouring and traffic would be diverted to local roadways, thereby affecting the LOS of adjacent intersections. Construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could interfere with emergency response times and access.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measure

TR-1 **Prepare a Construction TMP**

Rationale Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events).The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes; maintaining traffic flow to the degree feasible; and notification to LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. Implementation of Mitigation Measure TR-1 would reduce the impact associated with emergency response times and access to a level less than significant.

5.2 Environmental Impacts Found to be Significant and Unavoidable

5.2.1 Air Quality and Greenhouse Gas Emissions

Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region is Nonattainment Under an Applicable Federal or State Ambient Air Quality Standard (Construction)

Impact 7.5.2-B Construction of the Modified Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, material delivery trips, and heavy-duty haul truck trips generated from construction activities during each construction phase. In addition, earthwork activities would result in fugitive dust emissions

and paving operations would release reactive organic gases from off-gassing. Construction emissions associated with the Modified Proposed Project and Malabar Yard Railroad Improvements would exceed the SCAQMD's daily criteria pollutant thresholds for NO_x, PM_{10}, and $PM_{2.5}$.

Finding (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures

AQ-1 **Fugitive Dust Control**

AQ-2 **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment**

Rationale Mitigation Measure AQ-1 requires compliance with the SCAQMD's Rule 403 (fugitive dust control measures) and would reduce on-site fugitive dust emissions by 50 percent. Mitigation Measure AQ-2 requires all on-site construction equipment to meet or exceed U.S. EPA's Tier 4 final emission standards for all off-road construction equipment to be fueled using 100 percent renewable diesel. This measure would reduce the on-site exhaust emissions by up to 95 percent when compared with the average construction fleet for the South Coast Air Basin. After implementation of Mitigation Measures AQ-1 and AQ-2, the peak daily construction emissions would still exceed the SCAQMD's PM_{10} threshold and the calculated emissions rates for the on-site construction activities associated with the proposed project would continue to exceed the localized significance thresholds for PM_{10} and $PM_{2.5}$. Impacts would remain significant and unavoidable.

5.2.2 Noise and Vibration

Generation of 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 (Construction)

Impact 7.5.5-A Construction related noise would exceed the City's applicable noise threshold at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center.

Finding (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for

highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures

NV-2 **Employ Noise- and Vibration-Reducing Measures during Construction**

NV-3 **Prepare a Community Notification Plan for Project Construction**

Rationale Mitigation Measure NV-2 requires the construction contractor to employ measures to minimize and reduce construction noise. Noise reduction measures that would be implemented include constructing temporary noise walls between construction activities and sensitive receptors; using acoustic blankets or soundproof window inserts along facades of sensitive buildings; combining loud operations to occur in the same time period; avoiding nighttime activities to the maximum extent feasible; and using specially-quieted equipment. In an effort to keep construction noise levels below FTA's vibration criteria, Metro will monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring will be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within 300 feet of construction activities, approximately). In the event FTA's vibration criteria is exceeded, the contractor will be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (as identified in Mitigation Measure NV-2).

Mitigation Measure NV-3 requires Metro and/or the construction contractor to prepare and maintain a community notification plan to proactively address community concerns related to construction noise and vibration. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Metro will identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

Although Mitigation Measures NV-2 and NV-3 would reduce noise generated during construction noise levels at Category 2 land uses (i.e., residential) would exceed applicable FTA thresholds during the daytime (80 dBA Leq) and nighttime (70 dBA Leq) within 250 feet and 300 feet, respectively. The following Category 2 and 3 land uses would be subject to construction noise that exceeds the City's 75 dBA limit:

- William Mead Homes - 17 dwelling units and one recreational use;
- Care First Village - approximately 25 dwelling units and a playground/park;
- Mozaic Apartments - 23 dwelling units; and,

- Metro Gateway Childhood Development Center.

Based on these considerations, impacts related to construction would remain significant and unavoidable.

5.3 Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Table 5-1 identifies the environmental impacts found to be less than significant or no impact.

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Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Aesthetics	7.5.1-A: Have a substantial adverse effect on a scenic vista.	Construction – No Impact Operations – No Impact Indirect – No Impact
	7.5.1-B: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Construction – No Impact Operations – No Impact Indirect – No Impact
	7.5.1-C: Substantially degrade the existing visual character or quality of the site or its surroundings.	Construction – Less than Significant Indirect – No Impact
	7.5.1-D: Create a new source of light or glare that would adversely affect day or nighttime views in the area.	Operations – Less than Significant Indirect – No Impact
Air Quality and Greenhouse Gas Emissions	7.5.2-A: Conflict with or obstruct implementation of the applicable air quality plan.	Construction – No Impact Operations – Less than Significant Indirect – No Impact
	7.5.2-B: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	Indirect – Beneficial
	7.5.2-C: Expose sensitive receptors to substantial pollutant concentrations.	Indirect – Beneficial
	7.5.2-D: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	Construction – Less than Significant Operations – Less than Significant Indirect – No Impact

Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
	7.5.2-E: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Construction – Less than Significant Operations – Less than Significant Indirect – No Impact
	7.5.2-F: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Construction – Less than Significant Operations – Less than Significant Indirect – No Impact
Cultural Resources	7.5.3-A: Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Construction – No Impact Operations – No Impact Indirect – Less than Significant
	7.5.3-B: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	Operations – No Impact
	7.5.3-C: Disturb any human remains, including those interred outside of dedicated cemeteries.	Operations – No Impact Indirect – No Impact
Land Use and Planning	7.5.4-A: Physically divide an established community.	Construction – No Impact Operations – Less than Significant Indirect – No Impact
	7.5.4-B: Cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Construction – Less than Significant Indirect – No Impact

Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

Environmental Resource Area	Appendix G Threshold	Impact Determination
Noise	7.5.5-A: 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.	Indirect – Less than Significant
	7.5.5-B: Generation of excessive groundborne vibration or groundborne noise levels.	Operations – Less than Significant Indirect – Less than Significant
	7.5.5-C: 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, would the project expose people residing or working in the project area to excessive noise levels.	Construction – No Impact Operations – No Impact Indirect – No Impact
Transportation	7.5.6-B: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Construction – N/A Operations – Less than Significant Indirect – No Impact
	7.5.6-C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Operations – No Impact Indirect – No Impact
	7.5.6-D: Result in inadequate emergency access.	Operations – Less than Significant Indirect – No Impact

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6.0 Findings - Malabar Yard Railroad Improvements

6.1 Environmental Impacts Found to be Less than Significant After Mitigation

6.1.1 Biological Resources

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 (Construction and Indirect)

Impact A

Construction Impacts: The Malabar Yard railroad improvements could have a significant impact on nesting bird species protected by the Migratory Bird Treaty Act (MBTA) during construction. Suitable habitat for these species is present within the Malabar Yard study area and construction of the Malabar Yard railroad improvements could pose a significant impact by removing naturally occurring or ornamental trees, disturbing roost sites causing abandonment, or interfering with nesting birds during the nesting season.

Indirect Impacts: Construction and operation of the Malabar Yard railroad improvements could result in indirect impacts on MBTA-protected bird species that may be present within the Biological Study Area. Indirect impacts on an active nest include increased construction noise above ambient noise levels, vibration, excess dust, night lighting, and human encroachment, all of which may result in nest failure.

Finding

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY BIO-1

MBTA Species: During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW-approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted

based on species-specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.

Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at buildings, or other structures that will be removed before the nesting season (February 1 through September 30) to prevent nesting at the bridges, buildings, or other structures by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.

Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory WEAP training before they commence with work. The training shall advise workers of potential impacts on jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.

Rationale

Malabar Yard Mitigation Measure BIO-1 requires the removal of vegetation to occur outside of bird nesting season, as feasible, or a combination of preconstruction surveys, establishment of nest buffers, and the use of exclusion devices for birds, thus avoiding direct impacts on nesting birds.

Malabar Yard Mitigation Measure BIO-1 would require guidance and observation from a qualified biologist in the scenario that removal of partially constructed nests is necessary. Additionally, mandatory WEAP training would be required for any new Project personnel or contractors that come on board after the initiation of construction. Implementation of Malabar Yard Mitigation Measure BIO-1 would reduce construction and indirect impacts on special-status species to a level less than significant.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Construction)

Impact E Construction of the Malabar Yard railroad improvements may result in damage and/or removal of tree species that are considered protected by the City of Vernon Tree Ordinance. The cutting and/or removal of any protected City-owned trees without a tree removal permit would conflict with the City of Vernon Tree Ordinance.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY BIO-2 **Protected Trees:** Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies:

- Trees proposed to be cut or removed;
- Trees proposed to be retained; and
- Trees proposed to be provided in replacement of the trees that are to be cut or removed.

All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance.

Rationale Malabar Yard Mitigation Measure BIO-2 requires the identification of the specific trees within the Project footprint that are to be protected in accordance with the City of Vernon's Tree Ordinance. Removal and/or damage of protected trees would require a tree removal permit from the City of Vernon and any

removed trees would require replacement. Upon implementation of Malabar Yard Mitigation Measure BIO-2, impacts would be reduced to a level less than significant.

6.1.2 Cultural Resources

Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to §15064.5 or Disturb Any Human Remains (Construction and Indirect)

Impact B, C

Construction Impacts: No archaeological resources have been identified within or near the Project footprint for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain buried archaeological sites, which may include human remains.

Indirect Impacts: Even though the construction site would be fenced and off limits to the general public, indirect impacts may result from increased accessibility to buried archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.

Finding

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY CUL-1

Archaeological Treatment Plan (ATP). Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research Design:** The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- **Archaeological and Native American monitoring**: The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the accidental discovery of archaeological features or deposits:** The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented.

  Provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes.
- **Cultural resource WEAP training:** The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.

- **Standards for reporting:** The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's Archaeological Resources Management Reports: Recommended Contents and Format.
- **Guidelines for curation:** The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79.

Rationale Malabar Yard Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused WEAP training that will be given to all ground-disturbing construction personnel to minimize harm to archaeologically sensitive areas and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Malabar Yard Mitigation Measure CUL-1, impacts would be reduced to a level less than significant.

6.1.3 Geology and Soils

Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Rupture of a Known Earthquake Fault, Strong Seismic Ground Shaking, Ground Failure Including Liquefaction, or Landslides (Indirect)

Impact A (i-iv) Construction activities associated with Malabar Yard railroad improvements would not cause a regional increase in groundwater elevations or accelerate the potential for liquefaction or other types of seismically induced ground failure beyond existing conditions. However, the Malabar Yard study area includes soils that are potentially liquefiable, such soils may need stabilization during construction.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY GEO-1 **Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following:

- Site preparation
- Soil bearing capacity
- Appropriate sources and types of fill
- Liquefaction
- Lateral spreading
- Corrosive soils
- Structural foundations
- Grading practices

The recommendations shall mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of Malabar Yard railroad improvements in accordance with the *Manual for Railway Engineering* and applicable local city codes. The Project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.

Rationale Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Project infrastructure would be constructed in accordance with standard engineering practices to minimize the impacts of liquefaction throughout construction. Implementation of Malabar Yard

Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

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 Landside, Lateral Spreading, Subsidence, Liquefaction or Collapse (Construction and Operations)

Impact C **Construction Impacts:** Potentially collapsible soils may be present in localized areas within the Malabar Yard study area and construction activities may be subject to hydrocollapse. There is also an increased risk of corrosive soils that may be exposed during construction.

Operational Impacts: Due to the limited amount of site-specific geotechnical information available and the high to low corrosion potential of soils, the Malabar Yard railroad improvements could result in an increased risk of damage from corrosive soils.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY GEO-1 **Prepare Final Geotechnical Report**

Rationale Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations on collapsible and corrosive soils. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The Malabar Yard railroad improvements would be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared. Implementation of Malabar Yard Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

Be Located on Expansive Soil, as defined in Table 18-1B of the Uniform Building Code (1994), Creating Substantial Direct or Indirect Risk to Life or Property (Construction)

Impact D Construction of the Malabar Yard railroad improvements would occur in an area with potentially expansive soils which could result in uplift pressures that lead to structural damage.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY GEO-1 **Prepare Final Geotechnical Report**

Rationale Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations on soil bearing capacity and structural foundations. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The Malabar Yard railroad improvements would be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared Implementation of Malabar Yard Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature (Construction and Indirect)

Impact F **Construction Impacts:** Construction of the Malabar Yard railroad improvements may result in direct significant impacts on paleontological resources during any phase of work that results in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located.

Indirect Impacts: Even though the construction site would be off limits to the general public, indirect impacts during all phases of work may result from increased accessibility (rather than damage or destruction) by construction personnel to fossils buried in subsurface sediments through construction activities leading to potential resource looting or vandalism activities. Additionally, damage to improperly curated fossil specimens may occur.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY PAL-1 **Paleontological Mitigation Plan (PMP):** It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using

final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery.

The PMP shall include a requirement for full-time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal).

The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery), and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project footprint for Malabar Yard railroad improvements while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist.

MY PAL-2 **Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.

MY PAL-3 **Curation:** Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections,

and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.

Rationale Malabar Yard Mitigation Measure PAL-1 requires a qualified Paleontologist to prepare a PMP. The PMP will use final excavation plans to determine where geologic units that have a high paleontological potential would be impacted, and Metro will be required to implement the PMP prior to the start of any ground-disturbing construction activities. The PMP will include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP will detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. If necessary, appropriate salvage measures and mitigation measures will be developed in conformance with state guidelines and best practices.

Malabar Yard Mitigation Measure PAL-2 requires Metro's qualified paleontologist to prepare a paleontological resource-focused WEAP training that will be given to all ground-disturbing construction personnel. All site workers will be required to complete WEAP training with a focus on paleontological resources, including a review of what to do in the case of an unanticipated fossil discovery, as identified in the PMP.

Malabar Yard Mitigation Measure PAL-3 requires Metro to arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils will be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist.

Implementation of Malabar Yard Mitigation Measures PAL-1 through PAL-3 would reduce impacts on paleontological impacts to a level less than significant.

6.1.4 Hazards and Hazardous Materials

Create a Significant Hazard to the Public or the Environment Through the Routine Transport, Use, or Disposal of Hazardous Materials (Construction)

Impact A Construction of the Malabar Yard railroad improvements require the use of hazardous materials and substances. This would pose a hazard in the event that an accidental release or spill occurs. Additionally, contaminated soil and groundwater is expected to be encountered during soil excavations. Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils during construction.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HAZ-1 **Prepare a Construction Hazardous Materials Management Plan (HMMP):** Prior to construction, an HMMP shall be prepared by the contractor that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the Project footprint for Malabar Yard railroad improvements, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; and (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200)
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).

Rationale Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. Implementation of Malabar Yard Mitigation Measure HAZ-1 would reduce impacts related to the routine transport, use, and disposal of contaminated soils to a level less than significant.

Create a Significant Hazard to the Public or the Environment Through Reasonably Foreseeable Upset and Accident Conditions Involving the Likely Release of Hazardous Materials into the Environment (Construction)

Impact B The Malabar Yard study area contains two high-risk recognized environmental condition (REC) sites that contain documented hazardous material contamination. During construction activities, The REC sites could result in potential exposure to contaminated soil and/or groundwater or migration of contaminants. Construction activities could also have the potential to release heavy metals, herbicides, or volatile contaminant vapors.

Construction of either design option at 46th Street would include demolition of at least one building that may have structural components that contain asbestos and/or lead.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HAZ-1 **Prepare a Construction HMMP**

MY HAZ-2 **Prepare Phase II ESA:** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of:

- Collection of soil, groundwater, and soil vapor samples from borings, for geologic and environmental analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the Project area.
- Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPH, PCBs, and CCR Title 22 metals.

A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA recommendations. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in ESAs and evaluation of contaminated sites.

MY HAZ-3 **Prepare a General Construction Soil Management Plan:** Prior to construction, the contractor shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported for backfill shall be certified clean per DTSC's *Information Advisory-Clean Imported Fill Material* prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:

- General worker health and safety procedures
- Dust control
- Management of soil stockpiles
- Traffic control
- Stormwater erosion control using BMPs

MY HAZ-4 **Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP):** Prior to construction, the contractor shall prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites. The nature and extent of contamination is expected to vary widely across the Project footprint for the selected design options, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil disposal protocols
- Protocols governing the discovery of unknown contaminants
- Management of soil on properties within the Project footprint of the selected design options with known contaminants

Prior to construction on individual properties with known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities to be submitted to and approved by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property
- Mitigation and monitoring measures that are protective of site worker and public health and safety

Prior to construction, Metro or BNSF shall coordinate soil management measures and reporting activities shall be coordinated with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the Project, and each of the contaminated sites.

MY HAZ-5 **Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered:** Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, ACM (e.g., transit pipes) encountered during the construction process.

MY HAZ-6 **Pre-Demolition Investigation:** Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

Rationale Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials,

contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Malabar Yard Mitigation Measure HAZ-2 requires Metro to prepare a Phase II Environmental Site Investigation (ESA) prior to final design. The Phase II ESA will focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint that would be affected by excavation. A Phase II ESA Report will be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro will implement the recommendations in the Phase II ESA.

Malabar Yard Mitigation Measure HAZ-3 requires Metro to prepare a General Construction Soil Management Plan prior to construction. The General Construction Soil Management Plan will include general provisions for how soils will be managed within the Project footprint for the duration of construction.

Malabar Yard Mitigation Measure HAZ-4 requires Metro to prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans will include specific hazards and provisions for how soils will be managed for known contaminated sites. For individual properties with known contaminants, parcel-specific HASPs will also be prepared for submittal and approval by DTSC. The HASPs will be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Malabar Yard Mitigation Measure HAZ-5 requires contractors to halt construction work and follow procedures outlined in the HMMP and Soil Management Plans immediately upon discovery of potentially hazardous materials.

Malabar Yard Mitigation Measure HAZ-6 requires contractors to perform a pre-demolition survey to investigate the presence of hazardous building materials, in addition to an asbestos survey report conducted by a Certified Asbestos Consultant. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements.

Implementation of Malabar Yard Mitigation Measures HAZ-1 through MY HAZ-6 would reduce the potential impacts related to a release of hazardous materials during construction to a level less than significant.

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 it Create a Significant Hazard to the Public or the Environment (Construction and Indirect)

Impact D

Construction Impacts: Two REC sites with high-risk rankings were identified within the Malabar Yard study area. The close proximity of these existing RECs to potential construction activities would carry the potential for encountering contaminated soil and/or groundwater.

Indirect Impacts: indirect impacts could occur in the event hazardous materials migrate from the aforementioned two REC sites into other properties during construction of the Malabar Yard railroad improvements.

Finding

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HAZ-1 **Prepare a Construction HMMP**

MY HAZ-2 **Prepare a Phase II ESA**

MY HAZ-3 **Prepare a General Construction Soil Management Plan**

MY HAZ-4 **Prepare Parcel-Specific Soil Management Plans and HASP**

Rationale

Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Malabar Yard Mitigation Measure HAZ-2 requires Metro to prepare a Phase II ESA prior to final design. The Phase II ESA will focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint that would be affected by excavation. A Phase II ESA Report will be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro will implement the recommendations in the Phase II ESA.

Malabar Yard Mitigation Measure HAZ-3 requires Metro to prepare a General Construction Soil Management Plan prior to construction. The General

Construction Soil Management Plan will include general provisions for how soils will be managed within the Project footprint for the duration of construction. The topic of stormwater erosion control using BMPs will be addressed within the Soil Management Plan.

Malabar Yard Mitigation Measure HAZ-4 requires Metro to prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans will include specific hazards and provisions for how soils will be managed for known contaminated sites. For individual properties with known contaminants, parcel-specific HASPs will also be prepared for submittal and approval by DTSC. The HASPs will be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Implementation of Malabar Yard Mitigation Measures HAZ-1 through MY HAZ-4 would reduce the potential for a release contaminated soil and/or groundwater during construction to a level less than significant.

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan (Construction)

Impact F Construction activities associated with the Malabar Yard railroad improvements would require temporary road closures, detours, and additional vehicles on the existing roadway network. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY TR-1 **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements:** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon.

Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular

traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible.
- Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro or the contractor shall notify City of Vernon 5 business days in advance of street closures, detours, or temporary lane reductions.

Rationale

Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce the impact associated with emergency response and access to a level less than significant.

6.1.5 Hydrology and Water Quality

Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality (Construction and Operation)

Impact A

Construction Impacts: Construction of either design option at both locations of the Malabar Yard railroad improvements could exceed waste, stormwater, and non-stormwater discharge requirements and result in a significant impact on water quality if stormwater runoff is not properly managed. Grading activities could result in short-term erosion and downstream sedimentation.

Removal of existing track and ballast, including creosote ties, rails, wire, and metal materials, may also expose excavated dirt contaminated with lead, copper, chromium, and other contaminants typical of a railroad yard. Surface runoff exposure to soils containing these contaminants could reduce water quality of the Los Angeles River Reach 2. Similarly, tainted soil may be subject to erosion from storm events. Improper handling of concrete mix could be carried away by runoff and result in degradation of surface water.

Operational Impacts: During operation of either design option at both locations of the Malabar Yard railroad improvements, minor amounts of metals from brake dust, oil and grease would originate from train cars, which could discharge oil, grease, and other chemical pollutants into existing drainage systems.

Finding

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HWQ-1

Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements: During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order No. 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a

qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.

MY HWQ-2 **Comply with Local Dewatering Requirements for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon.

MY HWQ-3 **Comply with Local Dewatering Requirements for Contaminated Sites for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon.

MY HWQ-4 **Prepare and Implement Industrial SWPP for Relocated, Regulated Industrial Uses for the Malabar Yard Railroad Improvements:** Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable.

MY HWQ-5 **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements:** For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges

Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit). Metro or BNSF shall prepare a final LID report in accordance with the City of Vernon's *Low Impact Development Guidance Manual*. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.

Rationale

Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measures HWQ-2 and MY HWQ-3 require Metro to comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction.

Malabar Yard Mitigation Measure HWQ-4 requires Metro or BNSF to comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements.

Malabar Yard Mitigation Measure HWQ-5 requires Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 through HWQ-5 would reduce water quality impacts to a level less than significant.

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 (Construction, Operations, and Indirect)

Impact 3.8-C(i) **Construction Impacts:** If drainage is not properly managed during construction, any increases in sediment load from the construction area could lead to erosion and alterations in drainage patterns and/or flooding.

Operational Impacts: Reconfiguration of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.

Indirect Impacts: During construction and operations, implementation of any combination of design options for the Malabar Yard railroad improvements may result in potential soil erosion and may alter drainage patterns as it may be necessary for the contractor to reroute drainage around one or more construction areas to ensure that connections to existing drainage infrastructure are maintained and/or improved.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HWQ-1 **Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements.**

MY HWQ-5 **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements.**

Rationale Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction. A rain event action plan will be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration.

Malabar Yard Mitigation Measure HWQ-5 requires Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges

Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 and HWQ-5 would reduce hydrology and water quality impacts to a level less than significant.

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:

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 (Construction, Operations, and Indirect)

Impact 3.8-C(iii) **Construction Impacts:** During construction of either design option at both locations of the Malabar Yard railroad improvements, excavated soils would be exposed, resulting in increased potential for soil erosion. Additionally, excavated soils would likely be contaminated, and if not properly managed, hazardous materials and waste may be spilled or leaked and has the potential to be transported via stormwater runoff.

Operational Impacts: The Malabar Yard study area is largely covered with impervious surfaces and any reconstruction of impervious surfaces could affect stormwater runoff if not properly designed for and managed throughout operation.

Indirect Impacts: Construction of any combination of design options for the Malabar Yard railroad improvements may result in changes to existing drainage patterns within the Project footprint for the design options, which may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HWQ-1 **Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements**

MY HWQ-5 **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements**

MY HAZ-1 **Prepare a Construction Hazardous Materials Management Plan (HMMP)**

Rationale Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measure HWQ-5 would require Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Malabar Yard Mitigation Measure HAZ-1 would require Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Implementation of Malabar Yard Mitigation Measures HWQ-1, HWQ-5, and HAZ-1 would reduce hydrology and water quality impacts to a level less than significant.

6.1.6 Public Services

Would the Project 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 Public Services (Construction)

Impact A During construction of the Malabar Yard railroad improvements, increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY TR-1 **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

Rationale Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). Implementation of Malabar Yard Mitigation Measure TR-1 would reduce the impact associated with emergency response and access to a level less than significant.

6.1.7 Transportation

Conflict with a Program Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities (Construction and Indirect)

Impact A **Construction and Indirect Impacts:** Construction of the Malabar Yard railroad improvements would result in construction-related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures. The temporary road closures within the traffic study area may potentially affect public transit and other non-motorized modes of travel. Construction of any combination of design options would require detour routes and temporary traffic disruptions that may cause decreased performance for transit operators or subject pedestrians and bicyclists to hazardous conditions near work zones.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY TR-1 **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

Rationale Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested

areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with conditions for transit operators and pedestrians and bicyclists to a level less than significant.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)? (Construction)

Impact C Construction activities would require temporary road closures and would result in temporary construction-related roadway hazards in the traffic study area to motorists, pedestrians, and bicyclists.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY TR-1 **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

Rationale Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with temporary construction-related roadway hazards to a level less than significant.

Result in Inadequate Emergency Access (Construction)

Impact D Construction activities would require temporary road closures, detours, and additional vehicles on the existing roadway network which may impede access for emergency responders throughout construction. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY TR-1 **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

Rationale Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with emergency access to a level less than significant.

6.1.8 Tribal Cultural Resources

Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource, Defined in Public Resources Code § 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 (Construction and Indirect)

Impact A (i, ii) **Construction Impacts:** No archaeological resources have been identified within or near the ADI for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain previously unrecorded and buried archaeological sites, which may also qualify as tribal cultural resources.

Indirect Impacts: Even though the construction site would be fenced and off limits to the general public, indirect impacts may still result from increased accessibility to previously unrecorded and buried archaeological resources (which may also qualify as tribal cultural resources) by construction personnel that could lead to resource looting or vandalism activities.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY CUL-1 **Preparation of an Archaeological Treatment Plan (ATP)**

Rationale Malabar Yard Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused WEAP training that will be given to all ground-disturbing construction personnel to minimize harm to archaeologically sensitive areas and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Malabar Yard Mitigation Measure CUL-1, impacts would be reduced to a level less than significant.

6.1.9 Utilities and Service Systems

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

Result in a Determination by the Wastewater Treatment Provider, which Serves or May Serve the Project that it has Adequate Capacity to Serve the Project's Projected Demand in Addition to the Provider's Existing Commitments (Construction and Operations)

Impact A-C **Construction Impacts:** Construction of the Malabar Yard railroad improvements would require grading and excavation which could have direct impacts on prevailing drainage patterns and the rate and volume of stormwater runoff entering the public storm drain system. Although the grading and excavation would be minimal due to the existing grade of the Project footprint for the design options considered and extent of proposed improvements, construction-related changes in drainage patterns, including changes to the

volume and rate of runoff, may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.

Operational Impacts: Any reconstruction of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.

Finding (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

Mitigation Measures

MY HWQ-1 **Prepare and Implement an SWPP for the Malabar Yard Railroad Improvements**

MY HWQ-5 **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements**

Rationale Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measure HWQ-5 would require Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 and MY HWQ-5 would reduce impacts on existing storm drains and stormwater facilities to a level less than significant.

6.2 Environmental Impacts Found to be Significant and Unavoidable

6.2.1 Transportation

Substantially Increase Hazards due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) (Operations)

Impact C The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. While blocking an intersection is not a legal vehicular maneuver, the increase in queue at this location may introduce a potential roadway hazard.

Finding (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures

MY TR-6 **Obtain Required Approvals for At-Grade Railroad Crossings:** For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a Formal Application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 *CEQA Compliance*, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR.

Rationale Malabar Yard Mitigation Measure TR-6 requires Metro and BNSF to obtain all required approvals from the City of Vernon and submit a formal application to the CPUC to minimize potential roadway hazards at existing and new at-grade railroad crossings.

Malabar Yard Mitigation Measure TR-6 minimizes the potential roadway hazard as effectively as possible; however, further coordination with CPUC and the City of Vernon is required during subsequent phases of design to establish the level of effectiveness for this mitigation measure. Through the CPUC coordination and approval process, field diagnostics and additional roadway safety analysis are required to be conducted at each at-grade crossing location to maximize safety for vehicular and non-vehicular roadway users. Potential roadway safety devices that may be considered for future implementation include queue cutter traffic signals or pre-signals for the new railroad crossing on Seville Avenue. These measures do not reduce the queue; however, would

prevent vehicle queueing from occurring on the tracks that currently extend across Seville Avenue south of New Railroad Crossing #5. Impacts would remain significant and unavoidable.

Result in inadequate emergency access (Operations)

Impact D A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may impede access for emergency responders.

Finding (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures

MY TR-6 **Obtain Required Approvals for At-Grade Railroad Crossings**

Rationale Malabar Yard Mitigation Measure TR-6 requires Metro and BNSF to obtain all required approvals from the City of Vernon and submit a formal application to the CPUC to minimize potential roadway hazards at existing and new at-grade railroad crossings.

Malabar Yard Mitigation Measure TR-6 minimizes the potential roadway hazard; however, to establish the level of effectiveness of this mitigation measure, further coordination with CPUC and the City of Vernon is required. Impacts would remain significant and unavoidable.

6.3 Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Table 6-1 identifies the environmental impacts found to be less than significant or no impact.

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
Aesthetics	A) Have a substantial adverse effect on a scenic vista?	Construction – No Impact Operation – No Impact Indirect – No Impact
	B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Construction – No Impact Operation – No Impact Indirect – No Impact
	C) 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact
	D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact
Agriculture and Forestry Resources	A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? B) Conflict with existing zoning for agricultural use, or a Williamson Act contract? C) Conflict with existing zoning for, or cause rezoning of, Forest Land (as defined in PRC Section (12220(g)), timberland (as	Construction – No Impact Operation – No Impact Indirect – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
	defined by PRC 4526), or timberland-zoned Timberland Production (as defined by CGC Section 51104(g))? D) Result in the loss of forest land or conversion of forest land to non-forest use? E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of Forest Land to non-forest use?	
Air Quality	A) Conflict with or obstruct implementation of the applicable air quality plan?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact
	B) 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?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact
	C) Expose sensitive receptors to substantial pollutant concentrations?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
	D) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact
Biological Resources	A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a	Operation – Less than Significant

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
	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?	
	E) 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 Game or U.S. Fish and Wildlife Service?	Construction – No Impact Operation – No Impact Indirect – No Impact
	F) 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?	Construction – No Impact Operation – No Impact Indirect – No Impact
	G) 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?	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
	H) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Operation – No Impact Indirect – No Impact
	I) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Construction – No Impact Operation – No Impact Indirect – No Impact
Cultural Resources	A) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Construction – Less than Significant

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
		Operation – Less than Significant Indirect – No Impact
	B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Operation – Less than Significant
	C) Disturb any human remains, including those interred outside of dedicated cemeteries?	Operation – Less than Significant
Energy	A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
	B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
Geology and Soils	A) 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 known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Construction – Less than Significant Operation – Less than Significant

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
	B) Result in substantial soil erosion or the loss of topsoil?	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
	C) 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 landslide, lateral spreading, subsidence, liquefaction, or collapse?	Indirect – Less than Significant
	D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?	Operation – Less than Significant Indirect – Less than Significant
	E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?	Construction – No Impact Operation – No Impact Indirect – No Impact
	F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Operation – No Impact
Greenhouse Gas Emissions	A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
	B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Construction – Less than Significant Operation – Less than Significant Indirect – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
Hazards and Hazardous Materials	A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Operation – Less than Significant Indirect – Less than Significant
	B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment?	Operation – Less than Significant Indirect – Less than Significant
	C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Construction – No Impact Operation – No Impact Indirect – No Impact
	D) 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 an adverse hazard to the public or the environment?	Operation – Less than Significant
	E) For a project located within 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, would the project result in a safety hazard for people residing or working in the project area?	Construction – No Impact Operation – No Impact Indirect – No Impact
	F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Operation – Less than Significant Indirect – Less than Significant
	G) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Construction – No Impact Operation – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
		Indirect – No Impact
Hydrology and Water Quality	A) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Construction – No Impact Operation – No Impact Indirect – No Impact
	B) 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: ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
	iv. impede or redirect flood flows?	Construction – No Impact Operation – No Impact Indirect – No Impact
	C) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Construction – No Impact Operation – No Impact Indirect – No Impact
	D) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Construction – No Impact Operation – No Impact Indirect – No Impact
Land Use and Planning	A) Physically divide an established community	Construction – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
		Operation – Less than Significant Indirect – Less than Significant
	B) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Construction – No Impact Operation – No Impact Indirect – No Impact
Mineral Resources	A) 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? B) 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?	Construction – No Impact Operation – No Impact Indirect – No Impact
Noise	A) Generation of 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?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
	B) Generation of excessive groundborne vibration or groundborne noise levels?	Construction – Less than Significant Operation – Less than Significant Indirect – Beneficial Impact
	C) 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, would the project expose people residing or working in the project area to excessive noise levels?	Construction – No Impact Operation – No Impact Indirect – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
Population and Housing	A) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Construction – No Impact Operation – No Impact Indirect – No Impact
Public Services	A) Would the project 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: iii. Schools iv. Parks v. Other Public Facilities	Operation – Less than Significant Indirect – No Impact
Recreation	A) Would the project 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? B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Construction – No Impact Operation – No Impact Indirect – No Impact
Transportation	A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Operation – Less than Significant

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
	B) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
	C) Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Indirect – Less Than Significant
	D) Result in inadequate emergency access?	Indirect – Less than Significant
Tribal Cultural Resources	A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Operation – Less than Significant

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
Utilities/Service Systems	A) 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?	Indirect – No Impact
	B) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	Indirect – No Impact
	C) Result in a determination by the wastewater treatment provider, which serves or may serve the Project, that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	Indirect – No Impact
	D) 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?	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
	E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Construction – Less than Significant Operation – Less than Significant Indirect – Less than Significant
Wildfire	If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: A) Substantially impair an adopted emergency response plan or emergency evacuation plan? B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to,	Construction – No Impact Operation – No Impact Indirect – No Impact

Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements

Environmental Resource Area	Appendix G Threshold	Impact Determination
	pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes?	

7.0 Findings Regarding Alternatives

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

The following alternatives to the Project were considered during preparation of the Draft EIR in 2019:

- No Project/No Build Alternative
- Build Alternative
- Reduced Historic Impact Alternative

No changes to the findings regarding the alternatives to the Project that were considered under CEQA were part of the Final SEIR. Any changed circumstances addressed in the Final SEIR that avoid or substantially lessen any of the significant effects of the project are discussed as part of the refinements to the Modified Proposed Project considered in the Final SEIR, rather than a new alternative.

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8.0 Findings Regarding Mitigation Measures

Metro has considered every mitigation measure recommended in the Final SEIR. To the extent that these Supplemental Findings conclude that the mitigation measures outlined in the Final SEIR are feasible and have not been modified, superseded, or withdrawn, Metro hereby binds itself to implement, or as appropriate, require implementation of these measures. These Supplemental Findings, in other words, are not merely information, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Project. The mitigation measures are referenced in the Final Revised Mitigation Monitoring and Reporting Program adopted concurrently with these Supplemental Findings and will be effectuated through the process of constructing and implementing the Project.

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9.0 Statement of Overriding Considerations

The Link Union Station Project Final SEIR and the Supplemental Findings conclude that implementing the Modified Proposed Project will result in certain significant impacts to the environment that cannot be avoided or substantially lessened with the application of feasible mitigation measures or feasible alternatives. This Statement of Overriding Considerations is therefore necessary to comply with Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093(a) and (b). Metro is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The significant and unavoidable impacts and the benefits related to the Modified Proposed Project and Supplemental Findings are described below. The [board] has carefully weighed these impacts and benefits and finds that each of the benefits of implementing the Modified Proposed Project, independently of the other described benefits, outweigh the significant and unavoidable environmental impacts.

9.1 General Findings on Significant and Unavoidable Impacts Associated with the Modified Proposed Project

Based upon the Final SEIR, the CEQA Findings of Fact contained herein, and the evidentiary materials supporting these documents, Metro finds that implementing the Modified Proposed Project and Malabar Yard Railroad Improvements could result in the following list of significant and unavoidable impacts to the environment:

- **Air Quality** (Modified Proposed Project and Malabar Yard Railroad Improvements)
    - Construction emissions associated with the Modified Proposed Project would exceed SCAQMD's daily criteria pollutant threshold for NO_x, PM_{10}, and $PM_{2.5}$.
    - Combined total emissions from construction activities of the Modified Proposed Project and Malabar Yard railroad improvements would exceed SCAQMD's daily criteria pollutant threshold for PM_{10}.
- **Noise** (Modified Proposed Project)
    - Construction related noise would exceed the City's applicable noise threshold at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center.
- **Transportation** (Malabar Yard Railroad Improvements only)
    - Throughout operations, implementation of the Malabar Yard railroad improvements would cause a potential roadway hazard due to queuing which may also impede access for emergency responders and increase response times.

With the approval of the Modified Proposed Project and Malabar Yard Railroad Improvements and the adoption of the CEQA Findings of Fact, Metro has committed to implement the mitigation measures identified for the Modified Proposed Project and Malabar Yard Railroad Improvements to ensure that significant impacts are mitigated to a less than significant level to the extent feasible, and that the Project's contribution to cumulative impacts is minimized and mitigated to the extent feasible. Metro finds that the mitigation measures adopted with the Findings are the appropriate measures to approve at this time as they apply to the Modified Proposed Project and Malabar Yard Railroad Improvements.

Metro further finds that while the mitigation measures it adopts will substantially lessen or avoid many of the significant environmental impacts discussed in the Final SEIR and mitigation measures adopted to address one area may result in beneficial effects in other subject areas, the above impacts will not be mitigated to a less than significant level and will remain significant and unavoidable.

Metro finds that each of the following specific benefits and considerations of the Modified Proposed Project and Malabar Yard Railroad Improvements, separately and independently, outweigh the unavoidable adverse environmental effects, and each one is an overriding consideration independently warranting approval. Metro finds that the significant and unavoidable impacts of the Modified Proposed Project and Malabar Yard Railroad Improvements are overridden by each of these individual considerations standing alone. The significant and unavoidable environmental effects remaining after adoption of mitigation measures are considered acceptable in light of these significant benefits of the Modified Proposed Project and Malabar Yard Railroad Improvements, as described in this Statement of Overriding Considerations.

9.2 Overriding Considerations for the Modified Proposed Project and Malabar Yard Railroad Improvements

There are numerous considerable benefits of the Modified Proposed Project and Malabar Yard Railroad Improvements. These benefits outweigh the significant and unavoidable adverse effects of implementing the Modified Proposed Project and Malabar Yard Railroad Improvements. These benefits are in the areas of general Project benefits, land use and planning, transportation, air quality and global climate change, noise, hazardous waste and materials, economics and fiscal, safety and security, cumulative Project benefits, as well as additional community benefits for the City of Vernon, and are described below.

9.2.1 Modified Proposed Project

General Project Benefits:

- Enhanced passenger experience with new concourse, retail and other amenities and new expanded platforms

Land Use and Planning Benefits:

- Enhancement of neighborhood connectivity with future connections from LAUS to the Los Angeles River
- Improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit

Transportation Benefits:

- Improved intrastate, intercity, and local transit connectivity with High-Speed Rail; Metrolink, Amtrak, and Metro rail; Metro and municipal bus systems; and ridesharing platforms
- Improved regional connectivity with one seat rides to key destinations in Southern California
- Increased rail operational capacity to accommodate future demand
- Improved US-101 and local roadways

Air Quality and Global Climate Change Benefits:

- Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train

Noise Benefits:

- Reduced noise levels from existing train noise with the addition of sound walls at William Mead Homes and Care First Village

Hazardous Waste and Materials Benefits:

- Remediation of hazardous materials sites within the project area

Economic and Fiscal Benefits:

- Creation of future retail and transit-serving amenities and other transit-oriented development
- Generation of an estimated 4,500 temporary jobs per year over a 5-year construction period and 200+ permanent jobs

Safety and Security Benefits:

- Improved pedestrian access with enhanced mobility options and safety features

Cumulative Project Benefits:

- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region

9.2.2 Malabar Yard Railroad Improvements

Transportation Benefits:

- Fewer daily train movements in Vernon, decreased local emissions, minimized traffic delays
- Improved citywide circulation
  - Optimized emergency response (reduced delay at intersections results in a 5-minute improvement)
  - Reduced intersection blockage on local roadways (30-minute improvement) due to less train building on City streets reduces intersection blockage

Air Quality and Global Climate Change Benefits:

- Reduced fuel consumption by rail and associated rail emissions
- Redistribution of train movements would shift some freight rail activity away from sensitive receptors, such as the Vernon City School and the residences on Furlong Place

Economic and Fiscal Benefits:

- Up to 143 and 151 temporary jobs are anticipated to be generated, along with $9.4 to $9.7 million is labor income, and $3.3 to $3.5 million in total federal, state, and local tax revenues generated.

Safety and Security Benefits:

- Improved traffic control with road restriping to maintain traffic flow, AI-based traffic control system, and pan-tilt-zoom smart cameras to monitor traffic, roads, intersections, and enable first responders to quickly identify incidents

Additional Community Benefits:

- Train detection cameras that provides real-time local emergency dispatch to identify trains approaching at-grade rail crossings
- Upgraded communications and radio systems and a mobile Emergency Operations Center to provide rapid deployment to disaster areas or large-scale events while contributing to faster, more effective emergency response efforts

- Enhanced community features with crosswalk improvements to improve visibility and enhance pedestrian and driver safety, bus shelters to improve accessibility, convenience, comfort and provide weather protection for passengers
- Quiet zone Infrastructure to reduce train horn noise, promote safety, enhance pedestrian connectivity, and improve quality of life for existing and future residents and businesses

9.3 Conclusion

The Modified Proposed Project and Malabar Yard railroad improvements will result in certain significant impacts to the environment that cannot be avoided or substantially lessened with the application of feasible mitigation measures or feasible alternatives, as disclosed in the Final SEIR. Metro finds, however, that the benefits of the Modified Proposed Project and Malabar Yard railroad improvements described above outweigh the unavoidable adverse environmental effects against the Modified Proposed Project and Malabar Yard railroad improvements substantial environmental benefits, which render the adverse environmental effects acceptable.

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10.0 References

Los Angeles County Metropolitan Transportation Authority (Metro). 2024. *Draft Supplemental Environmental Impact Report.* Link Union Station. Prepared by HDR Engineering, Inc.

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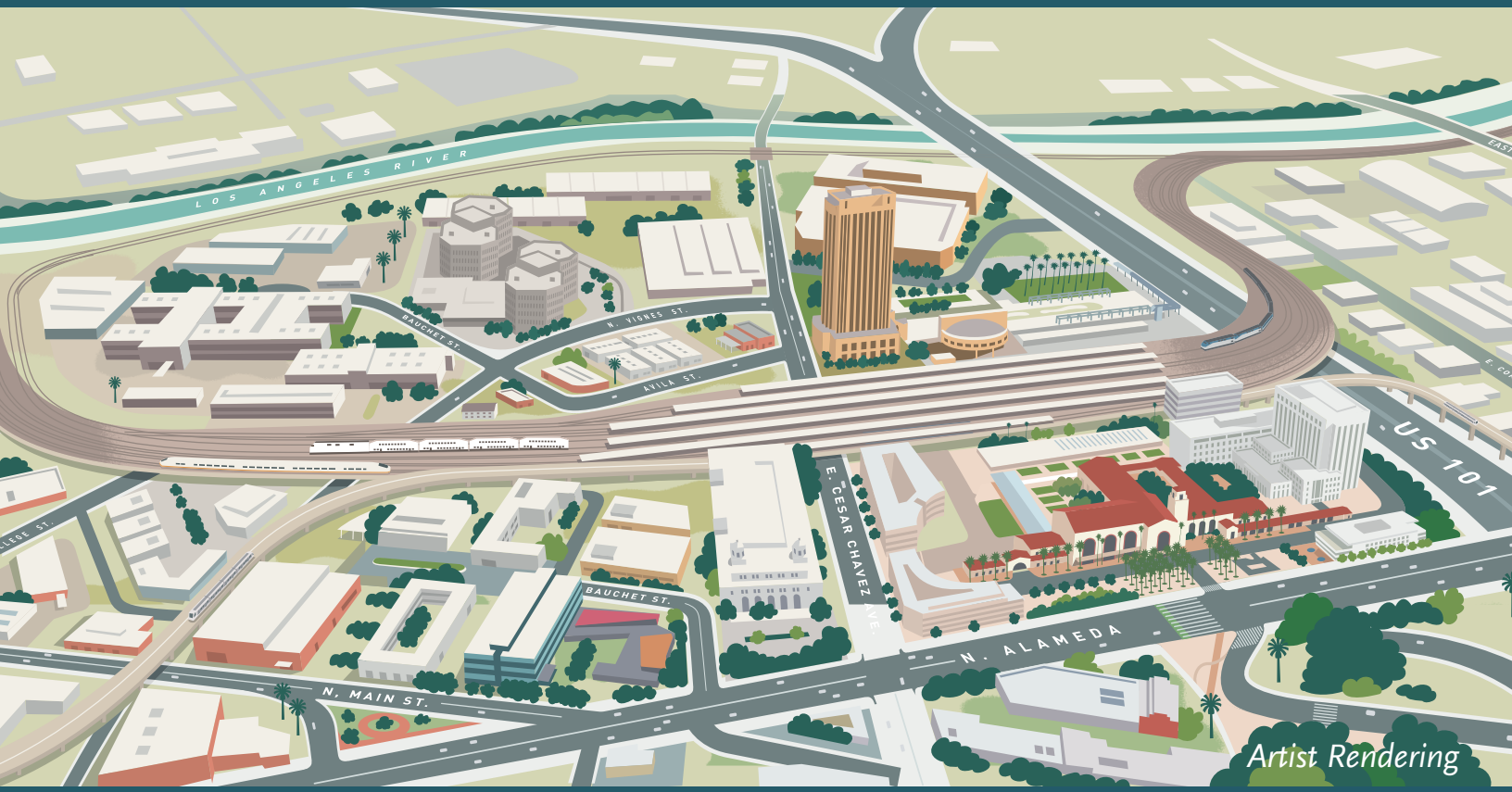
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Attachment D

Link Union Station

Final Supplemental Environmental Impact Report

Final Revised Mitigation Monitoring and Reporting Program

State Clearinghouse No. 2016051071
October 2025



Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

Metro

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ACRONYMS

AB	Assembly Bill
BMP	best management practice
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHC	Cultural Heritage Commission
CHSRA	California High-Speed Rail Authority
CRMMP	Cultural Resource Mitigation and Management Plan
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
ESA	environmental site assessment
FTA	Federal Transit Administration
HABS	Historic American Buildings Survey
HACLA	Housing Authority of the City of Los Angeles
HCM	Historic-Cultural Monument
HMMP	Hazardous materials management plan
HSR	High-Speed Rail
IGP	industrial general permit
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LADOT	City of Los Angeles Department of Transportation
LAHCM	Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
LID	low impact development
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LUC	Land Use Covenant
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
MOU	memorandum of understanding
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OHR	Office of Historic Resources
OSHA	Occupational Safety and Health Administration
PAH	polynuclear aromatic hydrocarbon
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
RIO	River Improvement Overlay District
ROW	right-of-way;
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SEIR	Supplemental Environmental Impact Report

SWRCB	State Water Resources Control Board
SWPPP	stormwater pollution prevention plan
TMP	traffic management plan
TPH	total petroleum hydrocarbons
VOC	volatile organic compound
WEAP	worker environmental awareness program

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1.0 Introduction

Consistent with Section 21081.6 of the Public Resources Code, it is required that a lead agency adopts a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment" (Section 15097 of the California Environmental Quality Act [CEQA] Guidelines provides additional direction on mitigation monitoring or reporting). As CEQA lead agency, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The measures contained in the MMRP were developed by Metro in consultation with appropriate agencies, as well as with input received from the public.

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final Environmental Impact Report (EIR) (June 2019), and any subsequent addenda including CEQA Addendum No. 1 (October 2021), and the Final Supplemental Environmental Impact Report (SEIR) (October 2025) are implemented, effectively minimizing the identified environmental effects.

Table 1 includes the mitigation measures and Offsetting Mitigation Measures (OMMs) for the CEQA Modified Proposed Project considered in the Final SEIR. Table 2 includes mitigation measures and OMMs for the Malabar Yard railroad improvements. The OMMs are tracked similar to the mitigation measures in the Final SEIR. One OMM was added to Table 1 for the Modified Proposed Project and eleven OMMs were added to Table 2 for the Malabar Yard railroad improvements.

Minor changes and refinements to the mitigation measures that resulted after Metro's approval of CEQA Addendum No.1 in October 2021 are indicated by strikeout (deleted) and underline (inserted) markings in Table 1 and Table 2 below. Each mitigation measure identified in Table 1 and Table 2 is categorized by topic and corresponding number, with identification of:

- Compliance Action/Deliverable – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure has been implemented.
- Responsible Party – The entity accountable for implementing the action/deliverable.
- Enforcement Agency – The entity accountable for overseeing the implementation of mitigation.
- Implementation Phase (A or B) – The phase of the project when implementation would occur (as applicable for Modified Proposed Project only).
- Monitoring/Compliance Schedule – The compliance/monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Schedule" column. Instead, schedule describes a logical succession of events (e.g., prior to construction, construction).

- Verification of Compliance – The monitor verifies completion of the particular mitigation measure by initialing and dating this column. Conclusion of the monitoring program concludes when all required signatures are obtained in the Verification of Compliance column.

Metro will implement an Environmental Management System consisting of strategic planning, policies, and procedures; organizational structure; staffing and responsibilities; milestones; schedule; and resources devoted to achieving Metro's environmental commitments. The Environmental Management System will also track the implementation of environmental requirements and compliance reports. This system will rely on data from the construction manager/general contractor, consultants, pre-construction services and permitting activities, monitoring, inspections, and other compliance activities. This process will be managed by Metro to demonstrate compliance activities and progress relevant to their regulatory requirements.

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
Land Use and Planning								
LU-1	**Enhance Neighborhood Connectivity:** Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro's LA River Path Project, and Metro's Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional right-of-way and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A or B	During Final Design of these specific improvements	—	—
		Prepare infrastructure plans for review and approval by the City of Los Angeles	Metro	City of Los Angeles	Phase A or B	During Final Design of these specific improvements	—	—
		Implement either Class II or IV type bike lanes along Commercial Street from Alameda Street to Center Street	Contractor	City of Los Angeles	Phase A or B	Construction	—	—
Transportation and Traffic								
TR-1	**Prepare a Construction TMP:** During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable. The street closure schedules in the construction TMP shall be coordinated among ~~between~~ the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP: • Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. • Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible. • Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. • Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare TMP	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Prior to Construction	—	—
		Implement TMP during construction	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Construction	—	—

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	• Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes. • Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements. • Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.							
TR-2	**Prepare Rail Operations Temporary Construction Staging Plan:** During final engineering design and prior to construction, Metro shall prepare a memorandum of understanding (MOU) with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols shall ~~would~~ be incorporated into applicable construction documents (plans and specifications). Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor ~~would~~ implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance. Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.	Prepare MOUs	Metro	Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare temporary construction service plans	Metro/Contractor	Metro and Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction		
		Participate in weekly construction coordination meetings	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro	Phase A and B	During Construction	—	—
TR-3	**Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street):** Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard: • **49th Street Closure:** Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of freight storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at grade crossing at 49th Street shall be implemented. • **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented. The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.	Closure of 49th Street and construction of the 46th Street Connector	Metro/Contractor	Metro	Phase A	During Construction		

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
Aesthetics								
AES-1	**Aesthetic Treatments:** Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.	Coordinate with HACLA on aesthetic enhancements	Metro	Metro	Phase B	During Final Design	—	—
		Incorporate aesthetic treatments into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
		Apply aesthetic treatments	Contractor	City of Los Angeles (HACLA)		During Construction	—	—
AES-2	**Minimize Nighttime Work and Screen Direct Lighting:** Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Direct light toward the construction area and install temporary shields (as needed)	Contractor	Metro		During Construction	—	—
AES-3	**Screen Direct Lighting and Glare:** During final design, all new or replacement lighting shall comply with *Metro Rail Design Criteria* (Metro 2013), SCRRA *Design Criteria Manual* (SCRRA 2014), Illuminating Engineering Society standards (Illuminating Engineering Society 2011a, 2011b, 2014), maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11), and Leadership in Energy and Environmental Design® (LEED®) standards for new construction. In addition, all permanent lighting ~~maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11) and~~ shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.	Incorporate lighting, screening, and glare requirements into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Install permanent lighting that meets CalGreen requirements directed away from residences and install screening elements as needed.	Contractor	Metro		During Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
Air Quality and Global Climate Change								
AQ-1	**Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403: • Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust. • Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Securely cover trucks when hauling materials on or off site. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. • Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. The following measures shall also be implemented to reduce construction emissions: • The construction contractor shall prepare and update on a monthly basis ~~Prepare~~ a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy. • Ensure that all construction equipment is properly tuned and maintained. • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible. • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable. These control techniques shall be included in project specifications and shall be implemented by the construction contractor.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Implement dust control measures	Contractor	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
AQ-2	**Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Use construction equipment that meets Tier 4 exhaust emissions standards.	Contractor	Metro		During Construction	—	—
AQ-3	**Adaptive Air Quality Mitigation Plan:** Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040. Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS. On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the ~~p~~ Project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the ~~p~~ Project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union Station, and California State Transportation Agency, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the P~~p~~roject study area. After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the P~~p~~roject study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the P~~p~~roject study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented. Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with	Prepare an Adaptive Air Quality Mitigation Plan	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD	Phase A and B	Prior to implementation of run-through service	—	—
		Compile current train schedules/Determine actual train movements	Metro	Metro		Annually by November 1 through 2040	—	—
		Retain air quality specialist to conduct annual emissions inventory	Metro	Metro		Annually by November 1 through 2040	—	—
		Prepare Annual Report	Metro	Metro		Annually by December 31 through 2040	—	—
		Incorporate rail fleet emerging technology requirements into existing and/or future funding and/or operating agreements with provisions that require regional and intercity rail operators to replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features or reduce train movements through LAUS (only if Annual Report identifies an increase in health risks	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro, in coordination with SCAQMD		Within 60 days of completing Annual Report (if SCAQMD thresholds are anticipated to be exceeded)	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following: • Electric multiple unit systems. • Diesel multiple units. • Battery-hybrid multiple units. • Renewable diesel and other alternative fuels. Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Pproject study area.	associated with diesel pollutant concentrations that would exceed SCAQMD thresholds)						
Noise and Vibration								
NV-1	**Construct Sound Walls:** ~~Prior to reaching forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770trains),~~As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct ~~a~~ two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad right-of-way and shall extend ~~up~~ to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad right-of-way and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. ~~Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.~~	Incorporate design requirements into sound wall	Metro	Metro	Phase B	During Final Design	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—
		Construct sound wall	Contractor	Metro		During Construction	—	—
NV-2	**Employ Noise- and Vibration-Reducing Measures during Construction:** The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following: • Design considerations and project layout: ○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction ~~noisy~~ activities and noise-sensitive receivers. ○ Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor. ○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available. ○ When in use, ~~Site~~ locate equipment on the construction site as far away from noise-sensitive sites as possible.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Implement noise and vibration reduction measures	Contractor	Metro		During Construction	—	—
		Monitor noise and vibration levels at William Mead Homes and Mozaic Apartments during the loudest/most vibration intensive activities and notify Metro if FTA criteria is exceeded	Metro	Metro		During Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (~~i.e.,~~ e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures). • Sequence of operations: ○ Restrict pile driving to daytime periods. ○ Combine ~~noisy~~ loud operations to occur in the same time period. ▪ The total noise level produced would not be ~~significantly~~ substantially greater than the level produced if the operations were performed separately. ○ Avoid nighttime activities to the maximum extent feasible. ▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods. • Alternative construction methods: ○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible. ▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use. ○ Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines. ○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers). ○ Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings. In an effort to keep construction noise levels below FTA's construction noise ~~or~~ and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities~~, approximately~~). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther ~~further~~ away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).	Implement additional noise reduction methods (if FTA's construction noise and vibration criteria are exceeded)	Contractor	Metro		During Construction	—	—
NV-3	**Prepare a Community Notification Plan for Project Construction:** To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare community notification plan/Identify project liaison	Contractor	Metro		Prior to Construction	—	—

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						Initial	Date
	Mail information packets to all residences within 500 feet of construction area	Contractor	Metro		During Construction	—	—
Biological Resources							
BIO-1 **Bats:** Preconstruction surveys for roosting special-status bats (including western mastiff bats and western yellow bats) and other native bat species shall be conducted by a Metro-approved qualified bat biologist within 2 weeks prior to construction. Surveys shall be conducted where suitable habitat and/or bridge structures that will be removed or that will have modifications to the substructure are present. All locations with suitable roosting habitat (including potential maternity roosts) shall be surveyed using an appropriate combination of structure inspection, exit counts, acoustic surveys, or other suitable methods. Surveys shall be conducted during the appropriate season and time of day/night to ensure detection of day- and night-roosting bats (i.e., preferably one daytime and one nighttime survey shall be conducted at each location with suitable roosting habitat during the maternity season, May 1 through August 31). If no roosts are detected, trees that provide suitable roosting habitat may be removed under the guidance of the qualified bat biologist. If a roost is detected, passive exclusion shall include monitoring the roost for 3 days to determine if the roost is active. If the roost is determined to support a reproductive female with young, the roost shall be avoided until it is no longer active. If the roost remains active during the 3 monitoring days and observations confirm it is not a maternity colony, a temporary bat exclusion device shall be installed under the supervision of a CDFW-~~Metro~~-approved qualified bat biologist. At the discretion of the biologist, based on his or her expertise, an alternative roosting structure(s) may be constructed and installed prior to the installation of exclusion devices. Exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young inside during the summer months or torpid (overwintering) individuals during the winter. If it cannot be determined whether an active roost site supports a maternity colony, the roost site shall not be disturbed, and construction within 300 feet shall be postponed or halted until the roost is vacated and the young are volant (able to fly). Exclusion efforts shall be monitored on a weekly basis and continued for the duration of project construction activities and removed when no longer necessary. The following avoidance and minimization measures shall be implemented during construction: • All work conducted on bridges shall occur during the day. If this is not feasible, lighting and noise shall be directed away from night roosting and foraging areas. • Combustion equipment (such as generators, pumps, and vehicles) shall not be parked or operated under a bridge. Construction personnel shall not be present directly under a roosting colony. Construction activities shall not severely restrict airspace access to the roosts. • Removal of mature trees that provide suitable bat roosting habitat shall be conducted outside of the maternity season (May 1 through August 31); that is, removal shall be conducted between September 1 and April 30. Because bats may be present in a torpid state during the winter, suitable roosting habitat shall be removed before the onset of cold weather, generally when temperatures drop below 40 degrees Fahrenheit, (approximately November 1) or as determined by a qualified bat biologist). Should removal of mature trees that provide suitable bat roosting habitat be necessary after the cold weather, a qualified bat biologist shall conduct pre-construction surveys when temperatures are greater than 40 degrees Fahrenheit to ensure that bats are not present during removal. • When removing palm trees, the dead fronds shall be removed first before felling the palm to allow any bats to escape.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Retain a qualified bat biologist	Metro	Metro		Prior to Tree Removal/Bridge Removal	—	—
	Conduct preconstruction bat surveys	Metro	Metro		During Construction	—	—
	Implement avoidance measures and/or temporary bat exclusion devices (only if a roost with active nest is detected)	Metro	Metro		During Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
BIO–2	**MBTA Species:** Vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW ~~Metro~~ approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within 72 hours ~~7 days~~ prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active. Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA. In addition, if work on existing bridges with potential nest sites that will be removed or will have modifications to the substructure is to be conducted between February 1 and September 30, all bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. ~~Nest removal~~ Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion ~~unless a nest exclusion device has already been installed~~. ~~Nest removal~~ Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. All Project personnel and contractors who will be on site during construction shall complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board 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 biological and potentially jurisdictional resources. At a minimum, the training shall include the following topics: (1) locations where special-status species may occur; (2) the purpose for resource protection; (3) protective measures to be implemented in the field; (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Retain a qualified bird biologist	Metro	Metro		Prior to Construction	—	—
		Conduct preconstruction bird surveys	Metro	Metro		Within 7 days prior to vegetation removal	—	—
		Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys)	Contractor	Metro		Prior to vegetation removal until nest is no longer active	—	—
		Install exclusionary devices (only if suitable nests are identified during preconstruction surveys)	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—
		Remove bird nests	Contractor	Metro	Phase B	Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue)	—	—
BIO-3	**Protected Trees:** Preconstruction surveys for protected trees (native trees 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873 ~~177404~~), and LA Metro's Tree Policy. ~~Preservation of Protected Trees of the City of Los Angeles' municipal code,~~ including oaks (Valley Oak [*Quercus lobata*], California Live Oak [*Quercus agrifolia*], or any other tree of the oak genus indigenous to California but excluding the Scrub Oak [*Quercus berberidifolia*]), southern California black walnut (*Juglans californica*), western sycamore (*Platanus racemora*), and California bay (*Umbellularia californica*)~~,~~ shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120	Retain a registered arborist to conduct preconstruction surveys and prepare a Protected Tree Report	Metro	Metro	Phase A and B	180 days prior to Construction	—	—
		Conduct preconstruction protected tree surveys	Metro	Metro		120 days prior to Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps to determine which trees may be protected in accordance with Ordinance No. 186873~~177404~~. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the City of Los Angeles Department of Public Works. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the City of Los Angeles has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring 1 inch or more in diameter, 1 foot above the base, and shall be at least 7 feet in height measured from the base.	Prepare Protected Tree Report	Metro	Metro		Prior to Construction	—	—
		Replace and/or relocate protected trees (as needed)	Metro	Metro		Within one year of removal of protected trees	—	—
Hydrology and Water Quality								
HWQ-1	**Prepare and Implement a SWPPP:** During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, ~~and~~ Order No. 2012-0006-DWQ, and Order No. 2022-0057-DWQ), which are currently in effect. However, during construction of the Project, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022 and will become effective on September 1, 2023~~as they relate to Project construction activities~~. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during project construction. Metro shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to ~~State Water Resources Board (~~SWRCB~~)~~ within 90 days of completion of construction and stabilization of the site.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare and submit Notice of Intent	Contractor/Metro	SWRCB		Prior to Construction		
		Prepare SWPPP/	Contractor	Metro/RWQCB		Prior to Construction	—	—
		Implement SWPPP (including preparation of rain event action plans)	Contractor	RWQCB		During Construction	—	—
		Prepare and submit Notice of Termination	Contractor/Metro	SWRCB		90 days prior to completion of construction	—	—
HWQ-2	**Final Water Quality BMP Selection (Caltrans ROW):** Metro shall comply with the provisions of the ~~Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit)~~ Caltrans MS4 Permit (Order Number 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) that was adopted June 22, 2022, and became effective January 1, 2023, and any applicable provisions of the Caltrans SWMP for long-term BMPs. This post-construction requirement shall only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans *Project Planning and Design Guide* (latest edition).	Incorporate applicable NPDES requirements (for the portions of project within Caltrans ROW) into applicable construction documents (plans and specifications)	Metro	Caltrans	Phase A and B	Final Design	—	—
		Prepare a stormwater data report	Metro	Caltrans		Final Design	—	—
HWQ-3	**Final Water Quality BMP Selection (Railroad ROW):** For the portion of the P~~p~~roject outside Caltrans ROW, and not under the jurisdiction of the City of Los Angeles, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit).	Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
HWQ-4	**Final Water Quality BMP Selection (City of Los Angeles):** Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties ~~County, Except Those Discharges Originating from the City of Long Beach MS4~~(Order No. ~~2012-0175~~ R4-2021-0105, NPDES No. CAS0040041), effective ~~December 28, 2012~~ September 11, 2021 (known as the Phase I Permit). This post-construction requirement shall apply to the entire Project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.	Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Final Design	—	—
		Prepare a final LID report	Metro	City of Los Angeles		Final Design	—	—
HWQ-5	**Comply with Local Dewatering Requirements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles~~, respectively~~.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Obtain Dewatering Permits (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities)	—	—
HWQ-6	**Comply with Local Dewatering Requirements for Contaminated Sites:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compounds-Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites affected during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Los Angeles, respectively.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Obtain Dewatering Permits for Contaminated Sites (as needed)	Contractor	RWQCB/City of Los Angeles		Prior to Construction (Dewatering Activities on Contaminated Sites)	—	—
HWQ-7	**Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses:** Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare Industrial SWPPP for relocated, regulated industrial uses	Contractor	RWQCB		Prior to Construction (on Industrial Sites)	—	—
Geology and Soils								
GEO-1	**Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following: • Site preparation	Prepare final geotechnical report	Metro	Metro	Phase A and B	During Final Design	—	—
		Incorporate site-specific recommendations of the final geotechnical report	Metro	Metro		During Final Design	—	—

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
• Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading • Corrosive soils • Structural foundations • Grading practices The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions, and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.	into applicable construction documents (plans and specifications)						
	Construct infrastructure per the site-specific geotechnical recommendations	Contractor	Metro		During Construction	—	—
Hazards and Hazardous Materials							
HAZ-1 **Prepare a Construction Hazardous Materials Management Plan:** Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following: • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200). • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120). • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38). • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910). • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200). • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
	Prepare Hazardous Materials Management Plan	Contractor	Metro		Prior to Construction	—	—
	Implement Hazardous Materials Management Plan	Contractor	Metro		During Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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HAZ-2	**Prepare Project-wide Phase II ESA (based on completed Phase I ESA):** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on the completed Phase I ESA) for properties within the project footprint that would be affected by excavation. Phase II activities shall consist of: • Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area. • Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals. A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.	Prepare Phase II ESA Investigation	Metro	Metro	Phase A and B	Prior to Final Design	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro		Prior to Construction	—	—
		Implement Phase II recommendations/findings	Contractor	Metro		During Construction	—	—
HAZ-3	**Prepare a General Construction Soil Management Plan:** Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the project footprint for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior per DTSC's *Information Advisory Clean Imported Fill Material* to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan: • General worker health and safety procedures • Dust control • Management of soil stockpiles • Traffic control • Stormwater erosion control using BMPs	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare Construction Soil Management Plan (project wide)	Contractor	Metro		Prior to Construction	—	—
		Implement Construction Soil Management Plan (project wide)	Contractor	Metro		During Construction	—	—
		Provide proof of certified clean imported soil	Contractor	Metro		During Construction	—	—
HAZ-4	**Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans:** Prior to construction, the contractor shall prepare ~~Metro shall prepare~~ parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination is expected to vary ~~varies~~ widely across the project footprint, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following: • Soil disposal protocols. • Protocols governing the discovery of unknown contaminants. • Management of soil on properties within the project footprint with LUCs or known contaminants.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—
		Retain a Certified Industrial Hygienist to	Metro	Metro		Prior to Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	Prior to construction on individual properties with LUCs or known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities ~~for~~ and ~~submittal~~ submitted to ~~and approval by~~ DTSC for approval. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASPs provisions shall also be implemented: • Training requirements for site workers who may be handling contaminated material • Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property • Mitigation and monitoring measures that are protective of site worker and public health and safety Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites.	prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)						
		Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC		Prior to Construction	—	—
		Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Los Angeles, RWQCB	Metro	Metro		Prior to Construction	—	—
HAZ-5	**Land Use Covenant Sites and Coordination with the DTSC:** Prior to construction on properties with an LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Coordinate with DTSC on LUC sites	Metro/Contractor	DTSC		Prior to Construction (on LUC sites)	—	—
HAZ-6	**Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered:** Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials or abandoned oil wells are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, asbestos containing materials (e.g., transite pipes), and/or abandoned oil wells encountered during the construction process.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Halt work if potentially hazardous materials/abandoned wells are encountered	Contractor	Metro		During Construction	—	—
HAZ-7	**Compliance with the City of Los Angeles Building Code Methane Regulations:** Prior to final design, Metro shall verify that the design of infrastructure improvements located within Methane Buffer Zones (as defined by LABOE) comply with the City of Los Angeles Building Code regulations set forth in Ordinances 175790 and 180619. The ordinances require evaluation of methane hazards and mitigation of a methane hazard, if one exists, depending on the severity of the hazard.	Verify compliance with City of Los Angeles Building Code Methane Regulations	Metro	City of Los Angeles	Phase A and B	During Final Design	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
HAZ-8	**Pre-Demolition Investigation:** Prior to the demolition of any structures, ~~constructed prior to the 1970s~~ a survey shall be conducted for the presence of hazardous building materials, such as ~~asbestos-containing materials, lead-based paints~~ ACBs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant shall be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and the survey report shall be submitted to the SCAQMD with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
		Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition)	Contractor	Metro		Prior to Building Demolition	—	—
		Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey)	Contractor	OSHA/Los Angeles County Department of Public Health		Prior to Building Demolition	—	—
		Provide proof of appropriate licenses and certifications	Contractor	Metro		Prior to Building Demolition	—	—
		Secure the site and disconnect utilities	Contractor	Metro		Prior to Building Demolition	—	—
		Implement Removal Plan	Contractor	Metro		During Building Demolition	—	—
Cultural and Paleontological Resources								
CUL-1	**Archaeological Treatment Plan (ATP):** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence. The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990). The ATP shall include, at a minimum, the following elements: • **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of	Prepare ATP Develop a site-specific sensitivity model	Metro Metro	Metro	Phase A and B	Prior to Construction Prior to Construction		
		Retain archaeological and Native American monitors for all phases of work with potential to impact Archaeological Site CA LAN 1575/H or other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits	Metro/Contractor			Prior to Construction and During Construction		
		Prepare public outreach and educational plan	Metro			Prior to Construction		

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
features and deposits that are expected to be encountered, and outline the data requirements necessary to successfully address the research questions. • **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge. • **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards. • **Archaeological and Native American monitoring** – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards. • **Provisions for the inadvertent discovery of archaeological features or deposits** – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented. • **Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony** – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the Native American Heritage Commission as the Most Likely Descendant, and in accordance with applicable regulations.	Conduct WEAP training with a qualified archaeologist to all ground-disturbing construction personnel	Metro/Contractor			Prior to Construction and during construction as new personnel join the project		

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
• **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources. • **Cultural resource worker environmental awareness program (WEAP) training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas. • **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*. • **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993). **Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code** – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.							
CUL-2 **Built Environment Treatment Plan (BETP):** Prior to construction, Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence. The BETP shall include, at a minimum, the following elements: • **HABS documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation:	Conduct HABS-Like documentation and further documentation for all character defining features at LAUS Consult with SHPO and the City of Los Angeles CHC and OHR during early design phases of the Project Prepare protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources	Metro	Metro	Phase A and B	During Final Design During Final Design Prior to Construction and During Construction		

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project							
Mitigation Measures	**Compliance Action/Deliverable**	**Responsible Party**	**Enforcement Agency**	**Implementation Phase (A or B)**	**Monitoring/Compliance Schedule**	**Verification of Compliance**	
						Initial	**Date**
o Pedestrian passageway o Ramps o Railings o Platforms o Butterfly shed canopies o South retaining wall o Terminal Tower o Car Supply/Maintenance Building o Cesar Chavez Avenue Undercrossing o Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation) • **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior's Standards for Rehabilitation shall be followed where restoration is not feasible. • **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers. • **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If any of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished. • **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses. • **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties, to the extent feasible. • **Design review** – The BETP shall identify parties—including SHPO, the City of Los Angeles OHR, and the City of Los Angeles CHC—to be consulted during early design phases of the Project regarding the following items: o alterations to or demolition of character-defining features of LAUS o restoration of the existing LAUS passenger concourse o educational display for LAUS							

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	o alterations to character-defining features of the North Main Street Bridge Metro shall take into consideration the feedback received in progressing the design to completion. • **Response plans** – The BETP shall include requirements for the development of protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources.							
HIST-3	**Friedman Bag Company:** Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.	Conduct HABS-like documentation of the Freidman Bag Company building	Metro	Metro ~~City of Los Angeles OHR~~	Phase A	Prior to Building Demolition (Friedman-Bay Company building)	—	—
		Submit documentation to OHR for review and approval	Metro	Metro		Prior to Building Demolition (Friedman-Bay Company building)	—	—
		Donate archival documentation to a suitable repository	Metro	Metro		Prior to Operation of Run-Through Service	—	—
PAL-1	~~**Prepare a**~~ **Paleontological Mitigation Plan (PMP).** It is anticipated that Quaternary older alluvium or Puente Formation, which are geologic units that have a high sensitivity level, would be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain ~~A PMP shall be prepared by Metro's~~ a qualified p~~P~~aleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted~~, and~~ Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP shall include a requirement for full-time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation~~, with the exception of pile driving activities. While pile driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process~~. Monitoring is not recommended for excavations that only impact artificial fill and Quaternary younger alluvium. The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt ~~surface-disturbing~~ activities in the immediate area (within a 25-foot radius of the discovery), and ~~a~~ Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the ~~project~~ Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's ~~a~~ qualified paleontologist.	Retain qualified paleontologist to prepare a PMP	Metro	Metro	Phase A and B	Prior to Construction	—	—
		Prepare PMP	Metro	Metro		Prior to Construction	—	—
		Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources	Metro	Metro		During Construction	—	—
PAL-2	**Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be ~~given~~ delivered to all ground-disturbing construction personnel, ~~All site workers shall be required to complete WEAP training with a focus on paleontological resources,~~	Prepare a paleontological resource-focused WEAP Training.	Metro	Metro	Phase A and B	Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
							Initial	Date
	including a review ~~of what to do~~ of protocols to follow in the case of a ~~an unanticipated~~ fossil discovery, as identified in the PMP.	Provide WEAP training to all ground-disturbing construction personnel	Contractor	Metro		Prior to Construction and during construction as new personnel join the project	—	—
PAL-3	**Curation:** Metro shall make arrangements for the curation in perpetuity of s~~S~~ignificant fossils recovered during construction ~~shall be curated by Metro in perpetuity~~ at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.	Prepare, identify, and catalogue significant fossils recovered for curation	Metro	Metro	Phase A and B	During Construction	—	—
		Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation	Metro	Metro		Post Construction	—	—
		~~Incorporate Native American monitor requirements into ATP CRMMP (see Mitigation Measure CUL-1 HIST-5 above)~~	~~Metro~~	~~Metro~~		~~During Construction (at LAUS)~~	—	—
OMM AQ-4	**Construction Air Quality Monitoring at William Mead Homes.** Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the US Environmental Protection Agency (USEPA). This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also provide contact information for a construction representative to be identified for inquiries by residents of the William Mead Homes community and guidance for community notifications. Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public.	Develop a construction air quality monitoring plan specific to William Mead Homes	Metro	Metro	Phase A and B	Prior to construction and during construction		

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date

Notes:
AB=Assembly Bill; BMP=best management practice; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction general permit; CHC=Cultural Heritage Commission; CHSRA=California High-Speed Rail Authority; CRMMP=Cultural Resource Mitigation and Management Plan; DTSC=Department of Toxic Substance Control; EIR=environmental impact report; ESA=environmental site assessment; FTA=Federal Transit Administration; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HCM=Historic-Cultural Monument; HMMP=Hazardous materials management plan; HSR=High-Speed Rail; IGP=industrial general permit; LA=Los Angeles; LABOE=Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=Land Use Covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PAH=polynuclear aromatic hydrocarbon; PMP=Paleontological Mitigation Plan; PRC=Public Resources Code; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRA=Southern California Regional Rail Authority; SWRCB=State Water Resources Control Board; SWPPP=stormwater pollution prevention plan; TMP=traffic management plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program

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Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
Transportation and Traffic						
MY TR-1 **Prepare a Construction TMP for Malabar Yard Railroad Improvements** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon. Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP: • Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. • Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible. • Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. • Metro or the contractor shall notify City of Vernon in advance of street closures, detours, or temporary lane reductions.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	During Final Design	—	—
	Prepare TMP	Contractor	Metro/City of Vernon	Prior to Construction	—	—
	Implement TMP	Contractor	Metro/City of Vernon	During Construction	—	—
MY TR-2 **Temporary Restriping and Adding a Right-turn Overlap Phase in Westbound Direction of the Vernon Avenue/Santa Fe Avenue Intersection**: During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to temporarily restripe the westbound shared through/right-turn lane to a westbound right-turn-only lane at Vernon Avenue and add a right-turn overlap phase in the same direction. The temporary restriping shall remain in place for the duration of construction. Upon completion of the Malabar Yard railroad improvements, the lane shall be returned to its original condition as a shared through/right-turn lane and the right-turn overlap phase shall be eliminated.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	During Final Design	—	—
	Install restriping	Contractor	City of Vernon	During Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
MY TR-3	**Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection:** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to restripe one eastbound through lane to an eastbound turn lane at Vernon Avenue.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Install restriping	Contractor	City of Vernon	During Construction		
MY TR-4	**Restriping of the Pacific Boulevard/Fruitland Avenue Intersection (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall restripe the northbound shared through/right-turn lane to a right-turn-only lane and a through lane at Pacific Boulevard.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Install restriping	Contractor	City of Vernon	During Construction		
MY TR-5	**Add a New Vehicular Lane on the Fruitland Avenue Roadway Segment between Santa Fe Avenue and Pacific Boulevard (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall add a new westbound vehicular lane on Fruitland Avenue.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Install new lane	Contractor	City of Vernon	During Construction		
MY TR-6	**Obtain Required Approvals for At-Grade Railroad Crossings:** For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a Formal Application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 *CEQA Compliance*, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR.	Prepare Plans for At-Grade Crossings	Metro/BNSF	Metro	Prior to Construction	—	—
		Submit Formal Application to CPUC	Metro	City of Vernon/CPUC	Prior to Construction		
Air Quality and Global Climate Change							
MY AQ-1	**Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403: • Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust • Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Securely cover trucks when hauling materials on or off site • Stabilize the surface of dirt piles if not removed immediately	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Implement dust control measures	Contractor	Metro	During Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
• Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads • Minimize unnecessary vehicular and machinery activities • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities The following measures shall also be implemented to reduce construction emissions: • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy • Ensure that all construction equipment is properly tuned and maintained • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable These control techniques shall be included in project specifications and shall be implemented by the construction contractor.						
MY AQ-2 **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
	Use construction equipment that meets Tier 4 exhaust emissions standards	Contractor	Metro	During Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
Biological Resources						
MY BIO-1 **MBTA Species:** During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted based on species specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active. Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA. Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board 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 jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and Regional Water Quality Control Board [RWQCB] jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices;	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
	Retain a qualified bird biologist	Metro/BNSF	Metro	Prior to Construction	—	—
	Conduct preconstruction bird surveys	Metro/BNSF	Metro	Within 7 days prior to vegetation removal	—	—
	Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys)	Contractor	Metro	Prior to vegetation removal until nest is no longer active	—	—
	Install exclusionary devices (only if suitable nests are identified during preconstruction surveys)	Contractor	Metro	Prior to February 1 (before work that may affect nesting birds would occur)	—	—
	Remove bird nests	Contractor	Metro	Prior to February 1 (before work that may affect nesting birds would occur)	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	and (5) the protocol to resolve conflicts that may arise at any time during the construction process.						
MY BIO-2	**Protected Trees:** Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies: • Trees proposed to be cut or removed. • Trees proposed to be retained; and • Trees proposed to be provided in replacement of the trees that are to be cut or removed. All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance.	Prepare Tree Removal/Tree Protection Plan	Metro/BNSF	Metro/Vernon	Prior to Construction	—	—
		Replace and/or relocate protected trees (as needed)	Metro/BNSF	Metro/Vernon	Within one year of removal of protected trees	—	—
Hydrology and Water Quality							
MY HWQ-1	**Prepare and Implement a SWPPP for the Malabar Yard Railroad Improvements:** During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the construction general permit (CGP). A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Prepare and submit Notice of Intent	Contractor/Metro/BNSF	SWRCB	Prior to Construction		
		Prepare SWPPP	Contractor	Metro/RWQCB	Prior to Construction	—	—
		Implement SWPPP (including preparation of rain event action plans)	Contractor	RWQCB	During Construction	—	—
		Prepare and submit Notice of Termination	Contractor/Metro/BNSF	SWRCB	90 days prior to completion of construction	—	—
MY HWQ-2	**Comply with Local Dewatering Requirements for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds	Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon.	Obtain Dewatering Permits (as needed)	Contractor	RWQCB/City of Vernon	Prior to Construction (Dewatering Activities)	—	—
MY HWQ-3 Comply with Local Dewatering Requirements for Contaminated Sites for the Malabar Yard Railroad Improvements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon.	Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
	Obtain Dewatering Permits (as needed)	Contractor	RWQCB/City of Vernon	Prior to Construction (Dewatering Activities)	—	—
MY HWQ-4 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses for the Malabar Yard Railroad Improvements: Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable	Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements: For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004), effective September 11, 2021 (known as the Phase I Permit). Metro or BNSF shall also prepare a final LID report in accordance with the City of Vernon's *Low Impact Development Guidance Manual*. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
Geology and Soils						
MY GEO-1 Prepare Final Geotechnical Report: During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following:	Prepare final geotechnical report	Metro/BNSF	Metro	During Final Design	—	—
	Incorporate site-specific recommendations of the final geotechnical report into applicable	Metro/BNSF	Metro	During Final Design	—	—

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
• Site preparation • Soil bearing capacity	construction documents (plans and specifications)					
• Appropriate sources and types of fill • Liquefaction • Lateral spreading • Corrosive soils • Structural foundations • Grading practices The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.	Construct infrastructure per the site-specific geotechnical recommendations	Contractor	Metro	During Construction	—	—
Hazards and Hazardous Materials						
MYHAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP): Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following: • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
	Prepare Hazardous Materials Management Plan	Contractor	Metro	Prior to Construction	—	—
	Implement Hazardous Materials Management Plan	Contractor	Metro	During Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).						
MYHAZ-2	**Prepare Project-wide Phase II ESA (based on completed Phase I ESA):** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of: • Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area. • Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals. A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.	Prepare Phase II ESA Investigation	Metro/BNSF	Metro	Prior to Final Design	—	—
		Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Implement Phase II recommendations/findings	Contractor	Metro	During Construction	—	—
MYHAZ-3	**Prepare a General Construction Soil Management Plan:** Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan: • General worker health and safety procedures • Dust control • Management of soil stockpiles • Traffic control • Stormwater erosion control using BMPs	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Prepare Construction Soil Management Plan (project wide)	Contractor	Metro	Prior to Construction	—	—
		Implement Construction Soil Management Plan (project wide)	Contractor	Metro	During Construction	—	—
		Provide proof of certified clean imported soil	Contractor	Metro	During Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
MYHAZ-4	**Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP):** Prior to construction, Metro shall prepare parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination varies widely across the Project footprint for the selected design options, and the parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following: • Soil disposal protocols • Protocols governing the discovery of unknown contaminants • Management of soil on properties within the project footprint with LUCs or known contaminants Prior to construction on individual properties with LUCs or known contaminants, a parcel-specific HASPs shall also be prepared for submittal and approval by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented: • Training requirements for site workers who may be handling contaminated material • Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property • Mitigation and monitoring measures that are protective of site worker and public health and safety Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
		Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC	Prior to Construction	—	—
		Retain a Certified Industrial Hygienist to prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro/BNSF	Metro	Prior to Construction	—	—
		Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites)	Metro/Contractor	DTSC	Prior to Construction	—	—
		Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Vernon, RWQCB	Metro/BNSF	Metro	Prior to Construction	—	—
MYHAZ-5	**Halt Construction Work if Potentially Hazardous Materials are Encountered:** Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells encountered during the construction process.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	Prior to Construction	—	—
		Halt work if potentially hazardous materials/abandoned wells are encountered	Contractor	Metro	During Construction	—	—

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
MYHAZ-6 **Pre-Demolition Investigation:** Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro/BNSF	Metro	During Final Design	—	—
	Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition)	Contractor	Metro	Prior to Building Demolition	—	—
	Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey)	Contractor	OSHA/Los Angeles County Department of Public Health	Prior to Building Demolition	—	—
	Provide proof of appropriate licenses and certifications	Contractor	Metro	Prior to Building Demolition	—	—
	Secure the site and disconnect utilities	Contractor	Metro	Prior to Building Demolition	—	—
	Implement Removal Plan	Contractor	Metro	During Building Demolition	—	—
Cultural and Paleontological Resources						
MY CUL-1 **Archaeological Treatment Plan (ATP).** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence. The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP Archaeological Resources Management Reports: Recommended Contents and Format (OHP 1990). The ATP shall include, at a minimum, the following elements:	Prepare ATP	Metro	Metro	Prior to Construction	—	—

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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• **Research Design:** The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions. • **Archaeological and Native American Monitoring.** The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards. • **Provisions for the Accidental Discovery of Archaeological Features or Deposits.** The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop-work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented. • Provisions for the Accidental Discovery of Human Remains, Associated and Unassociated Funerary Objects, Sacred Objects, and Objects of Cultural Patrimony. The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop-work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes. • **Cultural Resource Worker Environmental Awareness Program (WEAP) Training.** The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified	Develop a site-specific sensitivity model	Metro		Prior to Construction		
	Retain archaeological and Native American monitors for all phases of work	Metro/Contractor		Prior to Construction and During Construction		

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas. • **Standards for Reporting.** The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's Archaeological Resources Management Reports: Recommended Contents and Format. • **Guidelines for Curation.** The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79.	Prepare public outreach and educational plan	Metro		Prior to Construction		
	Conduct WEAP training with a qualified archaeologist to all ground-disturbing construction personnel	Metro/Contractor		Prior to Construction and during construction as new personnel join the project		
MY PAL-1 **Paleontological Mitigation Plan (PMP):** It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP shall include a requirement for full time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile driving activities. While pile driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal). The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery) and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered	Retain qualified paleontologist to prepare a PMP	Metro	Metro	Prior to Construction	—	—
	Prepare PMP	Metro	Metro	Prior to Construction	—	—
	Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources	Metro	Metro	During Construction	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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	paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist.						
MY PAL-2	**Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.	Prepare a paleontological resource-focused WEAP Training.	Metro	Metro	Prior to Construction	—	—
		Provide WEAP training to all ground-disturbing construction personnel	Contractor	Metro	Prior to Construction and during construction as new personnel join the project	—	—
MY PAL-3	**Curation:** Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.	Prepare, identify, and catalogue significant fossils recovered for curation	Metro	Metro	During Construction	—	—
		Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation	Metro	Metro	Post Construction	—	—
Offsetting Mitigation Measures (OMMs)							
OMM MY SS-1	**Train Detection Cameras:** Metro shall provide reimbursement for the purchase and installation costs of new train detection cameras at four at-grade railroad crossings at 37th Street, 38th Street, Vernon Avenue, and Pacific Boulevard to optimize emergency response routing when a train is present. The cameras would monitor the at-grade railroad crossings to detect occupancy and alert emergency dispatchers or notify local emergency service providers of train movements that could cause a delay in emergency access or response and assist with vehicular routing decisions. Cameras could be mounted on either an existing or new traffic pole near the gates of the at-grade railroad crossing and can be connected to the City's Traffic Management Center (TMC) by existing physical fiber optic lines that are present in the City. Metro will provide reimbursement for the purchase and installation costs of train detection cameras. The City will be responsible for purchasing and installing cameras, maintaining cameras, and providing staffing to monitor cameras and manage alerts.	Provide reimbursement to Vernon for purchase and installation costs of four train detection cameras	Metro	Metro	Prior to Operations	—	—

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Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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OMM MY SS-2	**Mobile Emergency Operations Center:** Metro shall provide reimbursement to the City of Vernon for the purchase of one Mobile Emergency Operations Center (EOC), which is a self-contained, mobile command unit designed to provide critical emergency management capabilities in the field. It serves as a backup or replacement central for the City's primary offsite EOC, Los Angeles County Fire Station 56, during crises or, disasters, or when the EOC is inaccessible or inoperable due to earthquake, flooding, fires, hazardous spills, windstorms, or acts of terror. Metro will provide reimbursement for the purchase of one Mobile EOC and any basic required vehicle technology, anticipated to be between $200,000 to $300,000. The City will procure the vehicle and required technology and complete any required testing, training, deployment. The City will be responsible for long-term maintenance.	Provide reimbursement for the purchase of one Mobile EOC	Metro	Metro	Prior to Operations	—	—
OMM MY SS-3	**Communications and Radio Systems Upgrade:** Metro shall provide reimbursement to the City of Vernon for the purchase of upgraded communication and radio systems to improve coordination and response among different departments and agencies, such as the police department, public utilities department, public works department, and the LA County fire department, which serves the City of Vernon. Metro will provide reimbursement for the purchase of upgraded communication and radio systems equipment and associated software. The City will procure equipment, configure equipment, and coordinate with all applicable departments including LA County Fire to determine equipment and software compatibility, configuration, training, and testing of the new equipment.	Provide reimbursement for the purchase of upgraded communication and radio systems equipment and associated software	Metro	Metro	Prior to Operations	—	—
OMM MY NV-1	**Quiet Zone Design and Physical Infrastructure:** Metro shall provide design for and installation of new railroad safety measures to support a new Quiet Zone at five existing at-grade railroad crossings. The railroad safety measures would be constructed at five existing at-grade railroad crossings that are located on the Harbor Subdivision parallel to Santa Fe Avenue and within close proximity to planned mixed-use residential areas identified in the Westside Zone Change and General Plan Amendment. This OMM would include implementation of safety measures at each of the five existing at-grade railroad crossings that would serve as a substitute for the sounding of a train horn. Safety measures that can substitute for the sounding of a train horn can include widened medians, exit gates, overhead cantilevered signals, and/or pedestrian treatments such as detectible warning strips and flashing signals. Metro will prepare engineering design plans for the Quiet Zone safety measures and will be responsible for leading coordination with CPUC to process design reviews and facilitating the approval process (see OMM NV-2 below). The City would be responsible for submitting the Quiet Zone application to CPUC, maintaining Railroad Liability Insurance, and maintaining roadway-related Quiet Zone infrastructure (i.e. medians).	Prepare engineering design plans for the Quiet Zone safety measures	Metro/BNSF	Metro/City of Vernon	Prior to Operations		
		Submit Quiet Zone Application	City of Vernon	CPUC	Prior to Operations		

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						Initial	Date
	Implementation of this OMM will also require BNSF to coordinate with Metro and the City regarding the proposed Quiet Zone infrastructure and assist with construction of the safety measures within their railroad ROW. BNSF will also be responsible for the maintenance of railroad grade crossing elements (i.e. crossing gates). CPUC and FRA are the regulatory authorities that are responsible for review of the Quiet Zone application, as well as conduct periodic safety reviews of the Quiet Zone.						
OMM MY NV-2	**Quiet Zone Technical Support:** Associated with OMM MY NV-1, Metro, BNSF, and the City of Vernon shall be required to enter into an agreement to complete the regulatory process for a Quiet Zone designation along the Harbor Subdivision. Metro would support the City's application for a Quiet Zone by conducting the following tasks: a. Prepare for and facilitate diagnostic reviews of highway-rail grade crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch b. Prepare for and facilitate diagnostic reviews of pedestrian crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch c. Complete updates to US DOT Crossing Inventory Forms to document current physical and operating conditions at each crossing within the proposed Quiet Zone d. Prepare Draft Notice of Intent to implement Quiet Zone (to be published and distributed by City) e. Prepare Draft Notice of Quiet Zone Establishment (to be published and distributed by City) Design and construction of the safety measures identified in the diagnostic reviews is discussed above as part of OMM MY NV-1. Metro, in coordination with the City of Vernon and BNSF, will be responsible for preparing the technical documents and application package for CPUC submittal and facilitating and attending all diagnostic reviews required to support the regulatory process for a Quiet Zone.	Prepare the technical documents and application package for CPUC submittal	Metro/BNSF/City of Vernon	Metro	Prior to Operations		
OMM MY TR-7	**High Visibility Crosswalk, Mid-Block Location:** Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction of a high visibility crosswalk at Santa Fe Avenue near the Vernon City Elementary School and the Holy Angels Catholic Church of the Deaf (Figure 3-1). This OMM would enhance pedestrian safety by making crossing areas more noticeable to drivers, and would include crossing signs that incorporate bright colors, bold text/symbols, and retroreflective materials to improve visibility at night [for example FHWA pedestrian crossing signs R1-6, W11-2, W16-7P (FHWA 2009)]. Additional elements could include pedestrian-activated flashing lights and	Prepare engineering design plans and provide reimbursement for construction costs of high-visibility mid-block crosswalk	Metro/BNSF	Metro/City of Vernon	Prior to Operations		

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	street lighting to help alert drivers. The high visibility crosswalk would complement Malabar Yard Mitigation Measure TR-3, Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection, by enhancing pedestrian safety at the intersection. Metro will prepare engineering design plans and provide reimbursement for construction costs. The City of Vernon will construct the high visibility crosswalk elements. The City of Vernon will coordinate with Metro on the design of the high visibility crosswalk elements and will be responsible for the maintenance of crosswalk elements.						
OMM MY TR-8	**Intersection Crosswalk Improvements with Cool Street Paving:** Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction costs associated with the implementation of crosswalk improvements at the intersections of Santa Fe Avenue with 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, and Fruitland Avenue, and at the intersections of 46th Street with Pacific Boulevard and Seville Avenue. These intersections are closest to the Malabar Yard railroad improvements and where future mixed-use residential land uses are planned as part of the 2023 Vernon Westside Zone Change and General Plan Amendment. The improvements at the five existing crosswalk locations on Santa Fe Avenue would consist of repainting/restriping the existing crosswalks with bolder, brighter colors that would be more visible to drivers. Cool street paving includes reflective materials that reflects light, reducing urban heat island effect and enhancing nighttime visibility. Tactile warning strips and bold restriping would be implemented at the existing crosswalk on 46th Street/Pacific Blvd. A new crosswalk would be constructed at the existing four way stop at 46th Street/Seville Avenue, and would include additional safety elements such as tactile warning strips and bold restriping. Metro will prepare the engineering design plans and provide reimbursement for construction costs of crosswalk improvements. The City will coordinate with Metro on the design plans as well as be responsible for the construction and maintenance of crosswalk elements.	Prepare engineering design plans and provide reimbursement for construction costs of crosswalk improvements	Metro/BNSF	Metro/City of Vernon	Prior to Operations		
OMM MY TR-9	**Bus Shelters:** Metro shall prepare design plans and provide reimbursement to the City of Vernon for construction costs associated with the installation of 25 bus shelters at the following locations as determined by Metro based on the location of where High-Quality Transit Areas are located. 1. Pacific Blvd / Railroad Crossing- south side 2. Pacific Blvd / 46th Street - east side 3. Pacific Blvd / 46th Street - west side 4. Pacific Blvd / Leonis Blvd - east side 5. Pacific Blvd / Leonis Blvd - west side	Prepare engineering design plans and provide reimbursement for construction costs of the bus shelters	Metro/BNSF	Metro/City of Vernon	Prior to Operations		

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	6. Leonis Blvd / Pacific Blvd – south side 7. Santa Fe Ave / 30th Street – east side 8. Santa Fe Ave / 30th Street – west side 9. Santa Fe Ave / 27th Street – east side 10. Santa Fe Ave / 27th Street – west side 11. Vernon Ave / Saint Charles Street – south side 12. Vernon Ave / Saint Charles Street – north side 13. Vernon Ave / Alameda Street – north side 14. Vernon Ave / Alameda Street – south side 15. Soto Street / 37th Street – west side 16. Soto Street / 46th Street – west side 17. Soto Street / 46th Street – east side 18. Soto Street / Leonis Blvd – west side 19. Soto Street / Leonis Blvd – north side 20. Soto Street / 54th Street – west side 21. Soto Street / 54th Street – east side 22. Slauson Ave / Boyle Ave (north side) 23. Slauson Ave / Alcoa Ave (south side) 24. Slauson Ave / Bicket Street (north side) 25. Slauson Ave / Bicket Street (south side) The bus shelters would include a roof or canopy for weather protection, benches for seating, and transparent panels or walls to shield passengers from wind and rain while maintaining visibility. Additional features may include signage displaying route information, lighting for safety, and a waste bin or a map of nearby locations. The bus shelter design would be coordinated between Metro and the City of Vernon. As a result of feedback received from the City, a shade element would also be incorporated into the design to provide sun protection. Metro will prepare design plans and provide reimbursement for construction costs of the bus shelters. The City will coordinate with Metro on bus shelter designs and will be responsible for the construction and maintenance of the shelters.						
OMM MY TR-10	**PTZ Smart Cameras, Software, and Screens for Monitoring:** Metro shall provide reimbursement to the City of Vernon for the purchase of Pan Tilt Zoom (PTZ) smart cameras at five intersections: Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at	Provide reimbursement for the purchase of five PTZ cameras with software and screens	Metro/BNSF	Metro/City of Vernon	Prior to Operations		

Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	Malabar Street, Vernon Avenue at Santa Fe Avenue, and Pacific Boulevard at Santa Fe Avenue. Unlike train detection cameras, which are static and are only used for the purpose of train detection, PTZ cameras have the ability to remotely pan (move left and right), tilt (move up and down), and zoom to provide flexible and dynamic traffic monitoring of an area. The cameras would be equipped with automated tracking, motion detection, and real-time alerts to improve security and traffic management. OMM MY TR-10 would also include the purchase of associated PTZ smart software and screens for monitoring. Metro will provide reimbursement for the purchase of cameras. The City will procure the cameras, complete the traffic signal modification plan, complete the installation of cameras and software integration, and coordinate with the vendor for commissioning. The Vendor will coordinate with the City for the installation and commissioning of cameras and software integration.						
OMM MY TR-11	**AI-Based Traffic Control System:** Metro shall provide reimbursement to the City of Vernon for the purchase of 47 transportation controllers for an AI-based traffic control system, which uses machine learning and data analysis to optimize traffic flow, predict congestion, and respond to incidents in real time. The controllers and associated cloud-based software would provide an integrated platform that would enable signal controls to adapt to real time traffic conditions, improving traffic circulation and safety for the community, particularly at the 46th Street and Seville Avenue intersection, where new queueing is expected to occur. The system would also be capable of rerouting emergency vehicles along alternate routes, ensuring faster response times and minimizing delays for critical emergency services. Similar systems are used in the region, including by the City of Los Angeles. Metro will provide reimbursement for the purchase of controllers. The City will work with vendors to install and configure the controllers.	Provide reimbursement for the purchase of 47 transportation controllers	Metro/BNSF	Metro/City of Vernon	Prior to Operations		

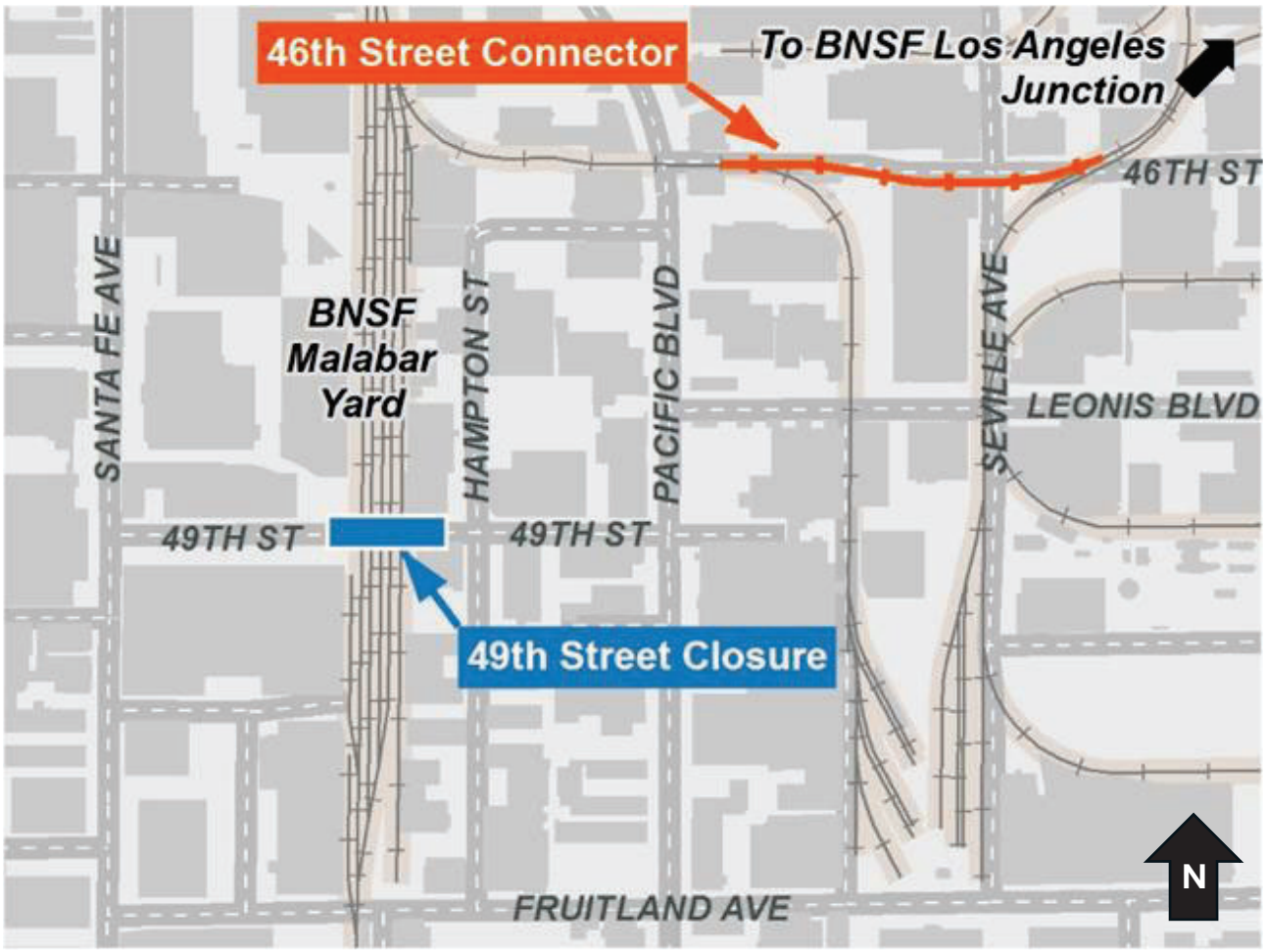
Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
OMM MY TR-12 **Metro Transit Oriented Communities Program Support:** Metro shall provide the City of Vernon with staffing for grant writing services for the Metro Transit Oriented Communities (TOC) Program, which is a program that provides equitable access to a high-quality transportation system allowing people to drive less and access transit more. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites. The TOC Program also provides opportunities for Metro to enhance the transit customer experience at existing Metro stations in the City of Vernon (i.e., Blue Line Station, Transit Stops) and can potentially support development projects on LA Metro owned properties (or adjacent properties). Metro will provide staffing to the City for grant writing services for TOC project applications in an amount not to exceed 2,000 hours.	Provide staffing for grant writing services for TOC project applications up to 2,000 hours	Metro/City of Vernon	Metro	Prior to Operations		

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ATTACHMENT B

MALABAR YARD RAILROAD IMPROVEMENTS LOCATION MAP



Malabar Yard railroad improvements in the City of Vernon offset the loss of storage track capacity at the BNSF West Bank Yard:
(1) The 46th Street Closure provides a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction.
(2) The 49th Street Closure accommodates approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard.

ATTACHMENT F
SUMMARY OF COMMUNITY ENGAGEMENT

Elected Official Staff Briefings	
Elected Official	**Date**
Mayor Karen Bass Staff	May 2, 2024
Supervisor Hilda Solis Staff-SD1	May 2, 2024
Supervisor Janice Hahn-SD 4	May 6, 2024
Councilmember Kevin De León-CD14	May 7, 2024
Councilmember Eunisses Hernandez-CD1	May 9, 2024
Councilmember Jurado-CD14	March 26, 2025

City of Vernon Executive Staff Workshop Dates	
May 23, 2024	January 8, 2025
September 10, 2024	February 12, 2025
October 23, 2024	February 20, 2025
November 6, 2024	March 6, 2025
November 13, 2024	May 15, 2025
November 20, 2024	June 17, 2025
December 4, 2024	

City of Vernon Property Owner Meetings	
Property Location	**Date**
4535 Soto Street	December 18, 2024
4900 Santa Fe Avenue/2430 E. 49th Street	December 18, 2024,
46th Street & Seville Avenue; 4620 Seville Avenue	December 18, 2024
4585 Pacific Boulevard/4575 Pacific Boulevard	January 9, 2025
4550 Seville Avenue	January 9, 2025
4580 Pacific Boulevard	January 14, 2025
2665 Leonis Boulevard	January 17, 2025
LA Derby Dolls (2661 E 46th Street	January 24, 2025
4800-4824 Santa Fe Avenue	January 31, 2025
2725 E. 46th Street	January 31, 2025
4848 Santa Fe Avenue	February 3, 2025
4618 Pacific Blvd	February 17, 2025

Stakeholder Engagement	
Organizations	**Date**
LARABA/Arts District Community Council	April 11, 2024
Central City Association (CCA)	May 8, 2024
Westside/Central Service Council	May 8, 2024
City of Vernon Business & Industry Commission	May 9, 2024
LARABA/ADCCLA	May 9, 2024
William Mead Homes	May 13, 2024
Little Tokyo Community Council	May 15, 2024
Little Tokyo Business Improvement District (BID)	May 15, 2024
El Pueblo de Los Angeles Historical Monument	May 23, 2024
Little Tokyo Business Association/Business Improvement District	Feb 20, 2025
Vernon Chamber of Commerce	June 23, 2025

Vernon Community Meeting and Open House
Wednesday, March 26, 2025, from 5:30 to 7:00 p.m., Metro held a Community Meeting and Open House at Trattoria 25 (2501 S. Santa Fe Avenue) in Vernon.

Library Locations for Circulation of the Final SEIR		
Chinatown Branch Library	Care First Village Administrative Office	Little Tokyo Branch Library
Benjamin Franklin Branch Library	Metro Headquarters, Dorothy Peyton Gray Transportation Library	LA Central Public Library
Lincoln Heights Branch Library	William Mead Homes Administrative Office	Vernon City Hall
(Hard copy of Executive Summary available in English, Spanish, Cambodian, Korean, Japanese, Chinese, Khmer, and Vietnamese)		

Acronyms: Supplemental Environmental Impact Report (SEIR); Los Angeles River Artists and Business Association (LARABA); Arts District Community Council of LA (ADCCLA)

ATTACHMENT G

SUMMARY OF ADDITIONAL MITIGATION MEASURES

Additional Community Mitigation	Description
Train Detection Cameras	**4 Locations**: 37th Street, 38th Street, Pacific Boulevard, Vernon Avenue
Mobile Emergency Operations Center (EOC)	Mobile EOC to be used during emergencies or if central EOC is shut down
Communications & Radio-Systems Upgrade	New cameras, dispatch, radios & antennae enables ability for all departments to communicate (PD, PUD, PW LA County Fire)
AI-Based Traffic Control System (Traffic Upgrades)	**47** transportation controllers (locations specified by City)
PTZ Smart Cameras, Software & Screens	**5 locations**: Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at Malabar Street, Vernon Avenue at Santa Fe Avenue, Pacific Boulevard at Santa Fe Avenue
Bus Shelters	**25 Locations**: 5 existing locations, 20 additional locations
High Visibility Crosswalk	**1 location**: Santa Fe Avenue (Vernon City School)
Crosswalk Improvements (Restriping)	**7 locations**: Santa Fe Avenue/37th Street, Santa Fe Avenue/38th Street, Santa Fe Avenue/Vernon Avenue, Santa Fe Avenue/Pacific Boulevard, Santa Fe Avenue/Fruitland Avenue, 46th Street/Pacific Boulevard, 46th Street/Seville Avenue
Quiet Zone Infrastructure	**5 locations**: 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, 49th Street
Metro Transit-Oriented Communities (TOC) Program Support	Technical Assistance, Grant Writing Assistance

Mitigation Measures	Description of Changes Since Approval of the Final EIR
AES 1	Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village.
AES 3	Updates to incorporate references to Metro Rail Design Criteria, SCRRA Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards.
BIO 2	Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements.
NV 1	Updates to include a sound wall at Care First Village.
TR 1	Updates to include provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions.
TR 2	As part of CEQA Addendum No. 1, Mitigation Measure TR 2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR 3 was renumbered to TR 2 and minor refinements were made to language.
TR 3	New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.
AQ 1; BIO 3; HAZ 2,3, 4,5,6 and 8; HWQ 2, 3, 4 and 7; NV 2 and 3; Pal 1, 2 and 3	Various minor text refinements for grammar and to clarify language to reflect updates for each mitigation measure including qualified biologist and updates to tree and shrub regulations.

Abbreviations: AQ -Air Quality ; BIO- Biological; HAZ- Hazardous Waste; HWQ- Hydrology & Water Quality; NV- Noise Vibration; Transportation (TR) & Palentology (Pal).

Link Union Station (Link US) Project

Final SEIR Certification

File ID #2025-0805

Planning & Programming Committee October 2025



Recommendation

Consider:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project (Link US) described in Attachment A.

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B).

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

1. Findings of Fact and Statement of Overriding Considerations (Attachment C).
2. Revised Mitigation Monitoring and Reporting Plan. (Attachment D).

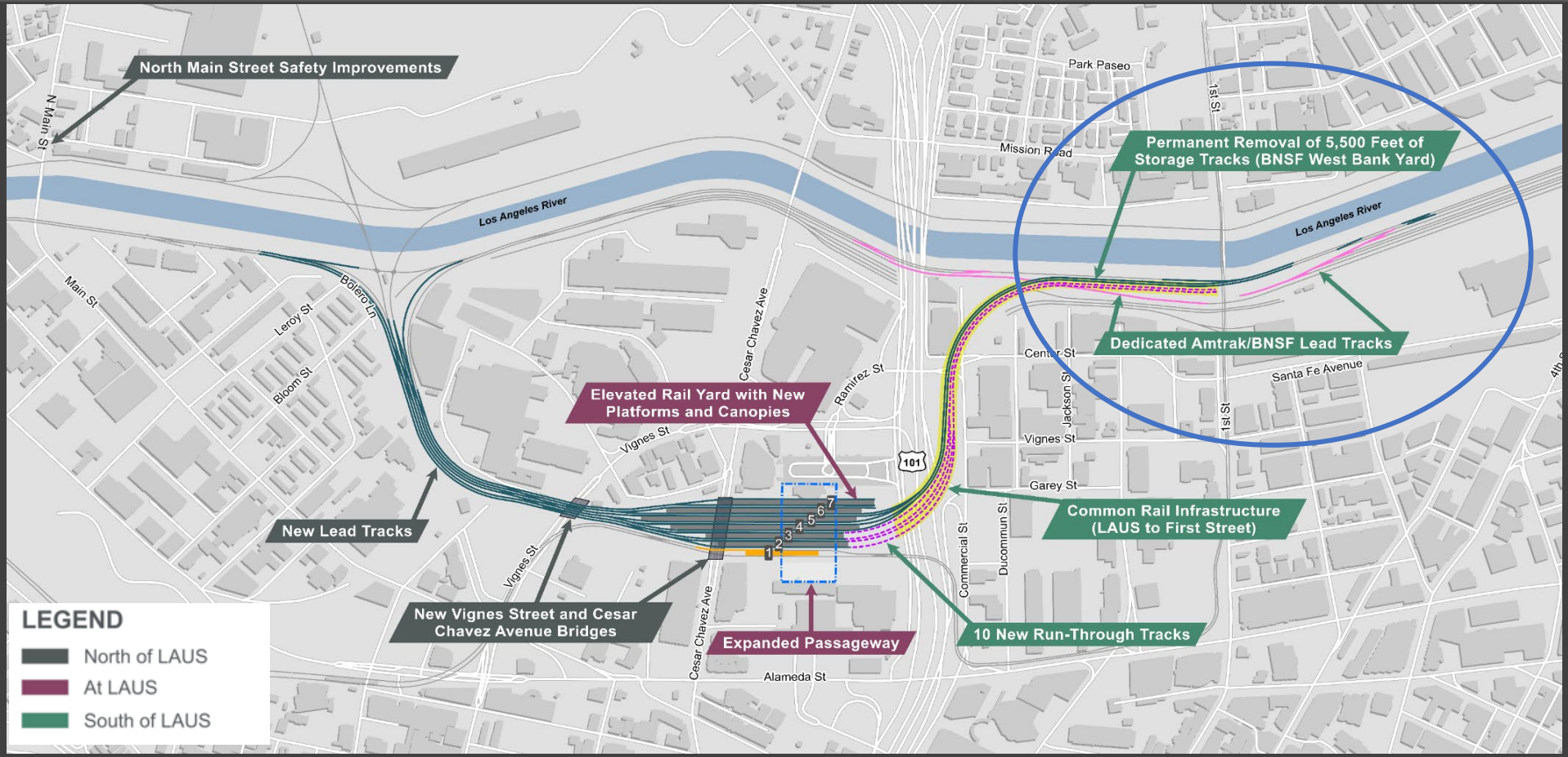
Project Scope

- Converts LAUS from **stub-end to run-through station**
- Enables **one-seat rides** for Northbound and Southbound run-thru service
- Includes:
  - 8 new **run-through tracks**
  - **Expanded pedestrian passageway**
  - Acquisition of **BNSF West Bank Yard**
  - Off-site mitigation at **Malabar Yard**, Vernon

Key Changes in the Final SEIR

- **Design & Scope Refinements:**
  - Preserve the Vignes Street Bridge replacement
  - Reduction in elevated platforms (6 → 4)
  - Simplified run-through track viaduct (205 ft → 75 ft)
- **Environmental/Community Benefits:**
  - Delivering early soundwall abatement for William Mead Homes
  - Providing enhanced support and mitigation for city of Vernon
  - Advancing construction impact solutions to Little Tokyo and Los Angeles River Artists & Business Association (LARABA) communities
  - Bringing early mobility and access improvements to LA Union Station (LAUS)

Link US Project Components



Community Engagement

Resulting in $24,564,000 worth of improvements to the City of Vernon

12 Property Owner Meetings

13 City of Vernon Workshops

14 Stakeholder Meetings

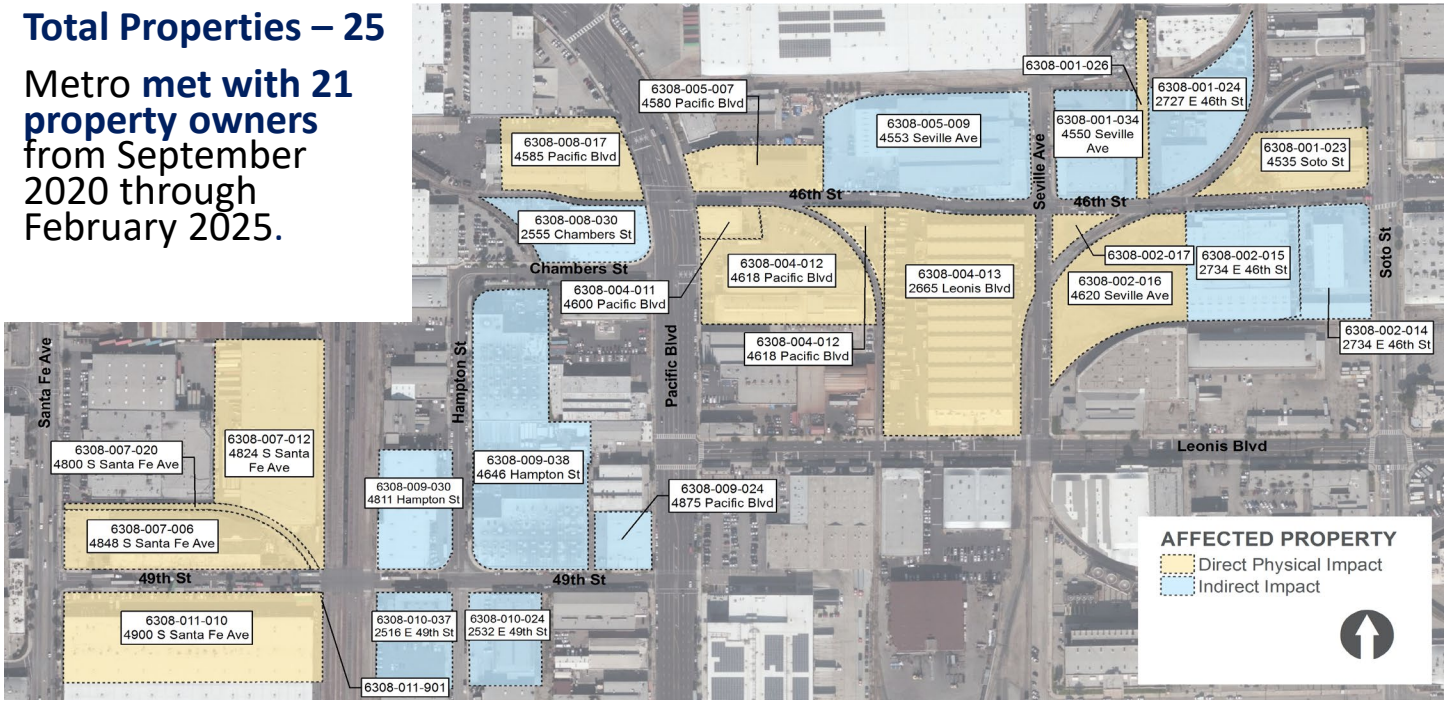
3 Scoping Meeting/Public Hearing/Community Meeting



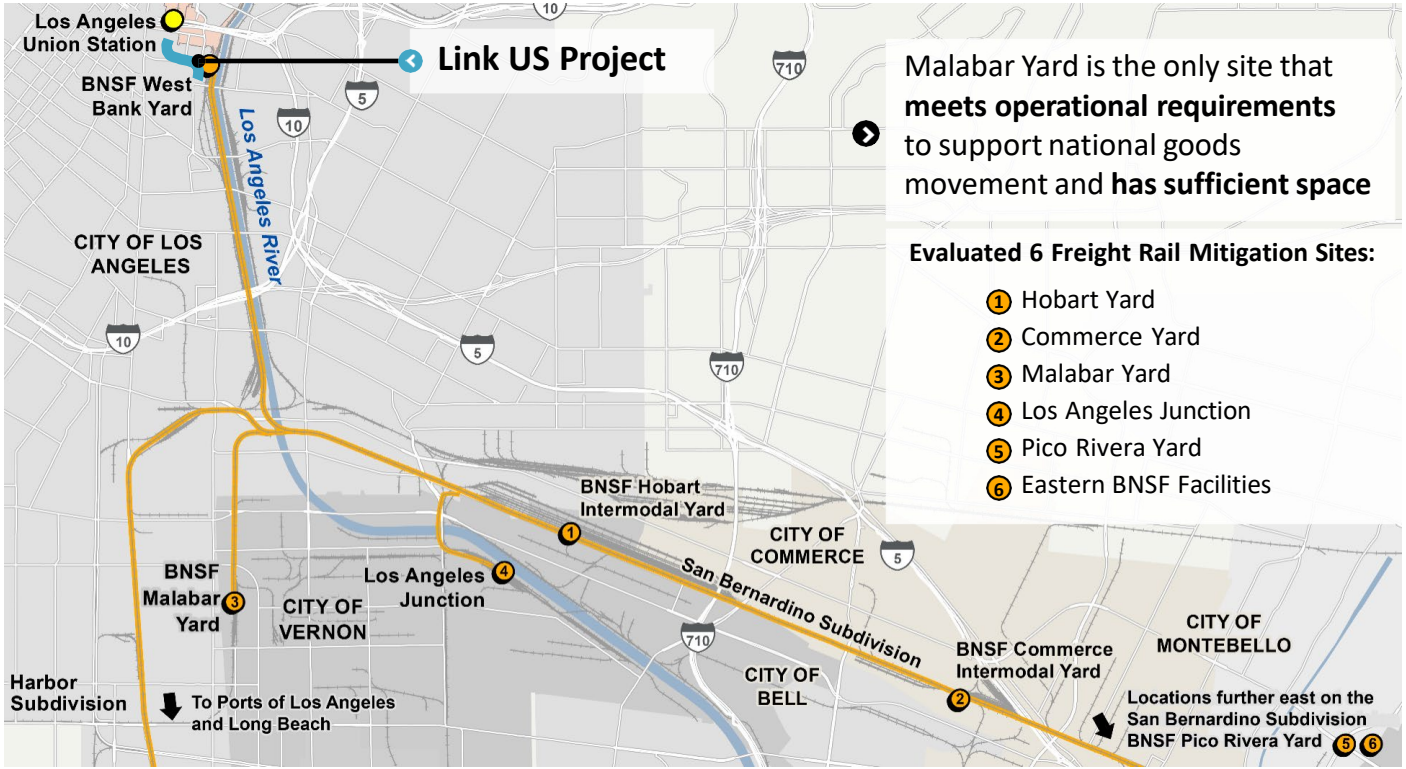
Property Owner & Business Stakeholder Engagement

Total Properties – 25

Metro **met with 21 property owners** from September 2020 through February 2025.



Mitigation Sites Considered



Mitigation Sites Considered

Criteria for Selection

1. Proximity to Hobart Yard
2. Efficiency of Freight Operations
3. Availability of Storage Space
4. Traffic Impacts
5. Property Impacts
6. Industrial Land Use

Metro

Mitigation Sites Considered

6 Sites were Reviewed

Malabar Yard is the site that best met the criteria:

- Proximity to Hobart Yard
- Efficiency of Freight Operations
- Availability of Storage Space
- Improved Traffic Circulation at Pacific Blvd and throughout Vernon
- Least Property Impacts
- Industrial Land Use

Hobart Yard, Commerce Yard, and Los Angeles Junction had several drawbacks:

- Limited Availability of Storage Space
- Inefficiency of Freight Operations (LAJ)
- More Property Impacts

Pico Rivera Yard and Eastern BNSF Facilities had several drawbacks:

- Not in Proximity to Hobart Yard
- Inefficiency of Freight Operations
- Mixed Land Use

Vernon Benefits & Additional Mitigation

Working to Support the City's Long-term Vision



Reduced Train Impacts

3.5 Fewer
daily trains

Decreased
local emissions

Minimized
traffic delays

Reduced Train Crossing Blockage
32-minute circulation improvement

Faster Emergency Response
5-minute Improvement



Expanded Emergency Response System

Optimized
emergency response time & routing

4 locations
with train detection cameras for at-grade crossings

Upgraded
communications & radio-systems

New
mobile Emergency Operations Center



Enhanced Community Features

High visibility crosswalk
at Vernon Elementary

7 crosswalks
improved for visibility

25 new
bus shelters

Quiet Zone support
near planned development

Grant support
for Metro Transit Oriented Communities



Improved Traffic Control

Road restriping
to maintain traffic flow

AI-based
traffic control system

5 locations
with pan-tilt-zoom smart cameras, software & screens

Additional Community Mitigations

Train Detection Cameras – 4 locations

1. 37th Street
2. 38th Street
3. Pacific Boulevard
4. Vernon Avenue *

Mobile Emergency Operations Center (EOC) *

Mobile EOC to be used during emergencies or if central EOC is shut down

Communications & Radio-Systems Upgrade *

New cameras, dispatch, radios & antennae enables ability for all departments to communicate (PD, PUD, PW LA County Fire)

AI-Based Traffic Control System (Traffic Upgrades) *

47 transportation controllers
(locations specified by City)

PTZ Smart Cameras, Software & Screens – 5 locations

1. Downey Road at Bandini Boulevard *
2. 25th Street at Santa Fe Avenue *
3. Fruitland Avenue at Malabar Street *
4. Vernon Avenue at Santa Fe Avenue *
5. Pacific Boulevard at Santa Fe Avenue *

Bus Shelters – 25 locations

1. 5 locations
2. 20 additional locations *

High Visibility Crosswalk – 1 location

1. Santa Fe Avenue (Vernon City School)
   - Cool Street Paving *

Crosswalk Improvements (Restriping) – 7 locations

1. Santa Fe Avenue/37th Street
2. Santa Fe Avenue/38th Street
3. Santa Fe Avenue/Vernon Avenue
4. Santa Fe Avenue/Pacific Boulevard
5. Santa Fe Avenue/Fruitland Avenue
6. 46th Street/Pacific Boulevard
7. 46th Street/Seville Avenue
   - Cool Street Paving (7 locations) *

Quiet Zone Infrastructure – 5 locations

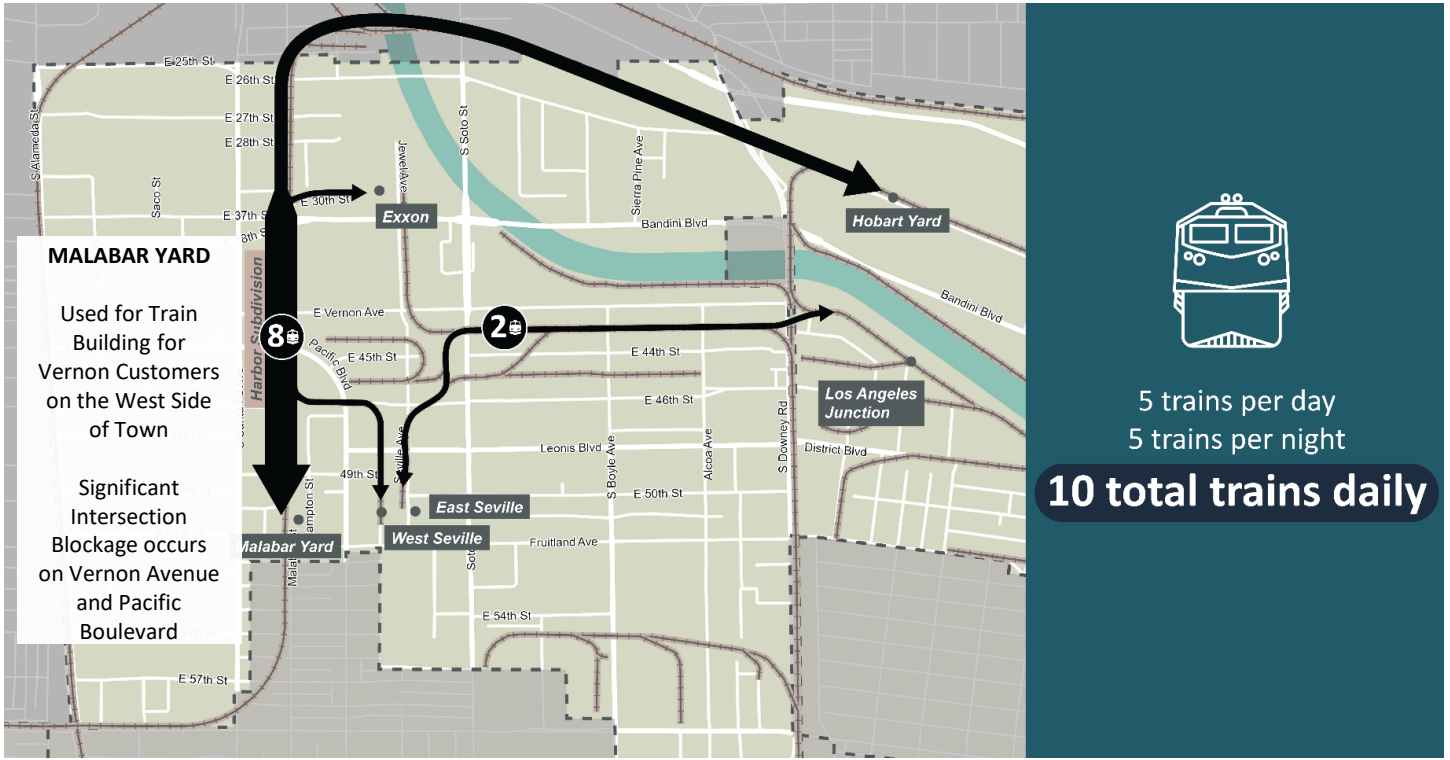
1. 37th Street
2. 38th Street
3. Vernon Avenue
4. Pacific Boulevard
5. 49th Street
   - MOU to support regulatory process *

Metro Transit-Oriented Communities (TOC) Program Support

1. Technical Assistance
2. Grant Writing Assistance

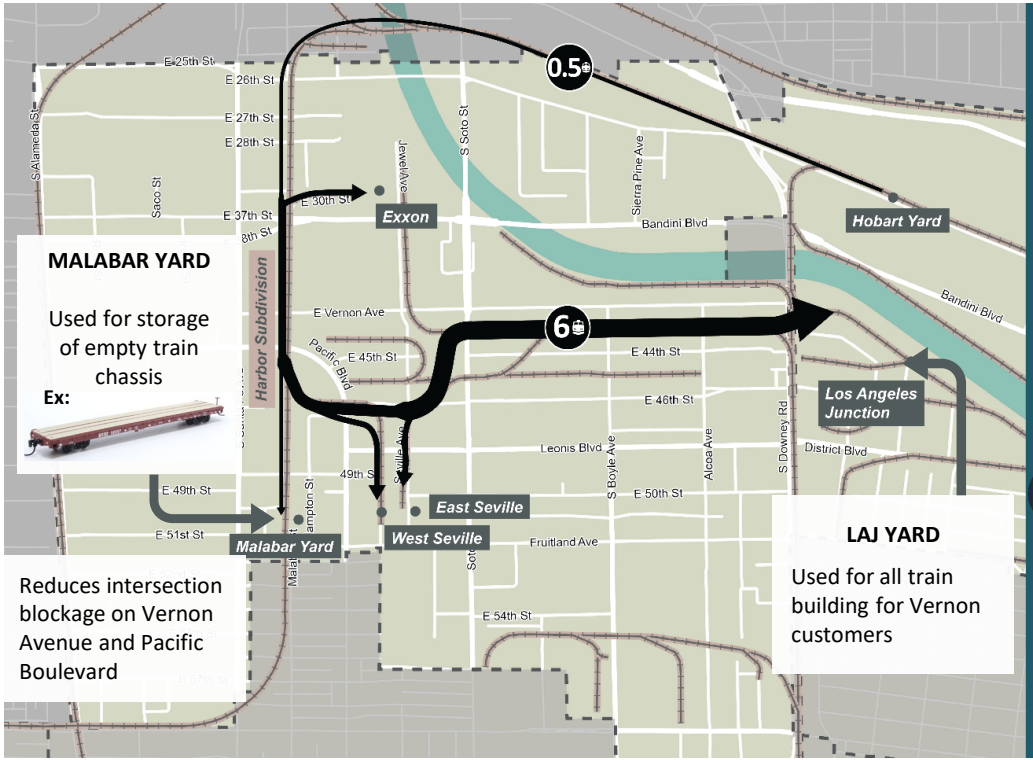
* ***Additional Community Mitigations requested by City of Vernon***

Existing Train Movements in Vernon



*Length of trains in existing & proposed condition could be up to **3,000 feet** long*
All Goods Movement support Businesses in the City of Vernon

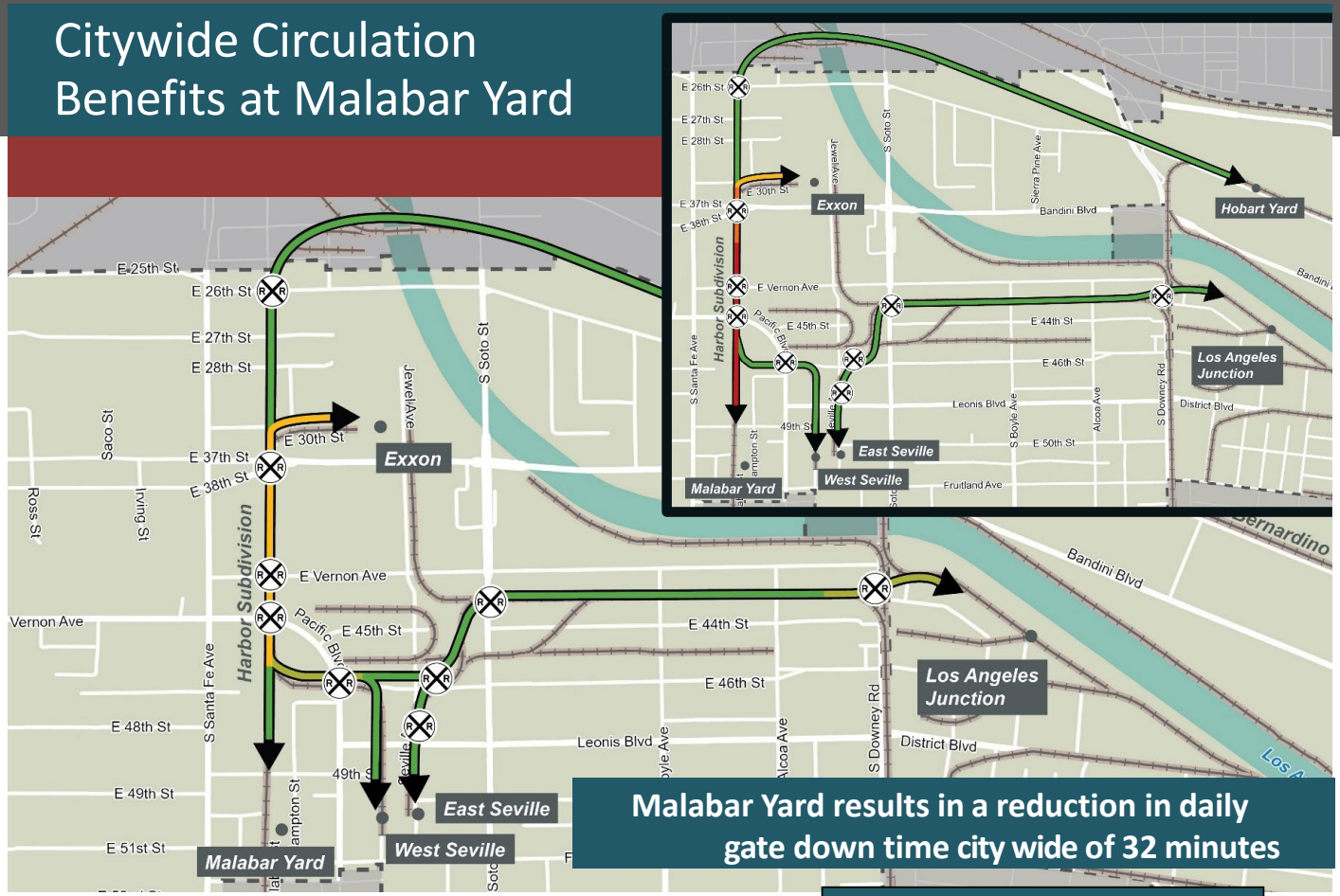
Proposed Train Movements in Vernon



3 trains per day
3.5 trains per night
6.5 total trains daily

*Length of trains in existing & proposed condition would be up to **3,000 feet** long*
All Goods Movement supports Businesses in the City of Vernon

Citywide Circulation Benefits at Malabar Yard



Malabar Yard results in a reduction in daily gate down time city wide of 32 minutes

Minutes Per Day:	0-5	5-10	10-15	15-20	20+

DAILY TOTAL:	69 min
Change due to project	-32 min

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

Metro

Board Report

File #: 2025-0839, **File Type:** Resolution **Agenda Number:** 40.

REGULAR BOARD MEETING
OCTOBER 23, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire an 18-month Temporary Construction Easement ("TCE") from the property known as 9397 Wilshire Blvd., Beverly Hills, CA 90210 APN: 4343-005-004.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the 18-month TCE is required for the ongoing construction of the Westside Purple Line Extension Section 2 ("Project"). After consideration of the evidence submitted by staff (Attachment A) and after testimony and evidence has been received from all interested parties at the hearing, 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 Resolution of Necessity to acquire the TCE by eminent domain.

BACKGROUND

Acquisition of the TCE is required for the ongoing construction of the Project. LACMTA is seeking to acquire an 18-month TCE over the entire 9,126 square feet of the Property. LACMTA previously acquired a 92-month TCE which will expire January 13, 2026. The current use of the TCE is for construction staging and laydown area. The new TCE will begin January 14, 2026, and expire July 13, 2027.

DISCUSSION

A written offer of Just Compensation to purchase the TCE was delivered to the Owner of Record ("Property Owner") by a letter dated July 21, 2025, as required by California Government Code Section 7267.2. The Property Owner has not accepted the offer of Just Compensation, and the parties have not reached a negotiated settlement for the acquisition. Because the TCE is necessary

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for the construction of the Project, staff recommends the acquisition of the TCE through eminent domain to obtain possession 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 TCE 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 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 Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolution, LACMTA must, based on the evidence before it, and by 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 TCE 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 TCE.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for this acquisition of Property is included in the Fiscal Year 2026 budget under Project 865522 Westside Purple Line Extension Section 2, in Cost Center 8510 (Construction Project Management), Account Number 53103 (Acquisition of Land), Fund 6012 of Land Account 53103.

Impact to Budget

The approved FY26 budget is designated for the Westside Purple Line Extension Section 2 and does not have an impact on operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. The tunneling elements of this project are not eligible for Proposition A and C funding.

EQUITY PLATFORM

The TCE is required for the completion of the Project. The project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for those who work, visit, or live along the corridor or will use it to access other key destinations across the county. This public good will also support the fulfillment of Metro's LA County Traffic Improvement Plan under Measure M.

There are no displacements of residents or local businesses resulting from the acquisition of this TCE and the property will be returned to the Property Owner upon expiration of the TCE. An offer for the TCE was delivered to the Property Owner by letter dated July 21, 2025, based on appraisal 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." LACMTA staff has been negotiating with the Property Owner, but an agreement has not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Specifically, this Project will result in a reduction of Vehicle Miles Traveled (VMT) on the highway system, leading to decreased roadway congestion, pollutant emissions, and fossil fuel consumption. "The Locally Preferred Alternative (LPA) will have a beneficial effect on the regional transportation network by reducing Vehicle Miles Traveled (VMT), and peak-hour trips compared to both existing conditions and future projections. For example, in 2035, the LPA (Century City Constellation Option) is expected to result in approximately 581,000 fewer regional VMTs compared to the No Build Alternative." (Source: Westside Subway Extension, Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), January 2012).

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 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 Resolution of Necessity is a required step to acquire the TCE for the Westside Purple Line Extension - Section 2 Project which will provide an improved mobility option.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

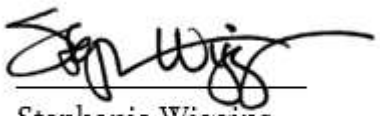
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the TCE by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will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

ATTACHMENTS

Attachment A - Staff Report
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer, Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Estate/TOC, (213) 922-5585
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF AN 18-MONTH TEMPORARY CONSTRUCTION EASEMENT ("TCE") REQUIRED FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2 ("PROJECT")

BACKGROUND

The TCE is required for the construction and operation of the Westside Purple Line Extension Section 2 ("Project"). The parcel address, record property owner, and nature of the TCE sought to be acquired for the Project are summarized as follows:

Assessor's Parcel	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s)
4343-005-004	9397 Wilshire Blvd., Beberly Hills, CA 90210	New Pacific Canon, L.L.C	Construction laydown/staging	18-month Temporary Construction Easement

Property Requirements:

Purpose of Acquisition is for construction staging required for the ongoing construction of the Project.

Property Interest Sought:

Acquisition of an 18-month TCE over the entire 9,126 square foot property.

A written offer of Just Compensation was mailed to the Property Owner by letter dated July 21, 2025 for the acquisition of the TCE. The Property Owner has not accepted the offer of Just Compensation. Consequently, LACMTA is seeking a Resolution of Necessity in order to ensure the necessary property rights are acquired to construct the Project on schedule.

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus

service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.

3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.

4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.

5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.

6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

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

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

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. 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.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. 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. <u>The Property is necessary for the Project.</u>

The 18-month TCE is required for construction of the Project. The TCE encumbers the entire 9,126 square feet of the Property for 18 months. . The TCE is described in Exhibit A and is depicted on the Plat Map attached as Exhibit B to the Resolution of Necessity. The TCE is required for the continued construction of the Project. The Property was chosen based upon the approved FEIS/FEIR for the Project.

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

D. <u>An offer was made in compliance with Government Code Section 7267.2.</u>

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 and 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 TCE:

1. Obtained appraisals to determine the fair market value of the Property, which included consideration of any immovable fixtures and equipment;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record, a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation – which was not less than the approved appraised value;
5. Provided the Owner 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. <u>LACMTA has fulfilled the necessary statutory prerequisites.</u>

LACMTA is authorized to acquire property interest 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.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, Metro has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the TCE by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENTS

1 – Legal Description (“Exhibit A”)
2 – Plat Map (“Exhibit B”)

EXHIBIT A
LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, SAID LAND CONVEYED TO NEW PACIFIC CANON, LLC BY GRANT DEED RECORDED NOVEMBER 21, 2007 AS DOCUMENT NO. 20072588327, OFFICIAL RECORDS OF SAID COUNTY, AND IS DESCRIBED AS FOLLOWS:

ALL OF LOTS 6 AND 7 IN BLOCK 13 OF BEVERLY, IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF LOT 7 IN BLOCK 13, BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 7, THENCE NORTH 39°31'30" WEST 120.97 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT; THENCE SOUTH 50°28'30" WEST 55.66 FEET ALONG THE NORTHERLY LINE OF SAID LOT; THENCE SOUTH 0°05'0" WEST 57.71 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT; THENCE SOUTH 89°55'0" EAST 120 FEET TO THE POINT OF BEGINNING.

AFFECTS APN: 4343-005-004

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Janeen Nedlik
JANEEN NEDLIK, P.L.S. 7563

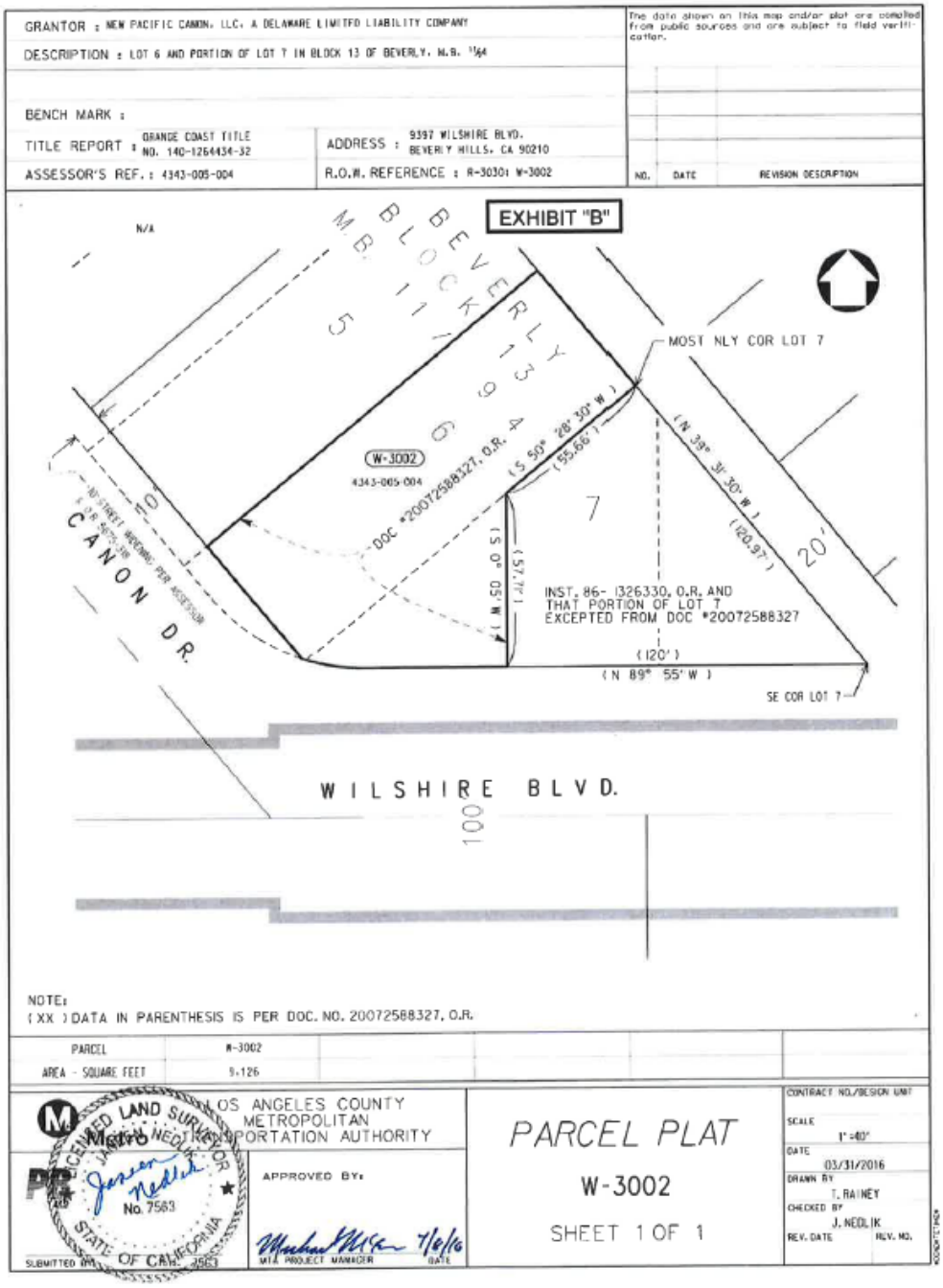
April 7, 2016
DATE



W-3002

EXHIBIT B

PLAT MAP



ATTACHMENT B

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 2, ("PROJECT") – APN: 4343-005-004, PARCEL NO. W-3002

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY 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 Interest described hereinafter is 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 Interest consists of the acquisition of an 18-month Temporary Construction Easement ("TCE") over the entire 9,126 square feet of the Property, including the use of the office building located on the surface as described more specifically in the legal description (Exhibit "A"), and depicted on the Plat Map (Exhibit "B"), all of which are incorporated herein by this reference.

The TCE shall be valid for a period of 18 months for the ongoing Project construction. The TCE shall commence on January 14, 2026, and it shall terminate on the earliest of (a) the date upon which LACMTA notifies the applicable owner that it no longer need the Property Interest or (b) 18-months from commencement date.

Section 4.

(a.) The acquisition of the above-described TCE is necessary for the development, construction, operation, and maintenance of the Westside Purple Line

Extension Section 2 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

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 Interest 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).

(e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

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.

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 TCE described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said TCE 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 TCE.

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 action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 23rd day of October, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

1 - Legal Description (Exhibit "A")
2 - Plat Map (Exhibit “B”)

Exhibit "A"

Legal Description

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, SAID LAND CONVEYED TO NEW PACIFIC CANON, LLC BY GRANT DEED RECORDED NOVEMBER 21, 2007 AS DOCUMENT NO. 20072588327, OFFICIAL RECORDS OF SAID COUNTY, AND IS DESCRIBED AS FOLLOWS:

ALL OF LOTS 6 AND 7 IN BLOCK 13 OF BEVERLY, IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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AFFECTS APN: 4343-005-004

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Janeen Nedlik
JANEEN NEDLIK, P.L.S. 7563

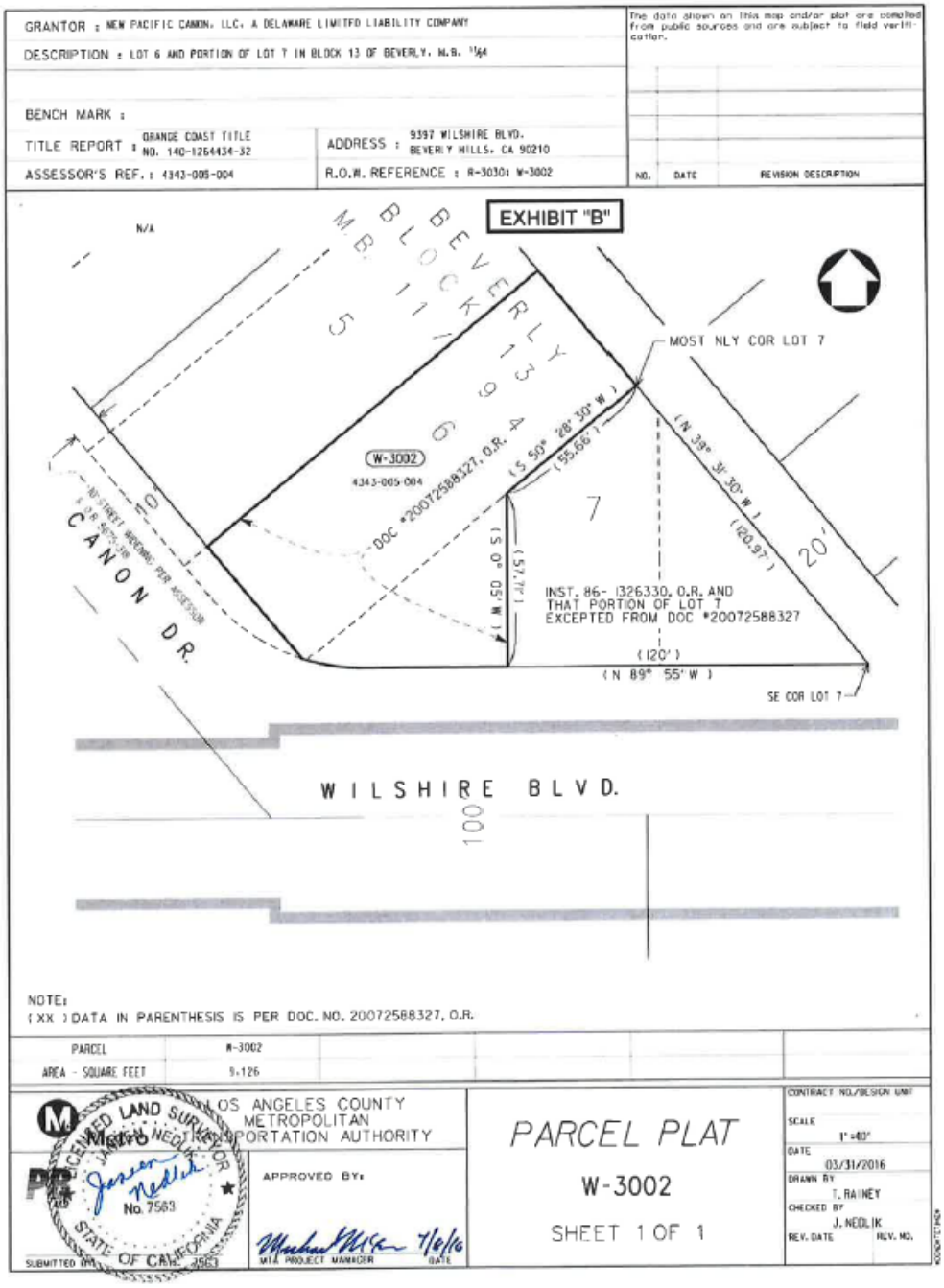
April 7, 2016
DATE



W-3002

Exhibit "B"

Plat Map



Public Hearing on Resolution of Necessity for Westside Purple Line Extension Section 2 Project

Agenda Item #2025-0839

Metro

Regular Board Meeting
October 23, 2025

PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

Project:
The Westside Purple Line Extension Section 2 Project (WPLE2) is a heavy rail line (subway) that extends from the terminus of WPLE1 at Wilshire/La Cienega to Century City. The Project will add two new stations at Wilshire/Rodeo and Century City, increasing access to opportunities for the region.

Property Impacts:
An 18-month Temporary Construction Easement (TCE)

Property Location:
Beverly Hills

Relocation Impacts:

Project impacts will not create a displacement

Metro

PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

Assessor's Parcel Number	Project Parcel Number	Parcel Address	Purpose of Acquisition	Property Interest(s) Sought
4343-005-004	W-3002	9397 Wilshire Blvd., Beverly Hills, CA	Construction Staging and laydown area	18-month Temporary Construction Easement

Metro

PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

Property:
9397 Wilshire Blvd.,
Beverly Hills, CA 90210
(W-3002)

Property Rights:
18-month TCE



Metro

PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

Staff recommends the Board make the below findings and adopt the Resolution 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

- The statutory requirements necessary to acquire the property interests by eminent domain have been complied with by LACMTA.

Metro


Thank you
Metro

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

Metro

Board Report

File #: 2025-0924, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
OCTOBER 23, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 25, 2025.

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Metro

MINUTES

Thursday, September 25, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Kathryn Barger, 2nd Vice Chair
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:05 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 12, 13, 21, 22, 27, 28, ~~29~~, 32, 33, 34, 37, and 39.

Consent Calendar items were approved by one motion except item 29, which was held by a Director for Discussion and/or separate action.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

**Voting Deviations:*
Item 22 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2025-0838**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 24, 2025 and the Special Board Meeting held September 17, 2025.

3. SUBJECT: REMARKS BY THE CHAIR **2025-0834**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	P	A	P	P	P	A	P	P	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-0835**

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	P	A	P	P	P	A	P	P	P	P	A	P

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

5. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM **2025-0610**

APPROVED ON CONSENT CALENDAR:

A. ALLOCATING $11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process, for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and

B. APPROVING the 2025 Solicitation for Proposals for up to $10,752,739 in FTA Section 5310 competitive funds.

6. SUBJECT: COUNTYWIDE CALL FOR PROJECTS **2025-0603**

APPROVED ON CONSENT CALENDAR:

A. DEOBLIGATING $3.42 million of previously approved Call for Projects (Call) funding and held in reserve;

B. changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. $2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

2. $437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

3. $1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and

4. $2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

(continued on next page)

(Item 6 – continued from previous page)

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects.

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION **2025-0604**

APPROVED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming an additional $36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);

2. Programming an additional $23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);

3. Programming an additional $18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50);

4. Programming an additional $9,452,000 within the capacity of Measure R South Bay Transit Investments Program; and

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

8. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 2 **2025-0429**

APPROVED ON CONSENT CALENDAR:

A. project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects;

B. an additional $5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from $80,500,000 to $85,500,000; and

C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

9. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK PROGRAM IMPLEMENTATION **2025-0576**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

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

1. Program $2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;

2. Program $1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;

3. Receive $3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and

4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

12. SUBJECT: PIPELINE UTILITY COOPERATIVE AGREEMENT **2025-0571**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or her designee to:

A. EXECUTE a Utility Cooperative Agreement with Tesoro SoCal Pipeline Company, LLC to accommodate Metro's ongoing Projects; and

B. NEGOTIATE and execute similar as-needed pipeline utility agreements with other pipeline company owners to accommodate necessary advance utility relocation design, construction and Metro's reimbursement terms to support Metro's ongoing Projects.

13. SUBJECT: CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES **2025-0583**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. ENTER into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed $16,350,000; and

B. AUTHORIZE the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

21. SUBJECT: PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES **2025-0411**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Contract No. PS75821000, with Carl Warren & Company, LLC (CWC), to exercise the first, two-year option in the amount of $6,666,674, increasing the total contract value from $12,148,152 to $18,814,826, and to extend the period of performance from November 1, 2025, to October 31, 2027.

22. SUBJECT: GROUP INSURANCE PLANS **2025-0677**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2026.

27. SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE **2025-0599**

ADOPTED ON CONSENT CALENDAR Service Policies and Standards Compliance Review for Title VI Program Update.

28. SUBJECT: 2025 TITLE VI PROGRAM UPDATE **2025-0622**

ADOPTED ON CONSENT CALENDAR Metro's 2025 Title VI Program Update.

29. SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION **2025-0412**

ADOPTED AS AMENDED the USA BUILD Initiative as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

HORVATH AND HAHN AMENDMENT:

A. ADD to the USA BUILD Initiative advocacy for the reauthorization the Safe Streets for All Program (SS4A) and substantially increase the level of funding supporting local safety capital improvement projects;

B. ADD to the USA BUILD Initiative advocacy for authorization to increase the transferability of federal highway-formula based revenues from 50% to 75%, providing enhanced flexibility in funding multimodal safety projects and transit capital projects; and

C. ADD to the USA BUILD Initiative advocacy for the authorization of the distribution of CMAQ and STBG funds on a formula basis, ensuring the funds are allocated directly to Metro, providing more certainty and predictability in use of these funds, particularly supporting Metro's transit operations and transit capital projects.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

32. SUBJECT: APPOINTMENTS TO METRO SAN FERNANDO VALLEY AND WESTSIDE CENTRAL CITIES SERVICE COUNCILS **2025-0446**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils.

33. SUBJECT: HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES **2025-0617**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a one-year firm fixed price contract, Contract No. OP126710000, to Merak North America for the purchase of 18 P3010 Light Rail Vehicle (LRV), Heating Ventilation Air Conditioning (HVAC) Assemblies in the amount of $1,408,500, effective date September 29, 2025, subject to the resolution of any properly submitted protest(s), if any.

34. SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL **2025-0616**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) $3,120,000, subject to the resolution of any properly submitted protest(s), if any.

37. SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES **2025-0437**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 19 to Contract No. OP30433488, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH) for the A650 Heavy Rail Vehicle (HRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) amount by $11,930,792 from $8,615,474 to $20,546,266, and extending the period of performance from October 5, 2025, to June 30, 2031; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

39. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT QUARTERLY UPDATE **2025-0445**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the quarterly update on the Transit Community Public Safety Department (TCPSD) Implementation Plan; and

B. AUTHORIZING the resolution affirming Metro's commitment to meet the minimum recruitment and training standards set by the California Commission on Peace Officer Standards and Training (POST), as required for membership in the POST Program.

44. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2025-0596**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire Improvements Pertaining to Realty ("IPR") for the properties described as follows:

1. 14646 Raymer Street, Van Nuys, CA 91405, APN: 2210-025-007; ESFV-E-012-1 (E-012) (IPR); and

2. 14704 - 14714 Raymer Street, Van Nuys, CA 91405 and 14701 - 14707 Keswick Street, Van Nuys, CA 91405, APN: 2210-025-010; ESFV-E-014-1(E-014) (IPR).

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

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

45. SUBJECT: CLOSED SESSION **2025-0836**

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

1. Julio Eckstein v. LACMTA., Case No. 22STCV36250

APPROVED settlement in the amount of $232,617.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

2. Sargis Jaytayan, et al. v. LACMTA, LASC Case No. 21STCV23652

APPROVED settlement in the amount of $4,200,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

3. Daniel Joseph Morales v. LACMTA, LASC Case No. 21STCV32726

APPROVED settlement in the amount of $260,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	C	Y	Y	A	Y	Y	Y	Y	A	Y

(continued on next page)

(Item 45 – continued from previous page)

4. Joshua Payton v. LACMTA, LASC Case No. 20STCV24719

APPROVED settlement in the amount of $1,750,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
A	Y	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: Fred Harvey Restaurant, Union Station West located at FH-101, Union Station, 800 N Alameda Street, Los Angeles
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Everywhere Beer Group, LLC, 1501 W. Orangewood Ave., Suite 101, Orange, CA 92868-2030
Under Negotiations: Price and Terms

No report.

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

1. Skanska-Traylor-Shea v. LACMTA, LASC Case No. 24STCV20222

No report.

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

Significant Exposure to Litigation (Two cases)

No report.

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

Initiation of Litigation (One case)

No report.

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

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

No report.

ADJOURNED AT 1:59 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk

EARTHJUSTICE
BECAUSE THE EARTH NEEDS A GOOD LAWYER

180 STEUART ST., #194330
SAN FRANCISCO, CA 94105
T: (415) 217-2000 F: (415) 217-2040
EARTHJUSTICE.ORG

September 24, 2025

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

RE: General Comments – Electric Transit Bus Deployment by 2028

Dear Chair Dutra and Members of the Board:

On behalf of Earthjustice supporters, please find attached the names of 500 individuals calling on LA Metro's leadership to use the 2028 Olympic and Paralympic Games as a catalyst for transit bus electrification. Our supporters urge you to deploy at least 1,175 electric transit buses and electrify seven Metro divisions by the 2028 Games. Please find below the letter Earthjustice supporters signed.

> RE: Electrify our buses!
>
> Dear Los Angeles Metro Board,
>
> I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. **This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos.** Without dramatic action, Los Angeles will be the outlier of host cities. *All* recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.
>
> Electric buses will clean up Los Angeles' dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air

pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers.

More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. **That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games.** Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

[undersigned]

I have also attached the personalized comments of 35 supporters, all of which I hope you will read and consider.

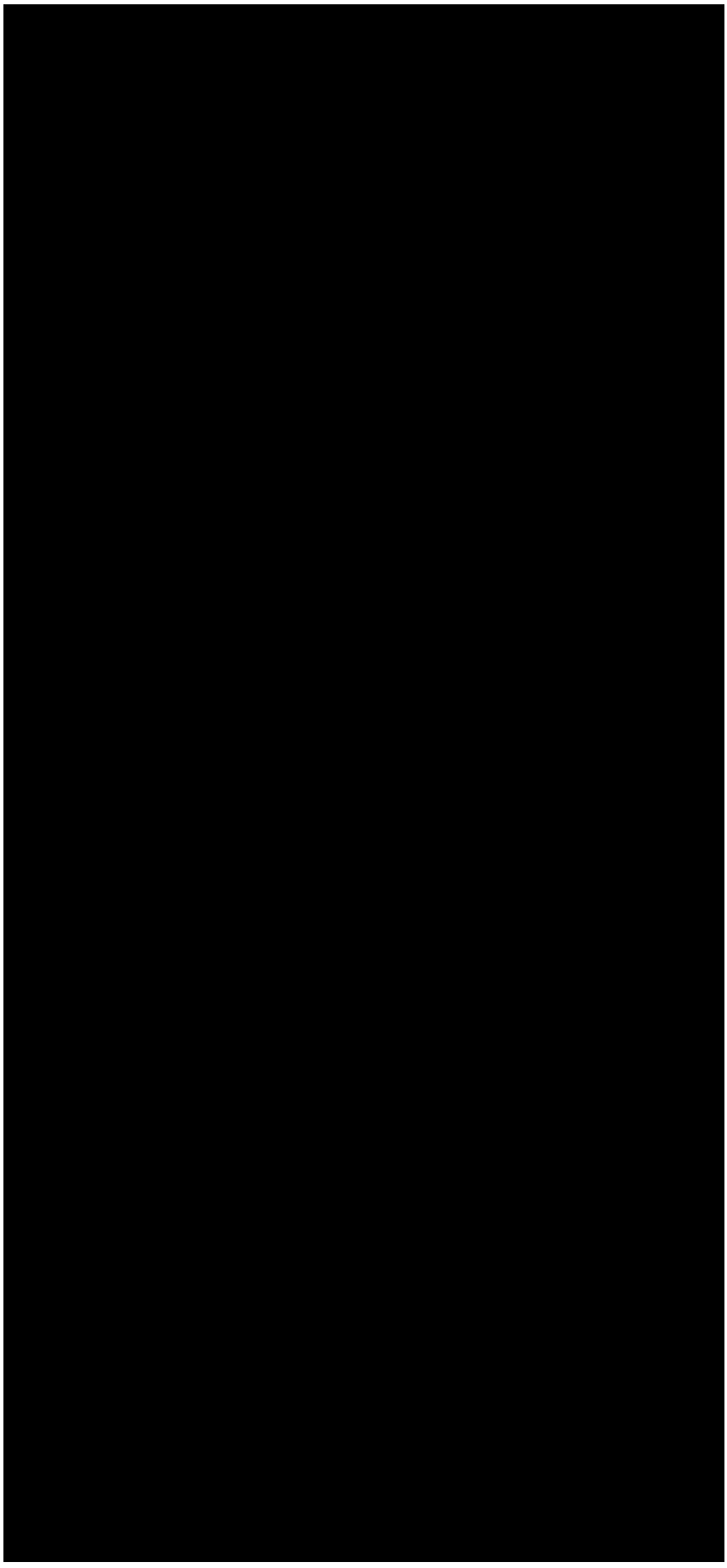
Thank you for your time and attention to this matter.

Sincerely,

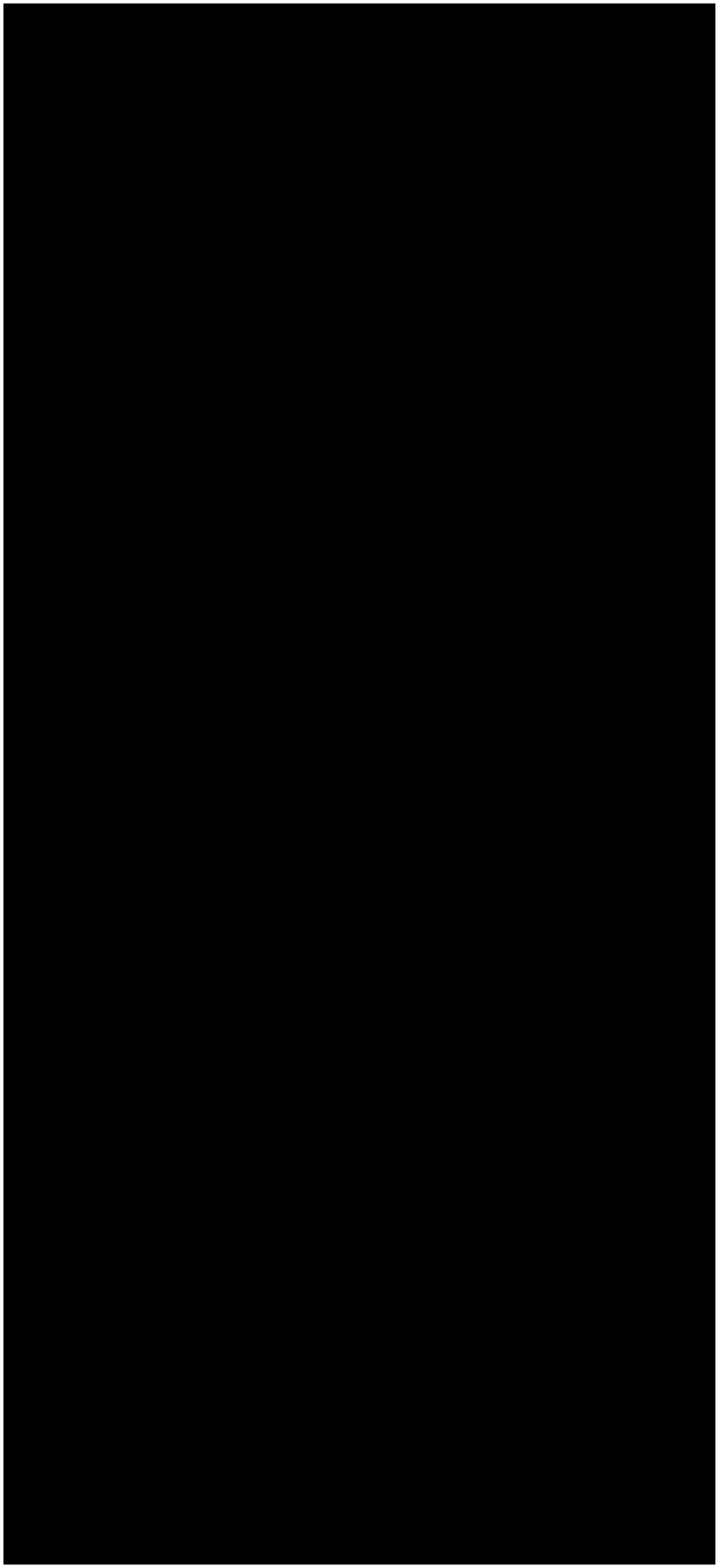
Candice Youngblood
Senior Attorney, Earthjustice
cyoungblood@earthjustice.org

Supporter Name	Supporter City	Supporter Zip/Postal
Hollander, Roger	[redacted]	
Verbunt, Lisa		
McCune, J		
ARSENYAN, VIOLETA		
Gallegos, Mark		
Lull, Karen		
Klein, Renee		
Wesselman, Erica		
Vandermeer, Denise		
Brisbin, David		
Povill, Jon		
Spring, Bruce		
Kornfeld, Richard		
Trevillian, Linda		
Paniagua-Novak, Isabella		
C, Lori		
Hathaway, Susan		
Harris, Donna		
Rose, Armelle		
TRIPLETT, TIA		
Silverman, Marc		
Murray, Joan		
Schegloff, Myra		
Schnitman, Tamra		
saucedo, Angelina		
Jensen, Victoria		
Rosen, Karen		
Socol, Alan P		
Chadwick, Carina		
maxfield, casee		
Brown, Damon		
Falzone, Dominick		
Simms, carla		
Major, Tajie		
Miceli, Cami		
Jung, Scott		
Landi, Dennis		
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Hirayama, Bruce		
guzman, stephanie		
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Fogan, Sara		

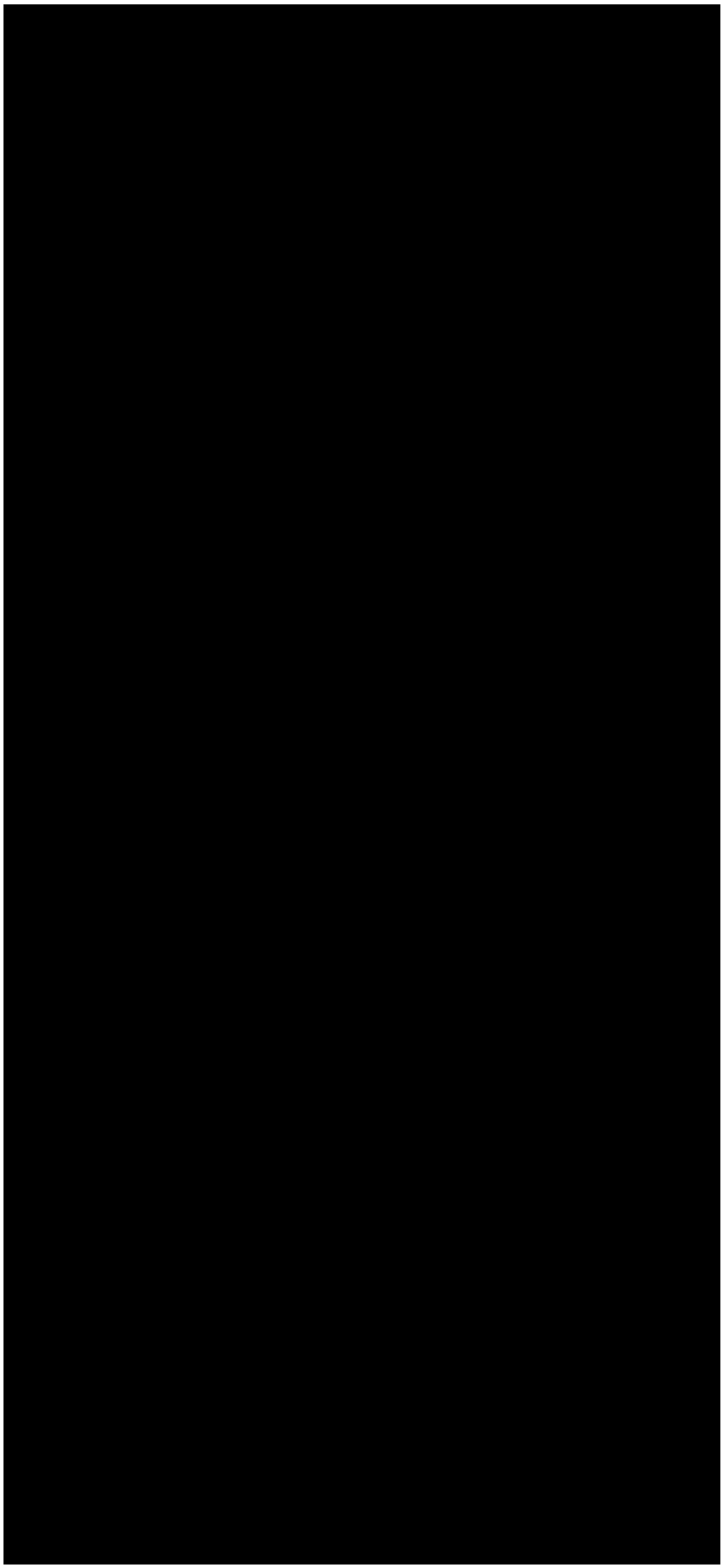
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Rocha, Silvia
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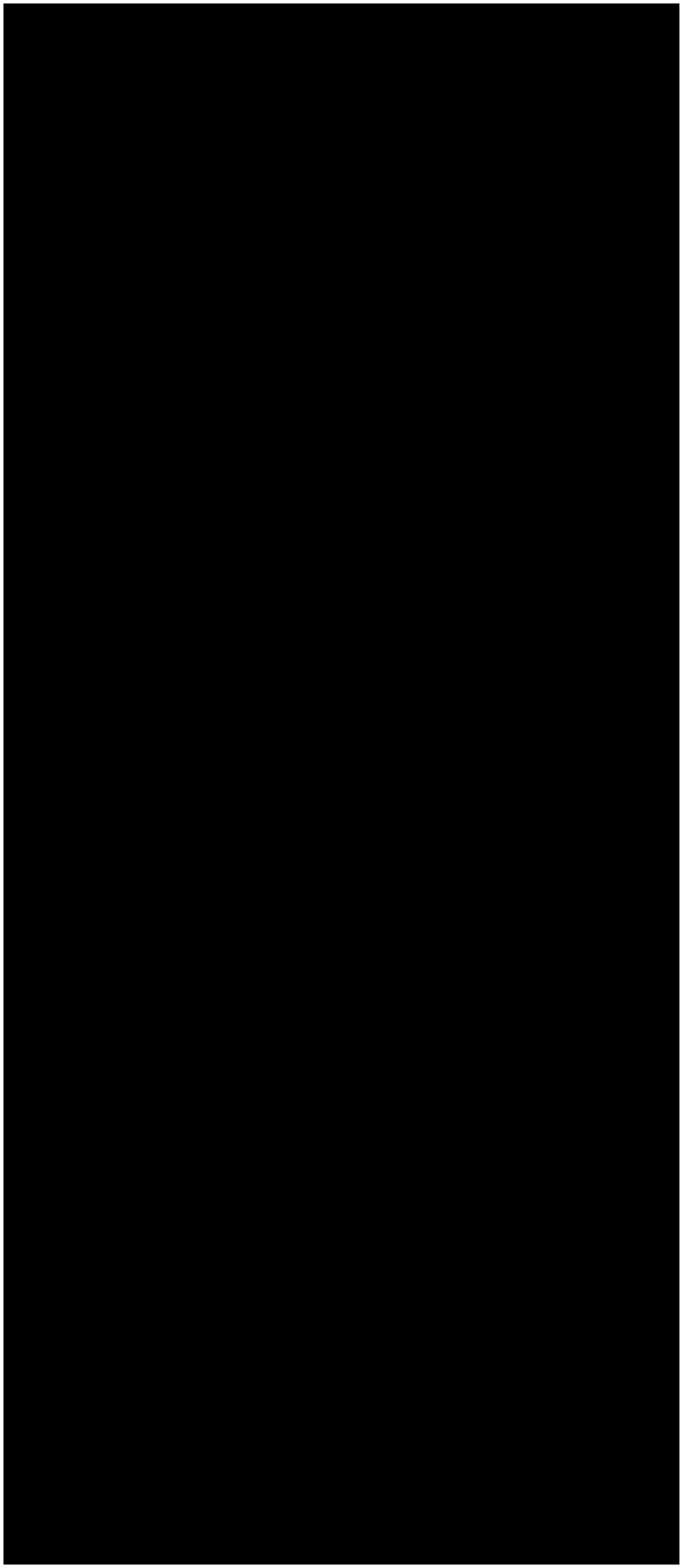
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Salgado, Dalia
S., R.
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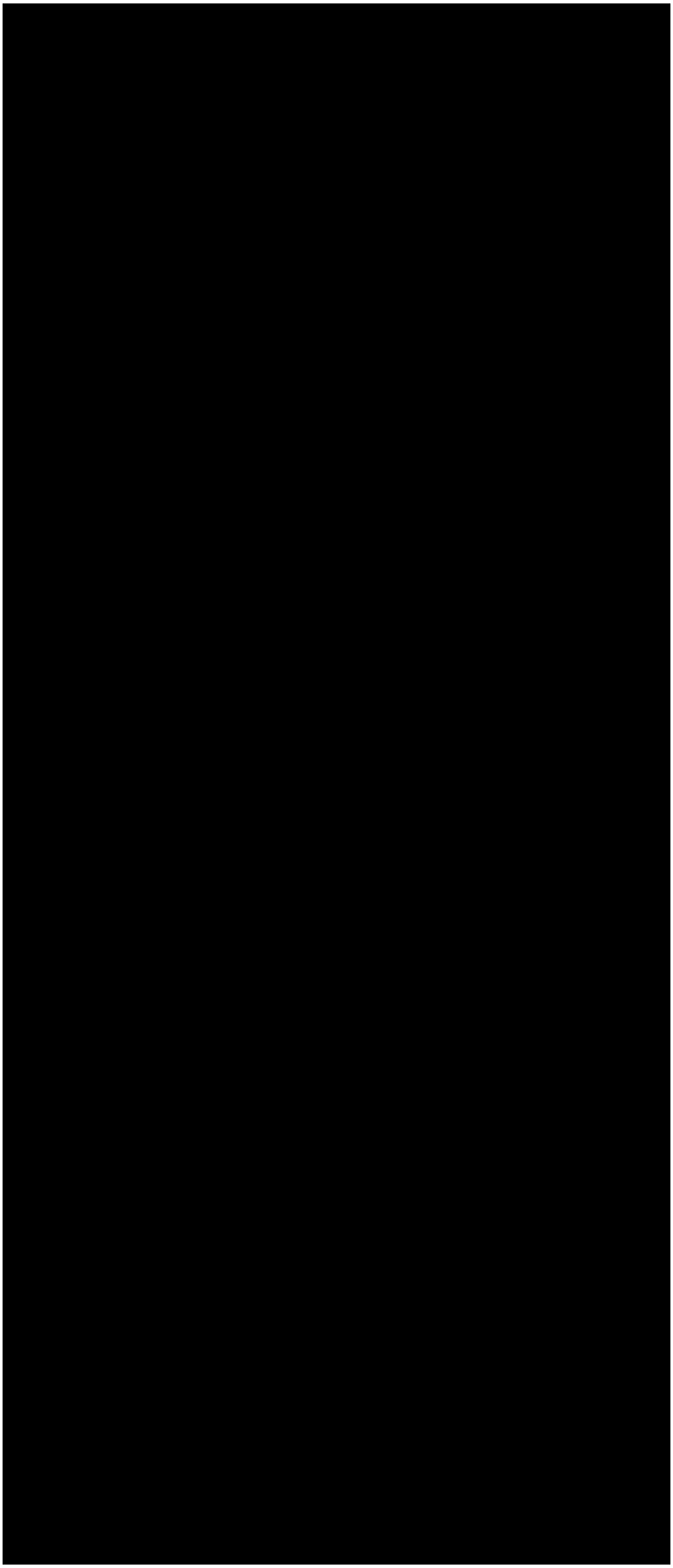
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m., sam
Leverich, Chris
Ziehler-Martin, Paige
Kohm, Cathy
Carter, Angela
Wenzl, Cristina
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Askren, Misha
Rodas, Sofia
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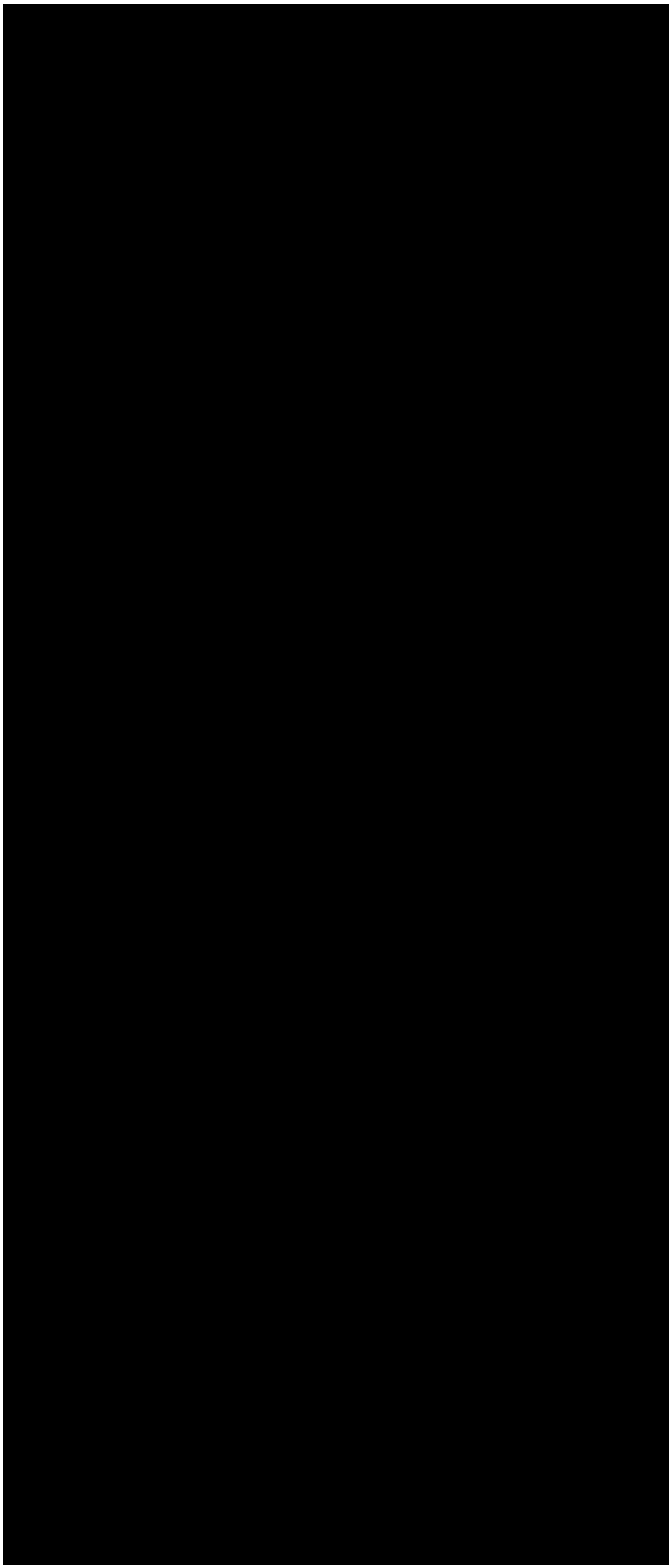
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Berumen, Yolanda
Plasse, Raymond
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Behar, Rebecca A
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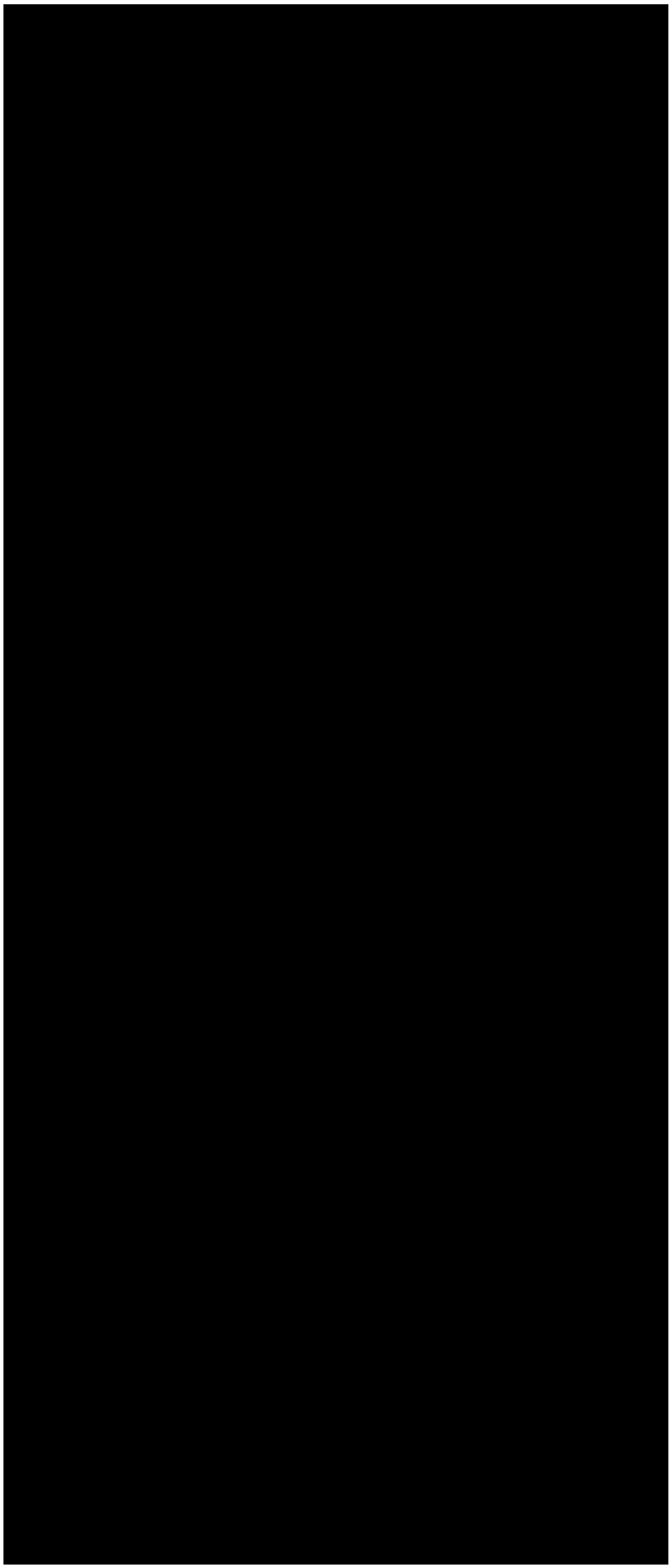
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Duncan, Jeff
Zaretsky, Theda
Broughel, Jennifer
McMullen, Gail
Goestenkors, Jeanne
Ward, Penelope
Hicks, Robert
McAuliffe, Mary
Guzman, Genevieve K
Kort, Andrew
Thomas, Shakayla
Janacua, Caterina
Atha, Tom
Fowler, Madonna
Campbell, Dudley and Candace
Stroud, Stephen
Bolsky, Debbie
danon, matt
Giovanetto, Éric
Jensen, Sisse
Gorelick, Dara
Brockman, Blaise
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Morse, K
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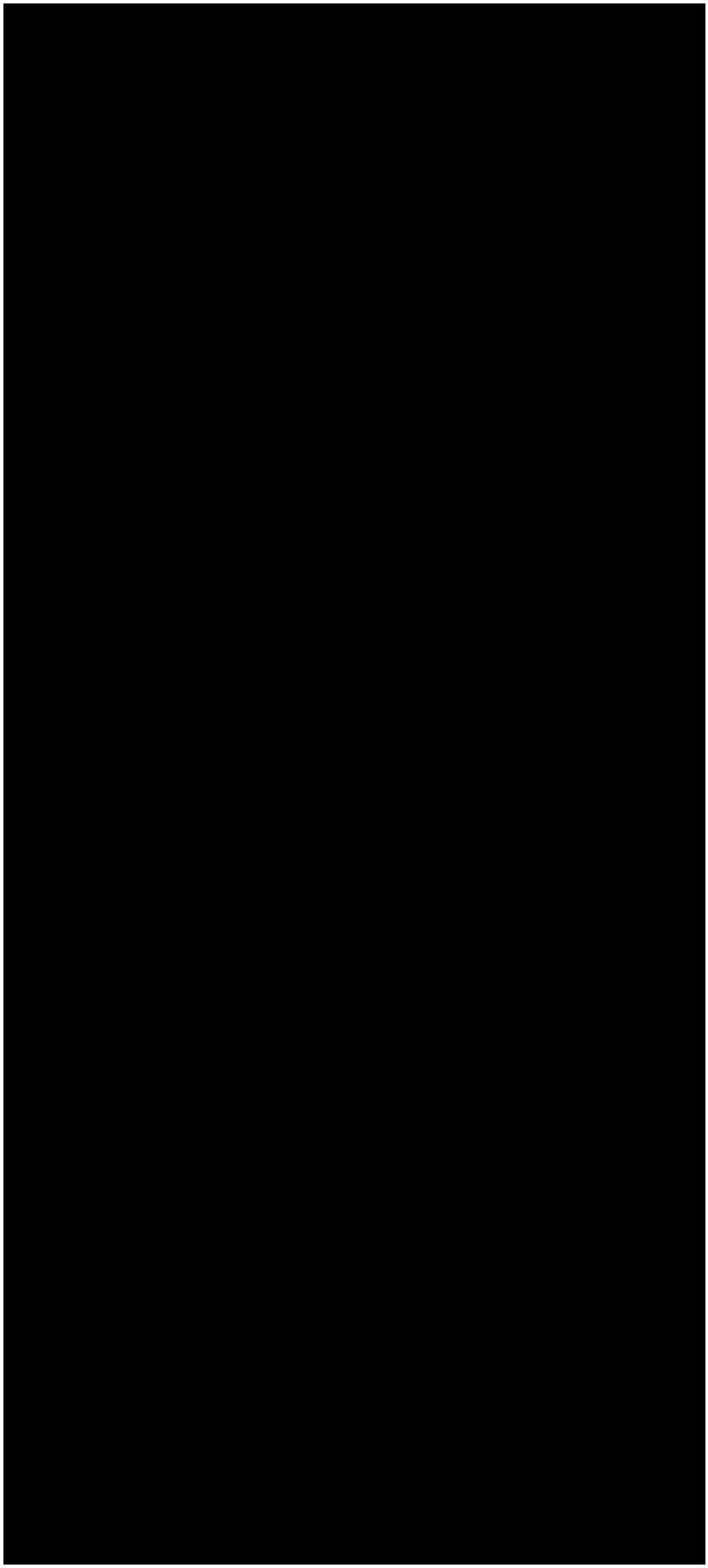
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Day, Norman
Connolly, Anna
Hendon, Laura
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Perez, Margarita
Markowe, Tina
Tepp, B.
Barron, Katherine
Nuñez, Zero
Brock, Sabine
Saphier, Jollee
Abdul-Wahid, Hassan
Dobrzanski, Irene
Morgen, Henry
Owen, Matthew
Wilkinson, Dorothy
Dosaj, Soraya
Luke, Allen
Stein, Beth
nichols, Debra
Gallegos, Vicki
Geukens, Christopher
Moreno, Kimberley
Woodrow, Jean
Colet, Stephanie
Cohen, Alli
Perkins, Donna
Deutsch, Vivian
Gonzalez, Yazmin
Walp, Susan P.
Davine, Jill
Carcovich, Andrea
Benda, Hilarey



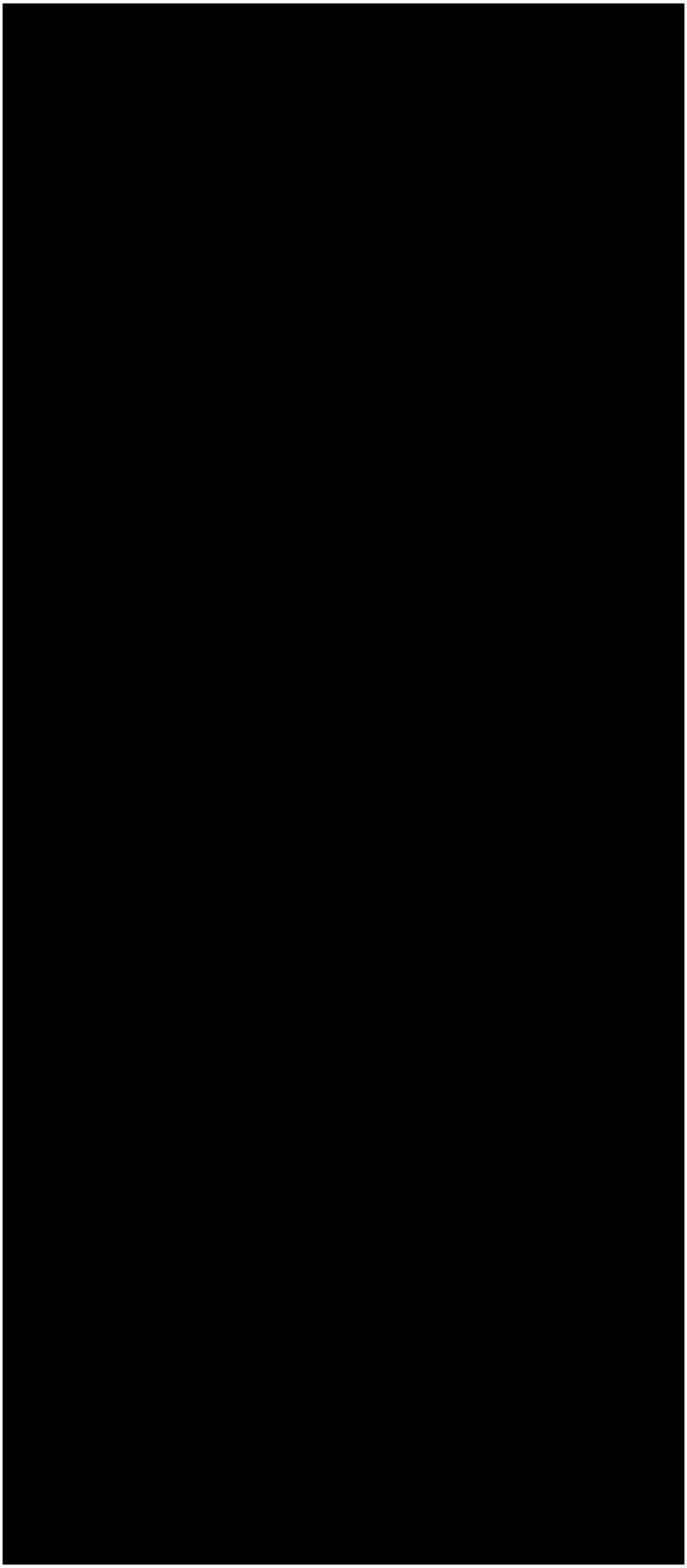
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Salem, Jack
Quigley, John
Meyer, Lesley
Holder, Ursula
Holguin, Julie
Low, Cody
Day, N N
Weiske, Lynne
Maksoudian, Arax
Gale, barbara
Bear, Cindy
Plumer, Nancy
Emanuel, Karen
Pitchford, Jayne
Hicks, Janine
Bading, Karen
Jackson, Roy
Tollkin, Niccola
wallis, susan
Hirsch, Susan
Henderson, Lynette K
Whitcomb, Jane
Schreiner, Nacia
Quirk, Jack
Escamilla, Vanessa
Hamilton, James
huffey, debbi
Suyehara, Erin
Karlsson, Kent
Gillespie, Brian
Tejeda, Jose
Pace, Kristy
Wilkinson, Daniel
Grizzell, Renee
Lamb, JOHN
Orcholski, Gerald
GREEN, MARILYN J
Zhong, Alicia
Rumpp, Maria
Steiner, Neal
Whistler, Sarah
Windrum, Ken
Bender, Doug



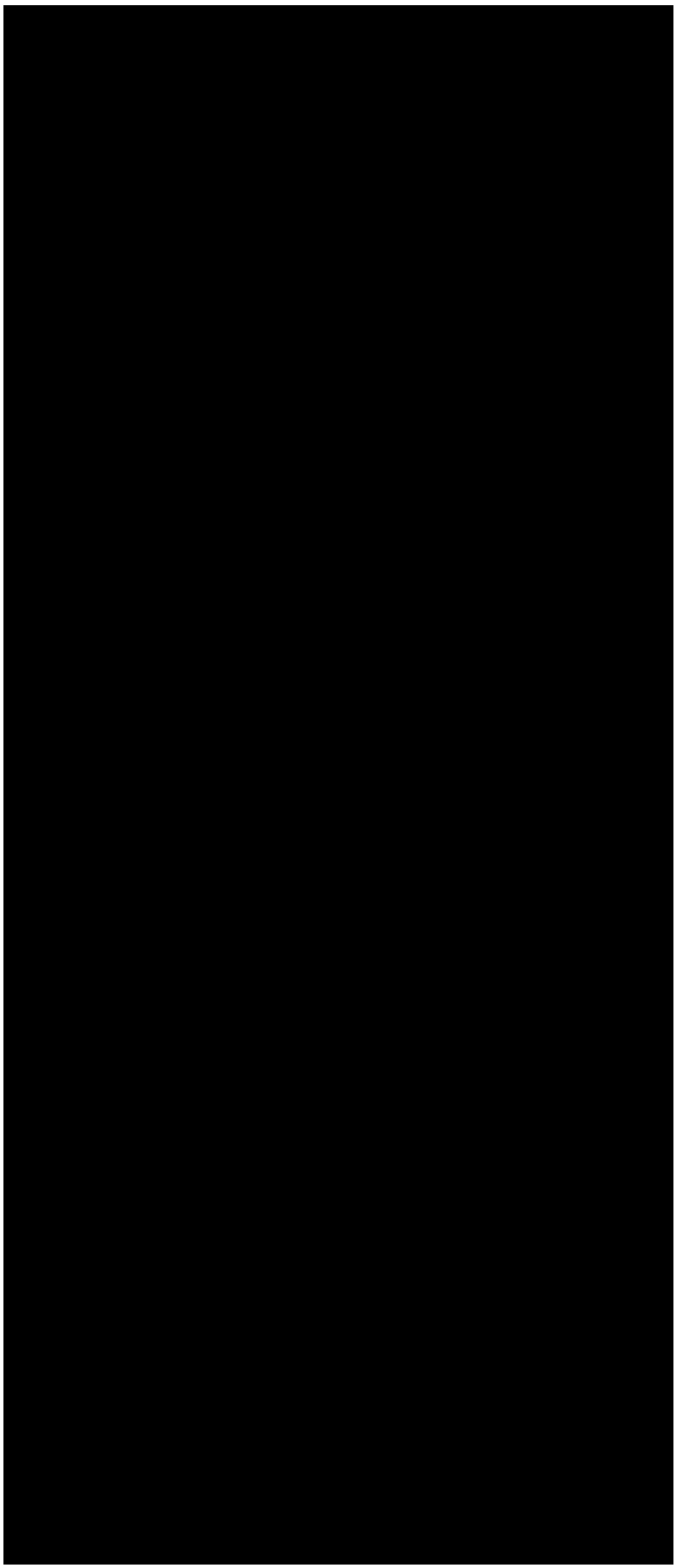
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Elgart, Charlene
charney, danielle
Youngelson, Noah
Albert, Gloria
Trent, Ivy
Khanlian, Melkon Marco
Willets, Nelson
Meyer, Twyla M
SOTO, DAVID
Briggs, Wm
Duss, Claude
Foss, Steven
Babst, Christina
Schuster, Jeanne
bednash, patricia
Wright, Terri
Clement, James
Caron, Anjanette
Yoon, Susie
Alexander, Michelle
El Taha, Monesa
Strassburg, Blackie
Zachary, Thomas
Nemeth, Cipra
pioli, d
Laursen, Seth
Van Alstyne, Anne M.
Francis, Susie
Deines, Lisa
Blanton, Rollin
Hadacek, Nicolas
Gedo, Terri
Mesa, Barbara
poland, barbara
Brewer, Georgia
Williams, Sandy
Bernstein, Adam
Franklin, Constance
Harris, lynda
Lichstein, Debra
Nelson, Dency
Wisch, Anita
Haig, Brenda



Wander, Edith
Morales Sandoval, Lorena
Scarpelli, Veronica
Halizak, Kim
Vazquez, Beatriz
kraft, Eric
Steele, Joshua
Arouh, Linda
Rulli, Nicholas
Devine, G
Fierro-Clarke, Alexander
Herbito, Venedel
Taylor, Melinda
Neal, Yvonne
Kalbac, Michelle
Knowles, Lotti
Ferrero, Maria Teresa
Borje, Christine
Davis, Donald R.
Cortez, Erlinda
Fortin-Martin, Victoria
Pollaine, Ruth
hatchett, james
Aronson, Allen
Deerlyjohnson, Suzanne
Bacorn, Thomas
Matarrese, Mandi
Gallardo, Emil
Lao, I-Ching
Olsson, Krister
Guerry Henriquez, Dena
Rodal, Anita
Beckman, Michael
Grant, Susan
Amier, Nilofar
Sullivan, Amy
Mello, Gilberto
Starr, Li
Hart, Kamakshi
Barabi, Soraya
Kay, Laurie
Choi, Lyntara
Gregory, Probyn
Matarrese, Joseph



Brody, A.
MOSHER, HOLLY
Anderson, Frank and Mary Jane
Yang, Francis
Geier, Sally
Watson, Richard
Adelson, Julie
Groome, Malcolm
Sweeney, Constance
Flyer, Lizabeth
Silbert, Leah
Saavedra, Alberto
Garcia, Lucy
Rodriguez, Norma
Baldonado, Jeanette
Rajani, Zain
Hunt, Peter
Goodson, Alan
Wells, Shannon
Brenner, Leslie
Felice, Paul
conniff, yuko p
Lewis, Pam
Kellis, Emily
Forman, J.
Winikoff, Cami
Conli, Roy
Ro, Christine
Rufener, Phoebe
Northrip, Sarah
Stack, Ken
Paz, Jobert
Howard, Brandyce
Dwyer, Frank
Shiers, Brian
Garrett, Valerie
Randick, Alyson
Schmitz, Joe
Caputo, Zena
Stump, Katrina
Jayaram, Nikhil
Cameron, Alison
Garvin, Nancy
Roberts, Pamela



yudell, j
Vaughan, Carolyn
M Ramey, Anthony
S, Ravi
Eigenberg, Helen
Knight, Sue
Marsh, Megan
Short, Glenn
Yan, Jamie
Gorden, Melinda
Raskin, Dorri
Marsh, Kenneth
Klemic, Priscilla
Ziemer, Stephanie
Cohen, Cathy
foster, claudia
Kerlegon, Michael



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to say I support electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits: cleaner air, good jobs, and a more resilient transit system.

Sincerely,

Sedaghat, Houman

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am a very proud Angeleno, having lived here for 35 years. But I am not proud of our progress on electrifying our bus fleet. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Reich, Andrew

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I urge you to electrify our LA Metro transit buses. I was surprised to learned that only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. We can and should do better. The 2028 Games bring us an opportunity to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Silverman, Erica



RE: Electrify our buses!

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Sincerely,

Strom, Laura

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Wood, Eric

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

Absolutelu !

Electric is better in every way -- ! Even the cost INVESTMENT! They are much easier to service and work on. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Sokolich, william

[redacted]

RE: Electrify our buses!

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LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Brooke, Indee

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

Please electrify our LA Metro transit buses. We can exceed your current plans to increase this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games. Don't let Tokyo, Beijing, Paris and Milan outshine LA! Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

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Sincerely,

Rogers, Linda

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. Three recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half its bus fleet.

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Sincerely,

Edinger, Elizabeth

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

LA Metro needs to move much faster to build out its fleet of electric transit buses. We need much faster action than the paltry 3% that have so far been converted to zero emission vehicles. We are in the middle of a climate emergency, regardless of the denialism coming out of the federal government. Public transport is one of the most obvious areas where we can make progress to move away from fossil fuels. You need to do better. LA Metro's current plans envision increasing zero emission buses to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Butler, Sam

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Not only that, but Metro could help by putting solar panels on all buildings, adding battery back up, and then charging our buses for free from the sun. Why don't we have solar panels on all of our government buildings, including schools, by now? More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

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Sincerely,

Starr, Sarah E

[redacted]

RE: Electrify our buses!

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Sincerely,

Dawson, Richard

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am urging you to electrify our transit bus system. I was the sustainability project manager for the Los Angeles County Sheriffs Department last decade. We had done extensive research regarding electric vs. diesel vs. natural gas buses. The handling and performance, total cost of ownership, multi-purpose capabilities (e.g., mobile emergency generators), and health benefits (our polluting diesel prisoner transportation buses daily traveled through neighborhoods all over the county, and constantly went into the bowels of the courts to underground lockup facilities, where the air flow and air quality were poor), made the EV buses the obvious choice for in-county service (range concerns have been resolved through more efficient batteries, route optimization and charging infrastructure). Unfortunately, bureaucracy and resistance from mid-level managers delayed transition to EV buses, to the detriment of our agency, our charges, and the tax-paying public. Please don't repeat our mistakes.

Sincerely,

Nelson, Greg

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will help clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro should and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a useful and meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Mundy III, James



RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today AS A VOTER to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Fisher Kern, Madeleine



RE: Electrify our buses!

Dear LA Metro Board Members,

Solar power is the least expensive power available. Solar power is a game changer. Other countries have solar-powered cars. Please build a fleet of solar-powered buses and cars! I am writing today to urge you to power with solar our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Solar Powered Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. If electricity comes from burning fossil fuels than any electric car that is charged with that fossil fuel electricity is polluting the planet! Only solar powered electricity gives a real solution! Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to solar power our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

black, daren

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I write today to urge you to finally electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is absolutely not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games. Thank you for your attention to my letter. I look forward to your earliest reply.

Sincerely,

van Bloemen, Dona

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I'm writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models? LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games.? This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the OUTLIER of host cities! All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will clean up Los Angeles' dangerous air pollution, saving people's lives while safeguarding our climate. ?? Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods! They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution! As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

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Sincerely,

Chiado, Juliana



RE: Electrify our buses!

Dear LA Metro Board Members,

My name is Aubrey and I am a resident of Los Angeles County. I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

SCHOEMAN, Aubrey



RE: Electrify our buses!

Dear LA Metro Board Members,

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Electric busses would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Wolff, Pat

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I hope you can help make our 2028 Olympics a clean air event for all the athletes.

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Knight, Kathy

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I Most Strongly Urge you to ***electrify our LA Metro transit buses.***. The survival of the human race depends upon maintaining, clean and healthy environment, which currently we are failing miserably at!! Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Lefcourt, Philip

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to strongly urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Graham-Gardner, Rosemary

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am a Metro rider and I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Overmyer-Velazquez, Rebecca

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to respectfully urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Nickles, Patricia

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games.

Sincerely,

Silva, Grace

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

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Sincerely,

Penrose, Linda

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

Please electrify LA buses. With chronically poor and polluted air, we need to be doing all we can to minimize air pollution. As someone who lives and works in LA, the Olympics bring great concern for getting to and from home and work. I urge you to invest in clean air buses and make our public transit a more safe and enjoyable experience. Thank you.

Sincerely,

Hinkson, Chelsea

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

As a Los Angeles resident, voter, business owner and homeowner, I very strongly urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Khalsa, Mha Atma S

[redacted]

RE: Electrify our buses!

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Sincerely,

Winburn, William

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

If you even put a satellite into space, the what makes us think that you'll be able to electrify the buses? I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

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Sincerely,

Grassano Jr., Mario U.

[redacted]

RE: Electrify our buses!

Dear LA Metro Board Members,

I am writing today to urge you to electrify our LA Metro transit buses. Only three percent of LA Metro's transit buses are zero-emissions models, and LA Metro's current plans envision increasing this number to just 12 percent by the 2028 Summer Olympic and Paralympic Games. This is not ambitious enough. We need the 2028 Games to deliver legacy benefits for Angelenos. Without dramatic action, Los Angeles will be the outlier of host cities. All recent host cities electrified at least half their bus fleets before they hosted the Games: Tokyo, Beijing, and Paris. Milan, which will host the Winter Games next year, is electrifying half their bus fleet.

Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are at especially high risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. They're also just a better ride: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers. More than ever, Angelenos need bold action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city. The 2028 Games are expected to bring roughly 700,000 additional transit bus riders to the region during the time of year when our air quality is the worst. With less than three years until the Games, there's no time to wait.

LA Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. That means deploying at least 1,175 electric transit buses and electrifying 7 LA Metro divisions by the 2028 Games. Investing in a zero-emission fleet is a practical way to deliver lasting benefits for Angelenos: cleaner air, good jobs, and a more resilient transit system. That would be a meaningful legacy for Los Angeles to carry forward from the 2028 Games. Do the right thing!

Sincerely,

Racanelli, Nicholas

[redacted]

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Sincerely,

Dpulatshahi, Paulette

[redacted]

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Sincerely,

Niparko, Nancy

[redacted]

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Sincerely,

Hisserich, John and Susan

[redacted]

September 2025 RBM General Public Comments

From: Wyatt Demasters [redacted]
Sent: Friday, August 1, 2025 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - West LA rail transit

Hello -

I hope this message finds the board well. I'm reaching out because I wanted to bring an idea to the metro board for their consideration, as it's a development the west side community desperately needs.

I'd like the Board to consider a project in the near future to build a light rail line that runs parallel to Lincoln Blvd from LAX airport to the Santa Monica Colorado Blvd station, with stops strategically placed along the route.

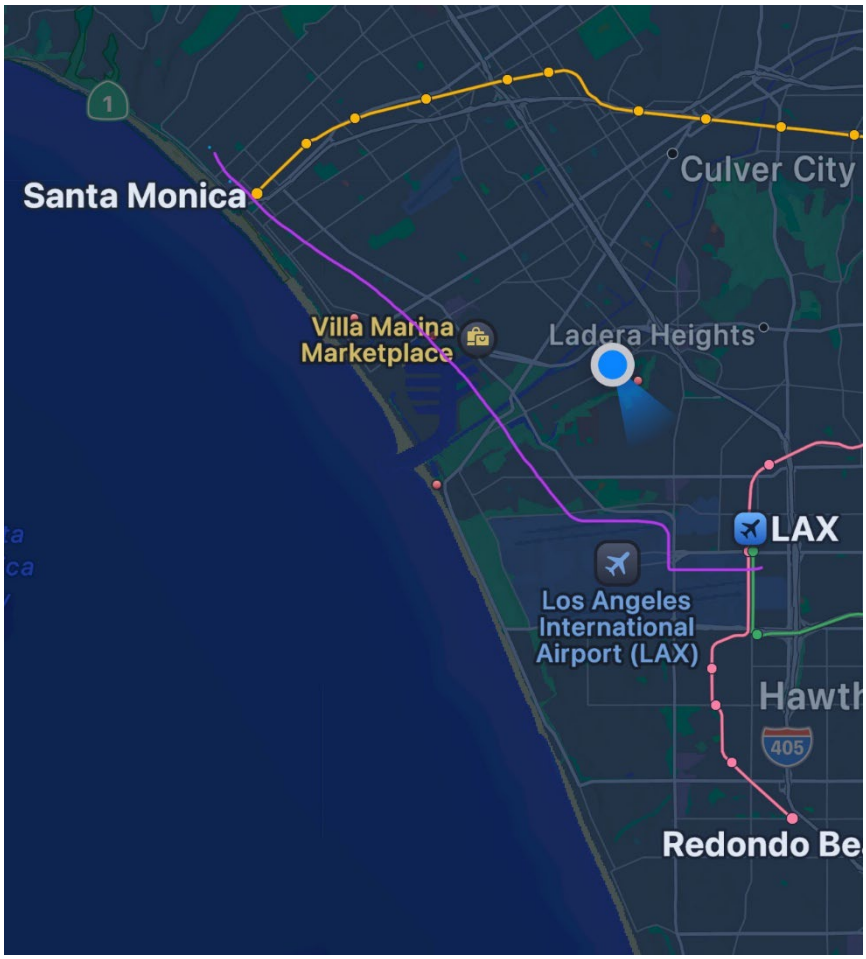
I've discussed this idea with many folks on the westside who agree it would be extremely helpful for local residents and businesses.

This light-rail route would be helpful for many use cases, but to name a few:
1. Folks commuting north and south on Lincoln Blvd during peak rush hour traffic.
2. Reduce the risk of folks driving under the influence by providing an affordable, convenient and safe option like a rail line between the social venues sprinkled throughout Santa Monica, Venice, Marina Del Rey and Playa Del Rey areas.
3. Better connect neighborhoods within the west side communities that neighbor this rail line. These include Santa Monica, Ocean Park, Sunset Park, Venice, Mar Vista, Playa Vista, Playa Del Rey and Westchester.
4. Reduce ride share dependency to LAX airport for locals traveling on the west side, and improve the often bottlenecked/poor traffic flow where Lincoln Blvd meets Sepulveda Blvd due to LAX road traffic.
5. Improve connectivity to the Playa Del Rey community (currently isolated by the Marina and the Ballona Wetlands) so it's easily accessible from other areas of the westside. Currently PDR is mostly accessible by Via Marina (from the south) Culver Blvd (from the east) or Manchester Blvd (south of culver blvd, from the east).
6. Connectivity to the E, C and K Lines (see image below) would finally make light rail metro a practical and beneficial offering for those who live in the west side, providing a way for west side locals to access other rail lines without having to use other forms of transportation - notably car - since using a car to commute to a distant rail station deters the public from using the rail services we already have.

The attached mockup represents this proposal to connect the Santa Monica E Line with the C Line and K Line at the LAX Metro Transit Center via a westside/Lincoln Blvd
light rail line. The proposed route is in purple/magenta.

Please let me know your thoughts. If there is another way I can better advocate for this issue with the Metro Board and our local government, I'd love to hear more. I appreciate your time.

Thanks,



Wyatt DeMasters
Playa Vista Resident

From: ouida biddle <[redacted]>
Sent: Friday, August 1, 2025 11:36 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Bike Share -- Disqualify Lyft

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

Lyft has a long history of working counter to the interests of a functioning, robust, public transit system. Studies have indicated that the rise of ride-hailing services like Lyft has been linked to a decrease in bus and rail ridership in major American cities. In San Francisco, Lyft funded opposition and successfully killed Proposition L, which would have provided crucial funding for Muni by taxing ride-hailing companies. Lyft's opposition to such initiatives reveals a commitment to prioritizing its own profits over the well-being of our public transit infrastructure.

Additionally, according to TWU 320 members in various cities, since Lyft decided to insert themselves into the Micromobility industry they have compromised the integrity of the labor force representing the TWU Local 320 union members - removing and outsourcing jobs, reducing shifts and working hours, and requiring the use of apps that negatively impact workers.

In light of recent allegations against Lyft, we urge you to disqualify them from the current bidding process and to choose the operator that workers support. Bicycle Transit Systems has proven themselves to be a pro-worker, community-oriented company with ample experience in the bike share industry.

Since 2016, BTS has helped build Metro Bike Share into a nationally recognized program, with over 3 million rides and nearly 8 million pounds of CO_2 reduced. BTS has been a collaborative partner, working hand-in-hand with community groups to ensure that bike share expands access and centers equity.

Awarding the Bike Share Contract to Lyft funnels more funds to an organization that has a track record of advocating against public transit and operating counter to the interests of unionized, transit workers. Los Angeles residents and Metro riders deserve more than investing in a company that is not invested in truly improving public transit, but instead benefits when riders opt-out of public transit all together.

Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

ouida biddle
[redacted]

From: Mark Nelson (Home Gmail) <[redacted]
Sent: Thursday, August 28, 2025 7:35 PM
To: cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; Eleanor Manzano <cityclerk@redondo.org>; Kevin Cody <kevin@easyreadernews.com>; executiveoffice@bos.lacounty.gov; City Council <citycouncil@hermosabeach.gov>; info <info@lalafco.org>; citycouncil@manhattanbeach.gov; Board Clerk <BoardClerk@metro.net>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Garth Meyer <gmeyer@easyreadernews.com>; MHSOAC <MHSOAC@mhsoac.ca.gov>; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org
Subject: Public Comment - All Agencies - Fwd: Confirmation - Share Your Story!

--------- Forwarded message ---------
From: **Smartsheet Forms** <forms@app.smartsheet.com>
Date: Thu, Aug 28, 2025 at 7:33 PM
Subject: Confirmation - Share Your Story!
To: <menelson@gmail.com>



Thank you for submitting your entry. A copy is included below for your records.

Share Your Story!

Name	Mark Nelson
Check box if you'd like your story to be anonymous	☐
Email (to only be used to contact you)	menelson@gmail.com
Which facility is your story for?	Beach Cities Health District

Story (Max of 400 words)	The conduct and lack of truthfulness from BCHD has demonstrated a new low for a public agency's integrity. BCHD's lies have included: "we don't know what the buildings next Diamond are in our design plans" - surely anyone who has ever directed design of a house or building has NEVER said anything similar to "I don't know what that building is on my plot plan." It turns out, it was BCHD planning to put diesel generators 100-feet from homes. LIE. "the hospital is 6-stories" - but the certified EIR by BCHD says it's 4 stories. LIE. "the hospital is 60-feet tall" - but both the certified EIR and the City of Redondo Beach CUP filing state clearly that the hospital is 51.5-feet tall. LIE. We all had faith in South Bay Hospital until it failed financially in 1984 (per the Daily Breeze). But the "health district" has been a never ending full time job to cull truth from LIES. What faith I had in government integrity was destroyed by BCHD.

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From: [redacted]
Sent: Tuesday, September 16, 2025 1:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: 'Andrew Daneshgar' <andrew@langdonstreetcap.com>; 'Richard Schave' <schavester@gmail.com>; 'Adam Daneshgar' <adaneshgar@langdonstreetcap.com>; 'Benito Chavez' <bchavez@grandcentralsquare.com>
Subject: Regular Board Meeting 9/25: Public Comment

Hello Metro Board,

Submitting public comment on behalf of my colleague Andrew Daneshgar (CC'd here). He is hoping to be present in-person to read our statement, otherwise will call on the phone.

Meeting Name: **Regular Board Meeting**
Date: **Thursday, September 25th, 2025 at 10am**
Agenda Item: **General Public Comment**

My name is Andrew Daneshgar, and I am representing the owner and management group of the Million Dollar Theater in Downtown LA.

We desperately need the Metro Bike Share station on Broadway & 3rd Street to be relocated away from the front of the Million Dollar Theater. For more than three years, we have been reaching out to stakeholders, policy makers, and public officials to try to get this bike share station relocated, including LADOT's bike share program manager, Metro, the Downtown LA Neighborhood Council, and Council District 14. A formal letter was submitted by DLANC to CD14 back in 2022 with no response, and it has been only empty promises since then.

Most recently, in October, LADOT and Metro handed out a physical flyer notifying the public that the Metro Bike Share would be moved by one block. See copy attached. Staff told us it would be relocated by the "end of the year" – it is now halfway through the following year.

These bike stalls are a modern eyesore, incompatible with the theater's status as a Historic Cultural Monument, and totally unavoidable when photographing and filming the theater façade. No other theater in the Historic Broadway Theater District has this burden, and we are losing upwards of a quarter million dollars ($250,000) annually due to the presence of these bicycles. This is critical revenue that we could be using to make improvements and maintain the property.

We have proposed multiple alternative location options that all fit within Metro's guidelines for locating these bike racks in a safe and accessible location for users. It is extremely disappointing that we have a Historic property being diminished by these bike racks that could easily, effectively, and safely be relocated.

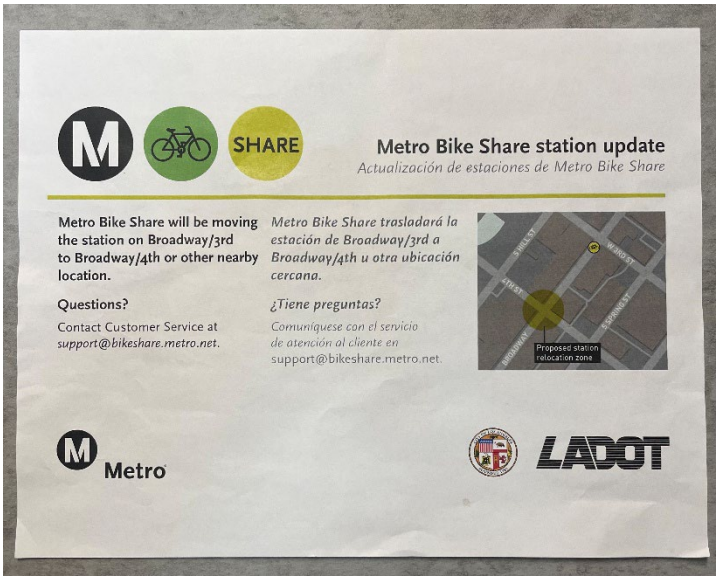
Overall, we are extremely involved in our community and want to see the revitalization of the Million Dollar Theater and the greater historic Broadway corridor. Please let us know how you can help and if we can assist with any further information to get this done once and for all.

Best,

Alanna

Alanna McBirney
Director of Development
Langdon Street Capital

Please note our new suite number
9777 Wilshire Blvd, Suite 1010
Beverly Hills, CA 90212
O: (310) 975-7067 x4
M: (661) 993-9009
Alanna@LangdonStreetCap.com
www.LangdonStreetCap.com



From: [redacted]
Sent: Thursday, September 18, 2025 7:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: YOU MUST CONSIDER

I live in the East Valley and I am so glad I do not have to go into Azusa to get on the A line.

You MUST consider this. Extending the A line to La Verne and other cities is greatly appreciated and needed which will benefit busineses and other places of interest along the line BUT... I feel it will NOT be successful IF homeless people and people with mental illnesses are allowed to freely ride the lines. It gives them a longer rides back and forth. Don't get me wrong I too wish there were no homeless people and that people with mental illneses needs were address but they not.

I'm Black and many a times I would be "targeted"
by a mentally ill and probably homeless Black male and that's why I carry pepper spray. Still I have to anticipate with some trepidation when I ride that might be targeted.

When riders to the new city stops realize the homeless/mentally ill free riders are on board they will not ride... period.

Unless you have uniform officers monitoring the lines enforcing rules like they do on the metro trains... the new A line stops will not be successful.

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, September 18, 2025 5:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in

transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Sophia Riemer via ActionButton, on behalf of MoveLA. Please reply to Sophia Riemer at [redacted].

From: Erika Soler <noreply@adv.actionnetwork.org>
Sent: Friday, September 19, 2025 4:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

I urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

Broadbent was recently let go from his union job as a Metro Bus Operator because of comments he made off-the-clock and out of uniform to LA Public Press. He shared his perspective on the federal raids terrorizing our city since early June 2025. Broadbent has been an upstanding worker at Metro since being hired in December 2023 with a spotless record and zero customer complaints. His comments reflected his personal experience as a bus operator and his commitment to keeping riders safe from dangerous situations and individuals – an essential part of his duty as a bus operator.

As it stands, Metro's policy on ICE is unclear and almost contradictory. Last month, in a statement given to LA Public Press, Metro stated that the agency "cannot" stop ICE from entering metro buses, trains, and stations. However, Metro also stated that it requires law enforcement to show a judicial warrant when attempting to board vehicles or enter ticketed stations on the system. This uncertainty has led bus operators and other Metro employees to use their own discretion when handling tricky and possibly dangerous situations in order to ensure the safety of Metro riders and themselves.

Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation by their employers. Given this, I am asking that Metro reinstate Sean Broadbent to his position at Metro.

Meanwhile, the danger to Metro riders from hostile federal agents has not disappeared. U.S. Department of Homeland Assistant Secretary Tricia McLaughlin recently reaffirmed that the agency will continue their operations in Los Angeles. She stated that the agency will not disclose locations of their operations in part because “assaults against personnel have surged.” This continuation of immigration enforcement activity is in direct violation of the Temporary Restraining Order on “roving patrols” that was upheld by the 9th U.S. Circuit Court of Appeals on August 1st. It is urgent that Metro takes action to protect workers and riders from the threat these agents pose.

In addition to re-instating Broadbent, I urge the Metro Board to take the following actions to protect our community at this time:
--Do not lock exit turnstiles and do not enforce tap to exit protocol to ensure passengers can exit quickly and safely at all times.
--Provide “know your rights” cards on buses and at rail stations.
--Provide emergency response training to Metro Security, Bus Operators, Transit Ambassadors, and Other Frontline Workers on their rights and responsibilities, as well as the rights of riders and other Metro workers, if ICE does show up at a station or bus stop, including what to do if an agent tries to board without a warrant.
--Do not allow any collaboration between Metro and ICE.
--Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Erika Soler
[redacted]

From: Brian Rubin <noreply@adv.actionnetwork.org>
Sent: Sunday, September 21, 2025 7:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

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Thank you for your continued commitment to riders and workers,

Brian Rubin
[redacted]

From: Sandra Morales <noreply@adv.actionnetwork.org>
Sent: Tuesday, September 23, 2025 11:07 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

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--Do not allow any collaboration between Metro and ICE.
--Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Sandra Morales
[redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, September 24, 2025 10:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in

transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Deborah Murphy via ActionButton, on behalf of MoveLA. Please reply to Deborah Murphy at [redacted]

From: Gloria Mitchell <noreply@adv.actionnetwork.org>
Sent: Wednesday, September 24, 2025 12:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro events going with onI urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

Broadbent was recently let go from his union job as a Metro Bus Operator because of comments he made off-the-clock and out of uniform to LA Public Press. He shared his perspective on the federal raids terrorizing our city since early June 2025. Broadbent has been an upstanding worker at Metro since being hired in December 2023 with a spotless record and zero customer complaints. His comments reflected his personal experience as a bus operator and his commitment to keeping riders safe from dangerous situations and individuals – an essential part of his duty as a bus operator.

As it stands, Metro's policy on ICE is unclear and almost contradictory. Last month, in a statement given to LA Public Press, Metro stated that the agency "cannot" stop ICE from entering metro buses, trains, and stations. However, Metro also stated that it requires law enforcement to show a judicial warrant when attempting to board vehicles or enter ticketed stations on the system. This uncertainty has led bus operators and other Metro employees to use their own discretion when handling tricky and possibly dangerous situations in order to ensure the safety of Metro riders and themselves.

Metro's response to fire a bus operator dedicated to his job, his riders, and the safety of the system during a time of such instability and uncertainty is unacceptable, and it sets a dangerous precedent. Workers have the right to speak out about matters of public concern without fear of retaliation by their employers. Given this, I am asking that Metro reinstate Sean Broadbent to his position at Metro.

Meanwhile, the danger to Metro riders from hostile federal agents has not disappeared. U.S. Department of Homeland Assistant Secretary Tricia McLaughlin recently reaffirmed that the agency will continue their operations in Los Angeles. She stated that the agency will not disclose locations of their operations in part because “assaults against personnel have surged.” This continuation of immigration enforcement activity is in direct violation of the Temporary Restraining Order on “roving patrols” that was upheld by the 9th U.S. Circuit Court of Appeals on August 1st. It is urgent that Metro takes action to protect workers and riders from the threat these agents pose.

In addition to re-instating Broadbent, I urge the Metro Board to take the following actions to protect our community at this time:
--Do not lock exit turnstiles and do not enforce tap to exit protocol to ensure passengers can exit quickly and safely at all times.
--Provide “know your rights” cards on buses and at rail stations.
--Provide emergency response training to Metro Security, Bus Operators, Transit Ambassadors, and Other Frontline Workers on their rights and responsibilities, as well as the rights of riders and other Metro workers, if ICE does show up at a station or bus stop, including what to do if an agent tries to board without a warrant.
--Do not allow any collaboration between Metro and ICE.
--Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Gloria Mitchell
[redacted]

From: Romeo David <noreply@adv.actionnetwork.org>
Sent: Wednesday, September 24, 2025 12:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Reinstate Sean: Protect Riders and Operators from ICE

Metro Board Clerk,

Members of the Board and Metro CEO,

I urge Metro to re-hire Los Angeles Metro Bus Operator Sean Broadbent and offer concrete protections to Metro employees and riders in light of the continued presence of federal Immigration and Customs Enforcement (ICE) agents in Los Angeles.

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--Do not allow any collaboration between Metro and ICE.
--Implement fareless rides to mitigate the adverse economic impact ICE presence is having on working class Angelenos and small businesses

Thank you for your continued commitment to riders and workers,

Romeo David
[redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, September 24, 2025 2:02 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games

To:

Mayor Karen Bass,
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Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Owen Martin via ActionButton, on behalf of MoveLA. Please reply to Owen Martin at [redacted]

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

File #: 2025-0804, **File Type:** Program **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. REPROGRAMMING of funds to later fiscal years for projects previously approved from Measure M Metro Active Transport, Transit, and First/Last Mile (MAT) Program, as shown in Attachment A; and

B. DEOBLIGATING $33,046.99 in cost savings of previously approved MAT funding and returning those funds to the MAT Program.

ISSUE

This update includes reprogramming of funds to reflect changes to the programing years of funds for the Cycle 1 for prior Board approved MAT Program Projects from January 2021 <https://boardagendas.metro.net/board-report/2020-0562/>. Cycle 1 Projects previously approved experienced delays related to timely execution of agreements due to Covid and due to lessons learned with initiating a new program. Funds will now be programmed through Fiscal Year (FY) 2028 -29 as projects have sufficiently progressed. The Board's approval is required to update programming and provide a basis for Metro to enter into agreements and/or amendments with the respective implementing agencies. One project's cost savings is recommended for deobligation.

BACKGROUND

The MAT Program is included as line item 47 in the Measure M Expenditure Plan and allocates $857.5 million (2015 dollars) for investment in active transportation infrastructure over 40 years. In January 2020, the Board approved the first MAT Program funding Cycle 1 process and selection criteria. The project selection and programming <https://boardagendas.metro.net/board-report/2020-0562/> of $63,100,000 in Measure M MAT Program funds, in support of 17 projects, was approved

by the Board in January 2021.

In July 2024, the Board directed staff to reprogram five Cycle 1 MAT projects <https://boardagendas.metro.net/board-report/2024-0171/> and delegated authority to approve amendments to Measure M MAT funding agreements that modify the scopes of work of projects and/or extend funding agreement lapse dates. Additionally, in April 2025, the Board approved the programming <https://boardagendas.metro.net/board-report/2024-1101/> of additional available funding capacity in the amount of $6,400,000 from the MAT Program to add funds to seven projects; the additional funding allowed previously funded MAT Cycle 1 projects to expand their scopes and deliver improved public benefits.

In September 2025, the Board approved project selection and programming <https://boardagendas.metro.net/board-report/2025-0429/> of $85,500,000 in Measure M funding for MAT Cycle 2.

DISCUSSION

There are several reasons for delays in project schedules. Cycle 1 of the MAT Program was launched during COVID-19 pandemic, leading to delays in executing funding agreements and initiating projects. The first cycle also established internal procedures and guidelines which required additional time to integrate and implement into the program. These delays were unique to the first cycle of the program.

The MAT Program allows for applicants to conduct only limited planning prior to submitting a project application to reduce barriers in the application process and increase program participation of eligible agencies. In some instances, this led to initial delays as project sponsors conducted early scoping and community engagement activities to reach a conceptual design phase. Metro also partnered with seven Project Sponsors to lead early design phases. These projects experienced some delays in onboarding contractors and scheduling community engagement events. As projects advanced with community input, scope adjustments caused additional delays. The community engagement process was informed by Metro's Office of Equity and Race's Community-Based Organization Partnering Strategy. Staff will continue to work with project sponsors to address internal and external delays.

All projects have made progress towards completing initial project phases, and 10 of the 17 Cycle 1 MAT projects will begin (6) or complete (4) construction in FY25-26.

This update includes funding adjustments to these MAT Cycle 1 projects sponsored by the following jurisdictions:

City of Los Angeles:

- Reprogram previously approved fiscal year programming to $7,524,124 in FY 26 for D1102/C1102 - Avalon/MLK/Gage. The proposed project will connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage

Ave, MLK Blvd, and Avalon Blvd. This project will likely decrease Vehicle Miles Traveled (VMT). The funds are programmed for construction phase.

- Reprogram previously approved fiscal year programming to $3,587,324 as follows: $64,027 in FY 25, $204,059 in FY 26, $1,568,020 in FY 27, $1,500,000 in FY 28, and $251,218 in FY 29 for D1207/C1207 - Sepulveda OL. This project will improve safety, access, and mobility to the Sepulveda Station on the G Line through bicycle and pedestrian improvements. This project will likely decrease VMT. The funds are programmed for project scoping, design and plan, specifications, and estimates (PS&E), and construction.

County of Los Angeles:

- Reprogram previously approved fiscal year programming to $832,338 as follows $186,076 in FY 26, $100,000 in FY 27, $293,131 in FY 28, and $253,131 in FY 29 for D1209/C1209 for East LA Civic Center. This project will improve access for pedestrians and cyclists to the E Line East LA Civic Center Station. This project will likely decrease VMT. The funds are programmed for project scoping, design and PS&E, construction, and construction engineering.

- Reprogram previously approved fiscal year programming to $3,302,919 as follows: $204,854 in FY 26, $1,204,452 in FY 27, $1,388,649 in FY 28, and $504,964 in FY 29 for D1206/C1206 - LAX-Aviation. This project will improve pedestrian and wheeled access to the C Line and future LAX/Crenshaw Line transfer station. This project will likely decrease VMT. The funds are programmed for project scoping, design and PS&E, and construction.

- Reprogram previously approved fiscal year programming to $4,803,705 as follows: $166,780 in FY 25, $120,000 in FY 26, $110,000 in FY 27, $100,000 in FY 28, and $4,306,925 in FY 29 for C1210 - Slauson. This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue (A) Line First/Last Mile Plan. This project will likely decrease VMT. The funds are programmed for design and PS&E, construction, and construction engineering.

City of Redondo Beach

- Reprogram previously approved fiscal year programming to $7,410,000 as follows: $1,741,400 in FY 25, $4,268,600 in FY 26, and $1,400,000 in FY 27 for D1104/C1104 - Redondo Beach Blvd. This project will install improved and new bike and pedestrian facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east. This project will likely decrease VMT. The funds are programmed for design, PS&E, and construction.

City of Commerce

- Reprogram previously approved fiscal year programming to $7,852,965 as follows: $399,074 in FY 25, $3,214,445 in FY 26, $2,939,446 in FY 27, and $1,300,000 in FY 28 for C1101 - Randolph. This project will provide quality improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and the cities of Commerce, Bell, Huntington Park, and Maywood. This project will likely decrease VMT. The funds are programmed for design and PS&E, construction, and construction engineering.

City of Los Angeles:

- MAT funds in the amount of $2,281,529 were previously awarded and programmed to the City of Culver City and the Los Angeles Department of Transportation (LADOT) for two related projects that improve bicycle and pedestrian safety and access to the Culver City E Line station - D1203/C1201. Through project implementation, there was a cost saving of $33,046.99. Therefore, staff is recommending deobligating $33,046.99 in project funding.

DETERMINATION OF SAFETY IMPACT

Reprogramming MAT Program funds will not have any adverse safety impacts. Projects funded through the MAT Program improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.

FINANCIAL IMPACT

In FY26, $3,767,653 is budgeted in Cost Center 0441(subsidies budget-Planning) Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions. Since MAT Projects are multi-year projects, the Cost Center managers and Chief Planning Officer are responsible for budgeting in future years.

The $33,046.99 in deobligated project funds will be made available to the MAT Program.

Impact to Budget

The MAT Program is funded through Measure M Active Transportation 2%. The fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

Reprogramming MAT funds will continue to support the program's implementation of the Equity Platform framework. The MAT Program is purposed to improve safety and mobility for active transportation users throughout LA County. The improvements prioritize safe and dignified routes and

accommodate vulnerable road users accessing Metro Stations by walking, biking, or rolling. The MAT program initially chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantages. Projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process. Completing the projects through the means of reprogramming is integral to upholding the initial dedication to addressing infrastructure inequities in EFCs.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Each of these projects within this item support Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MAT Program advances several goals of the Metro Vision 2028 Strategic Plan, including:

1. Provide high-quality mobility options that enable people to spend less time traveling- The projects advance active transportation corridors and first/last mile improvements that improve accessibility to transit.
2. Deliver outstanding trip experiences for all users of the transportation system - The projects will enhance active transportation linkages to the transportation system.
3. Enhance communities and lives through mobility and access to opportunity- The projects will target key improvements and investments in high-need areas.
4. Transform LA County through regional collaboration and national leadership- The projects empower local jurisdictions to enhance connections to transit.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the reprogramming of funds for the MAT Program Cycle 1 projects. This is not recommended as the projects advance key safety improvements and improve connections to transit, expending Measure M funds as identified in the Measure M Ordinance.

NEXT STEPS

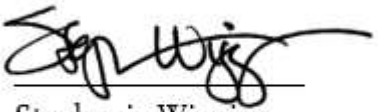
Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.

ATTACHMENT

Attachment A - MAT Program Cycle 1 Update

Prepared by: Isabelle Garvanne, Senior Transportation Planner, Countywide Planning & Development
Mariko Toy, Senior Transportation Planner, Countywide Planning & Development, (213) 547-4330
Gabriela Lontos-Lawlor, Manager, Countywide Planning & Development (213) 922-2283
Neha Chawla, Senior Manager, Countywide Planning & Development, (213) 547-4330
Jacob Lieb, Deputy Executive Officer, Countywide Planning & Development, (213) 922-4132
Michael Cano, Senior Executive Officer (Interim), Countywide Planning & Development. (213) 418-3010
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

Program of Projects - First/Last Mile
MAT Program Cycle 1

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior Year Prog.	FY25*	FY26	FY27	FY28	FY29	Total
1	City of Los Angeles		C1204	Hollywood/Highland		$285,000	$3,312,701					$3,597,701
	This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.											
2	City of Los Angeles		C1205	Hollywood/Vine		$285,000	$3,312,701					$3,597,701
	Same project description as above, for the Hollywood/Vine B Line station area.											
3	Los Angeles County		D1209/C1209	East LA Civic Center	CHG	$69,662		$186,076	$100,000	$293,131	$253,131	$902,000
	This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.											
4	City of Los Angeles		D1206/C1209	LAX-Aviation	CHG	$278,770		$204,854	$1,204,452	$1,388,649	$504,964	$3,581,689
	This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.											
5	Santa Monica		C1211	Olympic/26th		$893,510						$893,510
	This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.											
6	City of Los Angeles*		D1207/C1207	Sepulveda OL	CHG	$294,366	$64,027	$204,059	$1,568,020	$1,500,000	$251,218	$3,881,690
	This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.											
7	Los Angeles County*		C1210	Slauson	CHG	$206,293	$ 166,780	$ 120,000	$110,000	$100,000	$4,306,925	$5,009,998
	This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan (2018).											
8	City of Los Angeles		D1208/C1208	Western/Slauson		$226,873						$226,873
	This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor.											
9	Culver City*	Los Angeles	D1201/C1203	Culver City	CHG	$1,813,513	$400,000					$2,213,513
	This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.											
10	Long Beach		C1202	Downtown LB (6th Street)			$250,000	$250,000	$2,004,999	$2,004,999		$4,509,998
	The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station.											
11	West Hollywood*		C1212	Santa Monica/La Brea		$488,141	$300,000					$788,141
	This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.											
12	City of Los Angeles		C1213	Crenshaw Boulevard		$1,792,511		$1,586,659				$3,379,170
	Pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard.											
				TOTAL		**$6,633,639**	**$7,806,209**	**$2,551,648**	**$4,987,471**	**$5,286,779**	**$5,316,238**	**$32,581,984**

(*) Updated totals due to additional Cycle 1 funding

Program of Projects - Active Transportation Corridors
MAT Program Cycle 1

MAT Cycle 1: AT Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY24	FY25*	FY26	FY27	FY28	FY29	Total
1	Los Angeles*		D1102/C1102	Avalon/MLK/Gage**	CHG	$499,600		$7,524,124				$8,023,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce*	Huntington Park, Bell, LACPW	C1101	Randolph**	CHG	$150,926	$399,074	$3,214,445	$2,939,446	$1,300,000		$8,003,891
	Provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and Cities of Commerce, Bell, Huntington Park and Maywood.											
3	Redondo Beach*	LACPW, Lawndale	D1104/C1104	Redondo Beach Blvd**	CHG	$590,000	$1,741,400	$4,268,600	$1,400,000			$8,000,000
	Install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggin-Potrero Grande		$10,000	$395,000	$5,961,225				$6,366,225
	Expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont			$912,600	$4,977,660	$165,900			$6,056,160
	Improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
				TOTAL		**$1,250,526**	**$3,448,074**	**$25,946,054**	**$4,505,346**	**$1,300,000**	**$0**	**$36,450,000**

(*) Updated totals due to additional Cycle 1 funding
(**) Revised Scope of Work is pending Metro's final review and approval



Measure M Metro Active Transport, Transit, and First/Last Mile Program Update

Metro

OCTOBER 2025

FILE# 2025-0804

Staff Recommendation

CONSIDER:

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

B. DEOBLIGATE $33,046.99 of previously approved MAT funding and returning those funds to the MAT Program



MAT Program Background

- Multi-year, competitive Measure M grant program for active transportation improvements in LA County
  - **$857 million** to be available through 2057
  - Increase safety and mode share of walking, biking, and rolling
  - Implementation of **Active Transportation Strategic Plan (ATSP)** network and **Equity Platform**



Discussion

Reprogram previously awarded funds for the specified fiscal years as detailed in Attachment A:

- **City of Los Angeles**
  - Avalon/MLK/Gage Total Project Award: $8,023,724
  - Sepulveda OL Total Project Award: $3,881,690
  - LAX-Aviation Total Project Award: $3,581,689
- **County of Los Angeles**
  - East LA Civic Center Total Project Award: $902,000
  - Slauson Total Project Award: $5,009,998
- **City of Redondo Beach**
  - Redondo Beach Total Project Award: $8,000,000
- **City of Commerce**
  - Randolph, Total Project Award: $8,003,891

Deobligate $33,046.99 previously awarded and programmed to the **City of Culver City** and the **City of Los Angeles**

Equity

- Cycle 1 chose projects based on a screening and ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage
- Projects within Equity Focus Communities (EFCs) were assigned additional points in as part of the evaluation process.
- Many of the Metro-led projects involved Community Based Organization partnerships and meaningful community engagement







Next Steps

- Upon Board approval, staff will coordinate with the implementing agencies to amend existing Funding Agreements to reflect the new programmed years.



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

File #: 2025-0814, **File Type:** Policy **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the State Active Transportation Program (ATP) Cycle 8 Grant Assistance Priorities in Attachment A;

B. APPROVING the Regional ATP Point Assignment Methodology as described in Attachment B; and

C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

ISSUE

The State ATP Cycle 8 is a competitive grant program that will award $574 million over Fiscal Years (FY) 2028-2031. Metro promulgates two ATP policies for each ATP cycle. The first is a set of priorities for selecting projects to receive Metro grant writing assistance. The purpose of the grant writing priorities is to encourage local jurisdictions to assist in implementing Metro plans and goals, and to maximize funding for active transportation projects in Los Angeles County by selecting projects that will score well within the existing ATP criteria. The second policy consists of adopting and communicating to prospective applicants the point assignment methodology Metro will use in assisting SCAG in selecting regional ATP projects. This is Metro's role pursuant to ATP statute. It is important to communicate this policy early to assist local jurisdictions in planning ahead for successful applications. The purpose of the scoring policies is to provide effective incentives for local agencies to pursue projects that implement Metro plans and policies.

BACKGROUND

The ATP is a competitive funding program established by Senate Bill 99 and Assembly Bill 101 in

2013 to promote increased use of active transportation modes like bicycling and walking. The California Transportation Commission (CTC) manages the ATP through successive rounds: Statewide, Small Urban and Rural, and Large MPO Competitions. Projects in Los Angeles County that do not receive funding in the Statewide Competition, which accounts for 50% of available funds, are then evaluated in the Large MPO Competition, which allocates 40% of the funding. For this Large MPO round, Senate Bill 99 mandates the SCAG to select projects in collaboration with its member counties, a process which SCAG accomplishes by inviting Metro to assign up to 10 points to each project's Statewide Competition score. To date, the CTC has conducted seven ATP cycles, awarding approximately $1 billion to 230 Los Angeles County projects across both Statewide and Large MPO Competitions. To date, 173 projects have been completed.

As the ATP is a rigorous and competitive program, Metro has provided grant-writing services to Metro project managers and local agencies for the past seven cycles to support the development of strong applications that increase the likelihood of Los Angeles County's collective success. Of the $1 billion awarded to Los Angeles County over the ten years since the ATP began, $495 million - or approximately 50% - was awarded to projects that received Metro grant assistance.

DISCUSSION

ATP Cycle 8 funds infrastructure and non-infrastructure projects as well as plans. Funding for ATP Cycle 8 will be available to local jurisdictions over FY 2028-2031. Staff offers grant writing assistance by releasing a solicitation for Letters of Interest for grant assistance to local jurisdictions. Staff will evaluate and select grant assistance recipients by February 2026, and the grant-writing process will kick off in March 2026, around the time the Call for Projects is anticipated to be released. Staff anticipates that ATP applications will be due to the State in Summer 2026, with Statewide Competition awards adopted by the CTC in late 2026. At that time, Metro will assign 10 points to add to the State score to arrive at the final score for the SCAG Regional competition. SCAG will submit the final scores and funding recommendation to the CTC for adoption as part of the Large MPO Competition, tentatively in June 2027.

Cycle 8 offers an opportunity to continue and refine priorities and policies to encourage the delivery of projects that align with ATP criteria and priorities, and Metro's plans and priorities.

Grant Assistance Priorities

The existing priorities approved by the Metro Board as part of the Metro Active Transportation Strategic Plan Update in October 2023 <https://metro.legistar.com/LegislationDetail.aspx?ID=6415559&GUID=90AF62EA-7144-4EB3-848A-58C9F8774D26&Options=Advanced&Search=&FullText=1> require all projects to be compliant with Metro's 2014 Complete Streets Policy and give preference to projects that demonstrate alignment with Metro first/last mile and active transportation plans, improve locations targeted for safety improvements, benefit high need communities, and demonstrate project readiness. The proposed Cycle 8 policy retains these priorities.

Additionally, staff proposes to expand the Cycle 8 priorities to consider the delivery record for jurisdictions and projects with special needs: unfunded projects from ATP Cycle 7 and underfunded projects from the Metro Active Transport Program.

This prioritization is in response to the FY 2025 State Budget, which resulted in a $400 million reduction to the ATP, leaving Cycle 7 with only $168.7 million in available funding. As a result, there was an unprecedented shortfall for an already oversubscribed grant program, and the CTC could only fund a very small fraction of applications submitted. In Cycle 7, which was set up to fund projects between FY 2026 through FY 2029, the CTC received 277 project applications statewide totaling $2.5 billion in funding requests, with total project costs amounting to approximately $4 billion. Of these, only six projects in Los Angeles County were awarded funding, leaving 42 well-prepared, unfunded projects. Given the strength of these applications and their potential for success, we aim to make unfunded ATP Cycle 7 applications one of the priorities for Cycle 8 grant assistance.

Projects funded through the Metro Active Transport Program that need additional funding would also be considered to support those projects in filling the gap through ATP. This will ensure projects with existing Metro investment can be implemented.

The proposed changes will support projects that implement a broad range of Metro active transportation plans and policies to match the broad eligibility and goals of the state ATP. The overall intent is to support ATP-competitive projects that advance Metro goals. The proposed ATP Cycle 8 grant assistance priorities are in Attachment A. Completion by mid-2028 for the Olympic and Paralympic Games was not included in the grant assistance priorities, as Cycle 8 of the ATP will fund projects between FY 2028 and FY 2031. With allocation and advertising processes and a proposed moratorium on construction starting January 2028, project sponsors would have little or no time to construct projects funded by Cycle 8 until after the Games.

Large MPO Competition Scoring Method

Senate Bill 99 requires SCAG to work with each county transportation commission to adopt a county-specific scoring method for the Large MPO Competition. Each member county receives a population-based share of SCAG's MPO Competition funds and determines how projects are funded through the adoption of a point assignment methodology.

The scoring method must outline how a county will augment each project's Statewide Competition score by up to 20 additional points based on consistency with regional/local plans. For Los Angeles County, Metro elects to use a methodology that is based on 10 points in order to maintain a balance between state and Metro priorities.

The existing scoring method outlines that Metro will evaluate each project for an additional 10 points based on overlap with Metro EFCs, consistency with regional plans, community support, and first/last mile implementation.

The proposed Cycle 8 scoring method retains the same scoring criteria as the Cycle 7 scoring method, with the addition that points will be considered for projects that leverage Metro Active Transport Program dollars and work to make a Quick Build project permanent. The proposed scoring method is in Attachment B.

Following CTC's adoption of the Statewide ATP awards in late 2026, staff will identify up to ten points for each project based on the Metro Board-adopted point assignment methodology. We will report

the points to SCAG to collaboratively score and select projects for the SCAG MPO component of the ATP. SCAG will submit the program of projects to the CTC for final adoption in Summer 2027. Metro will report on the final results to the Metro Board.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will provide policies to facilitate the seeking of funds to improve safety, comfort, and convenience for Metro customers accessing major transit facilities via active transportation.

FINANCIAL IMPACT

Adoption of the staff recommendations would have no impact to the agency.

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2026 budget. Funds for grant assistance have already been budgeted in the FY 2026 Budget for Cost Center 4420 under Project 405510 (Other P&P Planning), Task 05.05.01. Funding for this activity is Proposition A, C & TDA administration fund, and Measure R Administration fund.

EQUITY PLATFORM

Overall, the changes to the ATP Grant Assistance Priorities and 10 Point Policy seek to build upon and refine the ways the existing policies prioritize equity in the selection of projects for grant assistance and ATP funds from the MPO Competition.

By prioritizing and giving preferential points for projects located within EFCs, the policies aim to direct resources to projects that will improve safety for people walking, rolling, and riding transit; improve/create alternatives to driving; and support improved health outcomes in high need communities. By requiring Complete Streets compliance, the policies aim to encourage local agencies to adopt policies that will set the stage for future actions that consider the mobility of all users of the road, including those who walk or roll.

Metro staff recognizes that active transportation projects are not always welcome nor properly planned and implemented in EFCs. The implication is that although the policies prioritize projects located in EFCs, the projects themselves may not have been developed or ultimately implemented in ways that center equity. To mitigate the potential for harm, Metro staff will require that grant assistance applicants provide documentation of past or planned community engagement and potential project impacts to the community. Metro staff also recognizes that not all jurisdictions are currently in compliance with the Complete Streets Policy, and some non-compliant jurisdictions may include EFCs. The implication is that projects from those jurisdictions will be barred from receiving grant assistance and additional points from the MPO Competition. To mitigate the potential for harm, Metro staff will identify non-compliant jurisdictions that include EFCs and provide targeted support and resources to help them come into compliance. Metro staff regularly provides updates on the ATP to the Metro Technical Advisory Committee and Streets and Freeways Subcommittee and have

consulted directly with the bicycle and pedestrian coordinators for both committees while developing these ATP policy changes. There was also internal consultation with staff in the Office of Equity and Race to ensure that equity concepts were included and emphasized in the proposed policies. Additionally, Metro staff developed these policies with an eye toward creating consistency with other Metro programs and state ATP requirements that were developed through series of public community meetings.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item will prioritize and give preferential points for projects that will encourage mode shift through the use of active transportation and contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit disadvantaged communities and further encourage public transit ridership and active transportation.

Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report seeks approval of policies that will support Vision 2028 Goal 1, Initiative 1.1: To expand the transportation network and increase mobility for all users, Metro will target infrastructure and service investments toward those with the greatest mobility needs. The proposed policies incorporate equity platform practices into decision-making that will help direct active transportation investments to communities with the highest needs.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt an updated grant assistance policy for Cycle 8. Staff does not recommend this alternative, as policies would default to Cycle 7 policies, which do not align with the priorities developed through significant input from both internal and external active transportation stakeholders. Cycle 8 policies were shaped with feedback from the Metro Technical Advisory Committee and the Metro Streets and Freeways Subcommittee.

The Board could elect not to adopt the updated Regional ATP Point Assignment Method at this time. Metro staff does not recommend this alternative as the policy should be adopted timely to allow Los Angeles County project sponsors time to identify and develop projects for the ATP with Metro's

project selection policies in mind.

NEXT STEPS

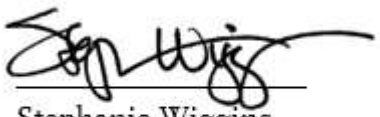
Upon approval, staff will release a solicitation for Letters of Interest from local jurisdictions for grant assistance. Metro staff will work with SCAG to select projects for the Large MPO Competition by assigning up to 10 points to the remaining unfunded projects according to the proposed point assignment policy. Metro staff will report back to the Board on the results of the Statewide and Large MPO Competitions.

ATTACHMENTS

Attachment A - Grant Assistance Priorities
Attachment B - Point Assignment Methodology

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Stephanie Wiggins
Chief Executive Officer

Attachment A

ATP Cycle 8 Grant Assistance Priorities

In November 2023, the Metro Board adopted the ATP Cycle 7 Priorities Framework to guide the allocation of Metro's grant-writing assistance (File ID 2023-0516). Table 1 shows the existing Cycle 7 framework.

Table 1. ATP Cycle 7 Grant Assistance Priorities
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document
Priorities: • Projects from a Metro Board-adopted First/Last Mile plan • Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Projects overlapping with Metro EFCs • Projects overlapping with ATP-defined disadvantaged communities • Projects that have completed environmental and final design phases *Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities
Ineligible: • Projects with bike components that are primarily conventional Class III Bike Routes (sharrows and "bike route" signs)

For ATP Cycle 8, Metro staff proposes to continue applying the approved framework to ensure the selection of projects which are likely to fit well with the State ATP selection criteria and contribute to implementing Metro plans and priorities. However, modification is needed to reflect updated priorities.

The modifications are:

- Addition of priority for projects that have completed project-specific community engagement. The intent is to ensure that we are prioritizing grant assistance to projects that show project readiness.
- Addition of priority for projects that show special need such as projects that applied to but were not awarded in ATP Cycle 7 and projects that have been awarded in the Metro Active Transport Program with a funding gap. The intent is to help projects pursue necessary funding that have already demonstrated benefits and need.
- Clarification of "Class III Bike Routes" to ensure applicants understand the types of projects that are ineligible for grant assistance.

Table 2 shows the proposed framework to be used for selecting projects for grant assistance for ATP Cycle 8.

Table 2. ATP Cycle 8 Grant Assistance Priorities

Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document

Priorities:

- Implement a Metro plan or a safety plan
  - Projects from a Metro Board-adopted First/Last Mile plan
  - Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP
  - Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan
- Benefit disadvantaged communities
  - Projects overlapping with Metro EFCs
  - Projects overlapping with ATP-defined disadvantaged communities
- Display Project Readiness (Infrastructure Projects Only)
  - Projects that have completed project-specific community engagement
  - Projects that have completed environmental and final design phases
- Display Special Need
  - Projects that applied to but were not awarded in ATP Cycle 7. The project must include the same elements as the Cycle 7 project and must have received a score of 85 or more.
  - Projects that have been awarded in the Metro Active Transport Program with a funding gap

*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities

Ineligible:

Projects with bike components that are primarily sharrows and “bike route” signs without significant traffic calming infrastructure to slow and reduce traffic for all users.

Attachment B

ATP Cycle 8 Point Assignment Method

Following the Statewide Competition, applications from within large MPO areas that are not funded are considered in the MPO Competition. Senate Bill 99 requires SCAG to select projects in consultation with its member counties, and to select projects that are consistent with local and regional plans. SCAG accomplishes this by combining points assigned by Metro and the other counties to the points from the Statewide Competition score for each ATP project application.

Table 1 shows the ATP Cycle 7 scoring method.

Table 1. ATP Cycle 7 Scoring Method	**Points**
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Project overlaps with Metro Equity Focus Communities	3
B. Consistency with Local/Regional Plans and Policies • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Project improves a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Project leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program	Up to 3
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project is from a Metro Board-adopted first/last mile plan	2
Total (Up to)	**10**

For ATP Cycle 8, Metro staff proposes revising the point assignment policy to also prioritize projects that leverage Metro Active Transportation Program funds but face funding gaps, as well as those that aim to make quick-build projects permanent—ensuring these community-driven efforts continue to provide lasting benefits beyond their initial implementation.

The proposed scoring method for ATP Cycle 8, including the modification described above, is shown in Table 2.

Table 2. Proposed ATP Cycle 8 Scoring Method	**Points**
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Project overlaps with Metro Equity Focus Communities	2
B. Consistency with Local/Regional Plans and Policies • Project leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program; Project leverages Metro Active Transport Program Cycle 2 dollars • Project improves a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Project is from a Metro Board-adopted first/last mile plan *Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities	Up to 4
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project makes a Quick Build permanent	2
Total (Up to)	**10**



Next stop: access to opportunity.

State Active Transportation Program

Planning and Programming Committee

File No. 2025-0814

October 15, 2025



Metro

Recommendations

CONSIDER:

A. APPROVING the State Active Transportation Program (ATP) Cycle 8 Grant Assistance Priorities in Attachment A;

B. APPROVING the regional ATP Point Assignment Methodology as described in Attachment B; and

C. AUTHORIZING the Chief Executive Officer or their designee to assign up to 10 points to projects to be considered for funding in the Southern California Association of Governments (SCAG) Large Metropolitan Planning Organization (MPO) Competition of the ATP.

Background

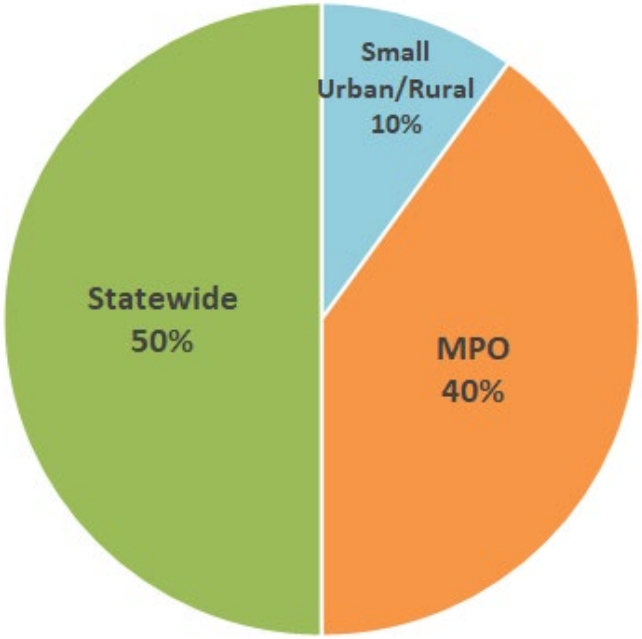
ATP is a biennial State grant program for bicycle and pedestrian projects.

ATP Cycle 8 will open in spring 2026.

Metro has two levers on the ATP:

A. **Grant Assistance** – Metro provides a consultant to work with local jurisdiction to prepare and submit application. The purpose is to **maximize funding** for LA County projects and incentivize projects that implement Metro goals.
B. **10 Point Assignment** – In the MPO Competition, Metro assigns up to 10 points to augment the Statewide Competition score. The purpose is to add regional input for regional funds.

ATP's Three Competitions:



Total funds available:
$574m over FY 28 – FY 31

Discussion

Proposed Additions to Grant Assistance Priorities (see yellow highlight on Slide 5):

- Projects that have completed project-specific community engagement – community engagement is important because it indicates project readiness, and it provides information about equity benefits and impacts

- Special needs – this criterion gives applicants an opportunity to make up for funding shortfalls in ATP Cycle 7 or the Metro Active Transport(MAT) program.

Proposed Grant Assistance Priorities

Table 2. ATP Cycle 8 Grant Assistance Priorities

Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document

Priorities:

- Implement a Metro plan or a safety plan
  - Projects from a Metro Board-adopted First/Last Mile plan
  - Projects that are within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP
  - Projects that improve a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan
- Benefit disadvantaged communities
  - Projects overlapping with Metro EFCs
  - Projects overlapping with ATP-defined disadvantaged communities
- Display Project Readiness (Infrastructure Projects Only)
  - Projects that have completed project-specific community engagement
  - Projects that have completed environmental and final design phases
- Display Special Need
  - Projects that applied to but were not awarded in ATP Cycle 7. The project must include the same elements as the Cycle 7 project and must have received a score of 85 or more.
  - Projects that have been awarded in the Metro Active Transport Program with a funding gap

*Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities

Ineligible:

Projects with bike components that are primarily sharrows and "bike route" signs without significant traffic calming infrastructure to slow and reduce traffic for all users.

Metro

Discussion

Proposed Additions to 10 Points Assignment Methodology (See yellow highlight on Slide 7):

- Projects leveraging MAT funds to obtain ATP funds – this helps to stretch MAT funds further
- Projects that make quick-build projects permanent – quick-build projects are a cost-effective and rapid way to test various active transportation treatments in a community. Once an effective treatment is identified, it's important to be able to make the improvement permanent.

Proposed 10 Point Assignment Methodology

Table 2. Proposed ATP Cycle 8 Scoring Method	Points
Requirement: Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.	
A. Project overlaps with Metro Equity Focus Communities	2
B. Consistency with Local/Regional Plans and Policies • Project leverages Measure M Expenditure Plan dollars from a Major Project or Multi-Year Subregional Program; Project leverages Metro Active Transport Program Cycle 2 dollars • Project improves a location identified in an adopted safety plan, policy, or framework such as Vision Zero, High Injury Network, or Local Roadway Safety Plan • Project is within a first/last mile area, pedestrian district*, or regional bikeway identified in the 2023 ATSP • Project is from a Metro Board-adopted first/last mile plan *Projects within a pedestrian district must also overlap with Metro EFCs or ATP-defined disadvantaged communities	Up to 4
C. Project has completed or describes a plan for project-specific community engagement	2
D. Project makes a Quick Build permanent	2
Total (Up to)	**10**

Metro

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

File #: 2025-0816, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - GATEWAY CITIES SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING programming an additional $8,200,000 in Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A; and

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

ISSUE

Measure M MSP, whose funds are limited to capital use, are included in the Measure M Expenditure Plan. This update allows the Gateway Cities Subregion and implementing agencies to revise the scope of work, schedule and project budgets for previously funded I-605 Corridor “Hot Spot” Interchange Improvement (I-605) projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board’s approval is required to program additional funds and acknowledge the updated I-605 project list (Attachment A), which will serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the Measure M Expenditure Plan, a total amount of $234.66 million in Measure M MSP was forecasted to be available for programming for the I-605 projects for the Subregion from Fiscal Year (FY) 2017-18 to FY 2028-29. In prior actions, the Board approved programming of $51.64 million in support of 12 projects. Therefore, $183.02 million of Measure M MSP funds is available to the Subregion for programming as part of this update. To date, $14.97 million (29% of programmed funds) has been expended. One project is closed, and one other has been completed and is in the close-out audit process.

In line with the Metro Board adopted guidelines <https://www.dropbox.com/s/f4dntr4cfrby1z5/2017-MeasureM-final-guidelines.pdf?dl=0> and June 2022 Objectives for Multimodal Highway Investments <https://boardagendas.metro.net/board-report/2022-0302/> , agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the subregion. Metro staff worked closely with the Gateway Cities Council of Governments (GCCOG) and the implementing agencies to review and confirm funding eligibility of proposed projects, including changes to project scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSP funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies and encouraging timely completion of the projects, in time for the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

I-605 Corridor “Hot Spot” Interchange Improvements (Expenditure Line 61)

This update includes funding adjustments to four existing projects as follows:

Cerritos

- Program an additional $1,400,000 and reprogram previously awarded funds for MM5509.02 - Del Amo Bridge Replacement & Traffic Signal Sync Project. The funds are programmed as follows: $400,000 in Fiscal Year (FY) 20, $790,384 in FY 22, $299,845 in FY 24 and $2,309,771 in FY 26 for a revised grant total of $3,800,000. This multimodal project will replace the structurally deficient bridge structure, to add an additional travel lane in each direction to match the four travel lanes at the bridge approaches, create a Class IV protected cycle track on the northern side of the bridge, add missing Class II bike lanes on surrounding local streets, provide five signal synchronized intersections with upgraded pedestrian countdown heads and leading pedestrian intervals, and incorporate roadway and pedestrian improvements including sidewalks, high visibility crosswalks, raised medians, and storm drains. The project will likely increase Vehicle Miles Traveled (VMT). The funds will be used

for the project's Project Approval and Environmental Document (PAED), Plans Specification and Estimates (PS&E), and Right-of-Way (ROW) phases. The Orange County Transportation Authority has provided funds for the environmental and design phases of this multi-jurisdictional project.

Norwalk

- Program an additional $5,000,000 for MM5509.06 - Firestone Boulevard Widening Project, Phase I. The funds are programmed as follows: $3,284,900 in FY 23, $5,000,000 in FY 24, $5,000,000 in FY 25 and $5,000,000 in FY 26 for a revised grant total of $18,284,900. This multimodal project will add a travel lane in each direction on Firestone Boulevard, widen the roadway bridge over UPRR freight tracks, provide a Class II bike lane on the entire project segment, construct ADA-compliant sidewalks, provide traffic signal improvements, add new street lighting, and install new retaining structures with guardrails for pedestrian safety. The project will likely increase VMT. The funds will be used for the project's construction phase and expected to be completed by the 2028 Games.

Pico Rivera

- Reprogram previously approved $3,739,267 as follows: $22,000 in FY 24, $107,217 in FY 25, $238,405 in FY 26, $43,729 in FY 27, $488,021 in FY 28, and $2,839,895 in FY 29 for MM5509.10 - Washington Boulevard Bridge Reconstruction Project. This multimodal project will replace the structurally deficient bridge structure, provide Class II bike lanes in both directions, construct ADA-compliant sidewalks, and regrade the eastern abutment to meet hydraulic requirements. The City of Pico Rivera is exploring design options and Caltrans approval to widen the bridge deck to accommodate both the Eastside Transit Corridor Phase II project and planned Class II bike facilities. The project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

Whittier

- Program an additional $1,800,000 and reprogram previously awarded funds for MM5509.07 - Beverly Boulevard at Norwalk Boulevard Realignment Project. The funds are programmed as follows: $76,907 in FY 20, $2,023,093 in FY 26 and $1,500,000 in FY 27 for a revised grant total of $3,900,000. This multimodal project will add a left-turn lane on Norwalk Boulevard, extend the dual left-turn pockets on Workman Mill Road, incorporate traffic signal upgrades, provide ADA-compliant curb ramps at all corners, and study the feasibility of a bus turnout on the westbound approach. The project will likely increase VMT. The funds will be used for the project's PAED, PS&E, ROW and construction phases and expected to be completed by the 2028 Games.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Gateway Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and

improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 2025-26, $2 million is budgeted in Cost Center 0442 (Highway Subsidies) for the I-605 Corridor "Hot Spot" Interchange Improvements Program (Project 475509). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0442. Since these are multi-year projects, Cost Center 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Gateway Cities Subregion consists of 27 cities and unincorporated communities in Los Angeles County. Forty-nine percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Bell, Bellflower, Bell Gardens, Commerce, Compton, Cudahy, Huntington Park, Lynwood, Maywood, Paramount, and South Gate. As part of this report, additional funds are allocated to communities where less census tracts are designated as EFCs, but have the funding needs to complete the projects. However, the projects will create safer routes for pedestrians and bicyclists with critical investments in safety, such as, improved crosswalks, curb ramps, lighting, and bicycle facilities, providing regional benefits for all vulnerable roadway users.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number

of smaller investments across modes, will likely increase VMT in LA County, as it includes several project elements that encourage driving alone. However, there are project elements related to safety, active transportation, improved ADA compliance and transit accommodation.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation 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 development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Gateway Cities Subregion. This is not recommended as the Gateway Cities Subregion developed the proposed projects are in accordance with the Measure M Ordinance, Guidelines and Administrative Procedures.

NEXT STEPS

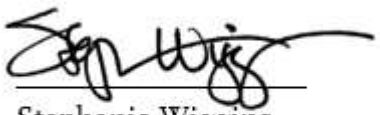
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements and Amendments will be executed with those who programmed and or reprogrammed funds. Program/Project updates will be provided to the Board annually.

ATTACHMENT

Attachment A - I-605 Corridor "Hot Spot" Interchange Improvements Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Gateway Cities Subregion
Measure M Multi-Year Subregional Plan - I-605 Corridor "Hot Spot" Interchange Improvements (Expenditure Line 61)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	Bellflower	MM5509.01	Lakewood Blvd Arterial Improvement Project	PS&E Construction	Closd	$ 1,507,041		$ 1,507,041	$ 1,507,041					
2	Bellflower	MM5509.08	Foster Road Traffic Signal Upgrades	PS&E Construction		850,000		850,000	850,000					
3	Cerritos	MM5509.02	Del Amo Blvd Bridge Replacement & Traffic Signal Synch Project	PAED PS&E ROW	Chg	2,400,000	1,400,000	3,800,000	1,490,229		2,309,771			
4	Downey/ Pico Rivera	MM5509.03	Telegraph Rd Traffic Safety Enhancements Phase II	PS&E Construction	Audit	350,000		350,000	350,000					
5	GCCOG	MM5509.00	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning		360,000		360,000	360,000					
6	LA County	MM5509.04	Carmenita Rd and Imperial Hwy Intersection Improvements	PS&E Construction		1,930,000		1,930,000	1,930,000					
7	Long Beach	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	PAED PS&E Construction		8,750,000		8,750,000	8,750,000					
8	Long Beach	MM5509.09	Artesia "Great" Street Project (CFP F7316/F9130 + MR312.70/MR315.70)	PS&E Construction		13,668,000		13,668,000	13,668,000					
9	Norwalk	MM5509.06	Firestone Blvd Widening Project, Phase I	Construction	Chg	13,284,900	5,000,000	18,284,900	8,284,900	5,000,000	5,000,000			
10	Pico Rivera	MM4302.01	Pico Rivera Regional Bikeway Project	PS&E Construction		2,697,000		2,697,000	2,697,000					
11	Pico Rivera	MM5509.10	Washington Blvd Bridge Reconstruction	PAED PS&E Construction	Chg	3,739,267		3,739,267	22,000	107,217	238,405	43,729	488,021	2,839,895
12	Whittier	MM5509.07	Beverly Blvd at Norwalk Blvd Realignment Project	PAED PS&E ROW Construction	Chg	2,100,000	1,800,000	3,900,000	76,907		2,323,093	1,500,000		
			Total Programming Amount			**$ 51,636,208**	**$ 8,200,000**	**$ 59,836,208**	**$ 39,986,077**	**$ 5,107,217**	**$ 9,871,269**	**$ 1,543,729**	**$ 488,021**	**$ 2,839,895**

^ Subregion Planning Activities (0.5%) for MM MSP.

Measure M Multi-year Subregional Program
Gateway Cities Subregion

Planning and Programming Committee
October 15, 2025

Metro

File# 2025-0816

Gateway Cities Subregion

- Multi-Year Subregional Program (MSP)
  - I-605 Corridor "Hot Spot" Interchange Improvements (Expenditure line 61)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[1]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion[2]	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

October 2025 Recommendation

CONSIDER:

A. APPROVING programming an additional $8,200,000 in Measure M Multi-Year Subregional Program (MSP) – I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61), as shown in Attachment A;

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

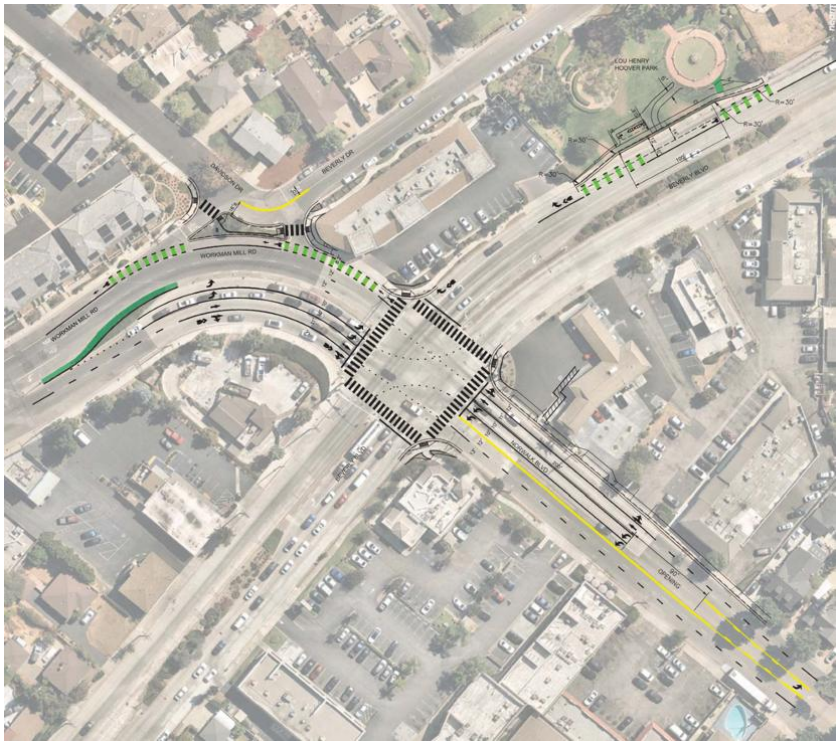
Recommended Projects

This update includes funding adjustments to four Multi-modal Highway projects.

Approximately 2 projects are expected to be completed by the 2028 Games.



Del Amo Boulevard Project Overview Looking East



Aerial of the Beverly/Norwalk Realignment Project

* Images are for illustrative purposes only.

Next Steps

- Amend existing Funding Agreements with the implementing agencies to continue work on projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2025-0817, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING programming an additional $5,073,753 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds in this program are limited to capital projects under the Active Transportation 1st/Last Mile Connections Program. This program update allows the Westside Cities Subregion and implementing agencies to approve new eligible projects for funding and revise the scope of work, schedule, and amend the project budget for previously funded projects. Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to program additional funds and acknowledge the updated project list (Attachment A), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $75.01 million was forecasted to be available for programming for the subregion for FY 2017-18 to FY 2028-29. In prior actions, the Board approved programming $49.6 million in support of 21 projects, including two projects in the MSP - Subregional Equity Program, shown in Attachment B. Therefore, $25.41 million is available to the Subregion for programming as part of this annual update. To date, $3.34 million (7% of programmed funds) has been expended. One project has been completed and is in the close-out audit process. Many of the remaining projects were awarded funds more recently in FY23 or

after. Staff will continue working with the implementing agencies to advance the delivery of all projects.

In line with the Metro Board adopted Measure M Guidelines, agencies requesting funds must provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the Subregion. Metro staff worked closely with the Westside Cities Council of Governments (WCCOG), its consultants, and implementing agencies to review and confirm the eligibility of proposed project updates, including changes to the scope of work/schedule and/or funding requests, as applicable.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff collected project details to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage timely completion of the projects with special attention on supporting project delivery in time for the 2028 Olympic and Paralympic Games, when applicable. Although the proposed projects in this update will not be completed by 2028, five other previously approved projects are anticipated to be completed by the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to three existing and one new project as follows:

Beverly Hills

Program $1,600,000 as follows: $800,000 in Fiscal Year (FY) 28 and $800,000 in FY 29 for MM4801.21 - D Line Extension FLM - Electric Trolley Service. This new project will improve access to the forthcoming Wilshire/La Cienega and Wilshire/Rodeo D Line subway stations by connecting citywide civic centers, employment corridors, and medical facilities with an electronic trolley service. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's capital purchases. The City of Beverly Hills has one other project funded by this program in FY25. The FLM project is about to have an awarded construction contract, initiate construction, and be completed within eight months

Culver City

- Program an additional $1,160,121 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds are programmed as follows: $798,364 in FY 25 and $1,160,121 in FY 2027-28 for a revised total grant of $1,958,485. This existing project will involve transit improvements, including one dedicated transit lane, bus stop improvements, and transit signal priority enhancements. A dedicated bike infrastructure in the form of Class II or Class IV bike lanes will be added, along with pedestrian enhancements that include curb extensions, corner bulb-outs, and refuge islands. This project will likely decrease VMT. The funds will be used for the project's construction phase. The City has four other projects funded through this program, with 38% of the funds expended on each project at a different phase of development. One project is in close-out audit, another in the PS&E phase, with the last two in funding agreement execution.

LA City

- Program an additional $1,000,000 and reprogram all previously approved funds for MM4801.08 - Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham). The funds are programmed as follows: $568 in FY 24, $335,729 in FY 25, $2,225,000 in FY 26, and $1,000,000 in FY 27 for a revised total grant of $3,561,297. This project will provide new pedestrian amenities, including upgraded curb ramps, upgraded medians, curb extensions, signalized crosswalks, speed feedback signs, additional street furniture, new street trees and landscaping, and an upgraded Class II bike lane. This project will likely decrease VMT. The funds will be used for the project's Plans, Specifications, and Estimates (PS&E) and construction phases.

- Program an additional $1,313,632 for MM4801.10 - Expo Bike Path Gap Closure. The funds are programmed as follows: $3,168,000 in FY 26 and $1,313,632 in FY 28 with a revised total grant of $4,481,632. This project will install a 1.44-mile bike path (Class I bicycle facility) in the City of Los Angeles. This project will connect the endpoints of the existing Expo Bike Path, closely following the Expo Light Rail right-of-way and Northvale Road. This project will likely decrease VMT. The funds will be used for the project's construction phase.

- The City has three projects funded by this program with 3% complete thus far and all in the PS&E phase. Two new projects will start this year.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects will result in improved safety for pedestrians, bicyclists and people accessing transit.

FINANCIAL IMPACT

In FY 26, $15.01 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include City of LA and West Hollywood. As part of this report, the Expo Bike Path Gap Closure is located near the communities with EFCs.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely decrease VMT in LA County.

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

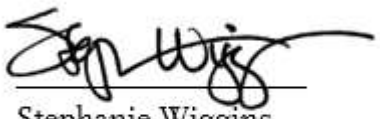
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List
Attachment B - Subregional Equity Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

ATTACHMENT A

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 270,237		$ 270,237	$ 94,989	$ 84,415	$ 45,833	$ 45,000		
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	Construction		2,973,186		2,973,186		2,973,186				
3	Beverly Hills	MM4801.21	D Line Extension FLM - Electric Trolley Service	Equipment/Vehicle	New		1,600,000	1,600,000					800,000	800,000
4	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496	842,496					
5	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000			100,000			
6	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Audit	742,495		742,495	742,495					
7	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	Chg	798,364	1,160,121	1,958,485		798,364			1,160,121	
8	Culver City	MM4801.19	Move Culver City Eastern Segment Project	Construction		620,302		620,302		620,302				
9	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction	Chg	2,561,297	1,000,000	3,561,297	568	335,729	2,225,000	1,000,000		
10	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		6,212,768		6,212,768	878,768	3,515,070	1,818,930			
11	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction	Chg	3,168,000	1,313,632	4,481,632			3,168,000		1,313,632	
12	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		10,406,584		10,406,584	1,681,317	6,725,267	2,000,000			
13	LA City	MM4801.20	Westwood Boulevard Safety and Mobility Project	PS&E Construction		9,600,000		9,600,000			1,600,000		8,000,000	
14	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		1,311,471		1,311,471	361,709	68,291	281,471	600,000		
15	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	500,000					
16	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
17	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		3,062,589		3,062,589	234,250	861,750	966,589	1,000,000		
18	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	PS&E		1,136,403		1,136,403			250,000	195,905	690,498	
19	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E		1,785,160		1,785,160	1,211,000	574,160				
			Total Programming Amount			**$ 46,895,352**	**$ 5,073,753**	**$ 51,969,105**	**$ 7,351,592**	**$ 16,556,534**	**$ 12,455,823**	**$ 2,840,905**	**$ 11,964,251**	**$ 800,000**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

ATTACHMENT B

Westside Cities Subregion
Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	WSCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		$ 33,445		$ 33,445	$ 13,378	$ 6,689	$ 6,689	$ 6,689	
2	WSCCOG	MW4511.01	2028 Westside Subregional Bus Infrastructure Network	PS&E Construction		1,714,932		1,714,932 *		1,286,199	428,733		
3	Culver City	MW4511.02	2028 Westside Subregional Bus Infrastructure Network	PS&E		960,654		960,654		720,490	240,164		
			Total Programming Amount			**2,709,031**	**$ -**	**$2,709,031**	**$ 13,378**	**$2,013,378**	**$ 675,586**	**$ 6,689**	**$ -**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.
* Includes funding advancement of $500,000 to the WSCCOG.

Measure M Multi-year Subregional Program
Westside Cities Subregion

Planning and Programming Committee
October 15, 2025

Metro

File# 2025-0817

Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
  - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
  - Suregional Equity Program (expenditure line 68)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only		Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date*	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
		Multi-Year Subregional Programs			1st yr of Range					
47		Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48		Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49		Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50		Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51		Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52		Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53		Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54		Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55		Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56		Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	svm	$0	$32,000	$32,000	T
57		Highway Efficiency Program		FY 2018	FY 2032	svm	$0	$133,000	$133,000	H
58		Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59		First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60		Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61		I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62		Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63		South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64		Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65		Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66		Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67		North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68		Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69		Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70		Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71		Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72		Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73		Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74		Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75		Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76		BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77		Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78		Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79		Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80		Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81		Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82		Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83		Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84		ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85		LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86		Modal Connectivity Program		FY 2048	FY 2057	svm	$0	$68,000	$68,000	H
87		Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88		Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	svm	$0	$63,000	$63,000	H
89		Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90		Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91		Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92		Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93		**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94		**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

October 2025 Recommendations

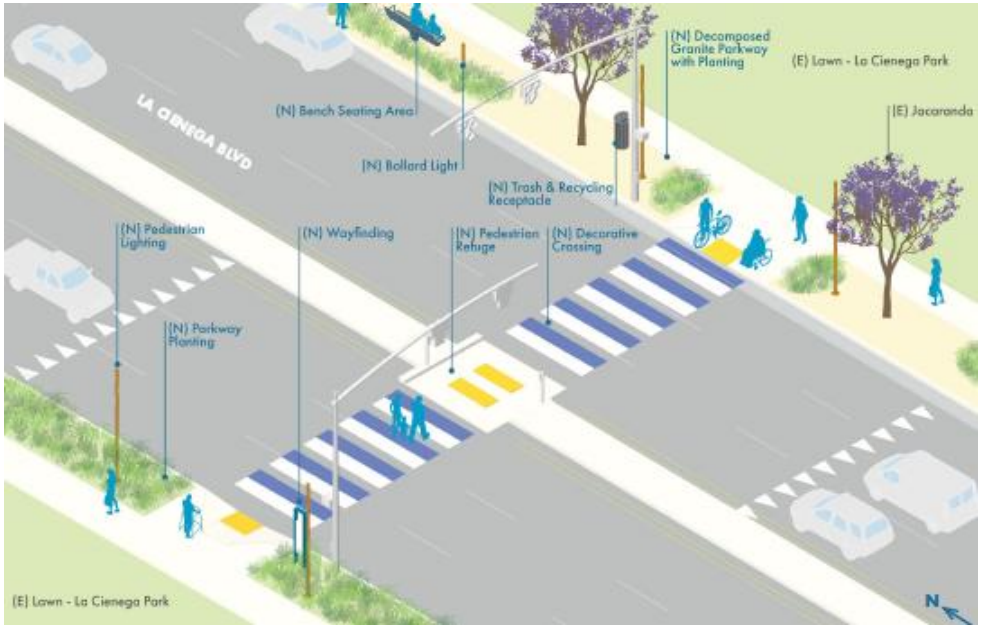
CONSIDER:

A. APPROVING programming an additional $5,073,753 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and

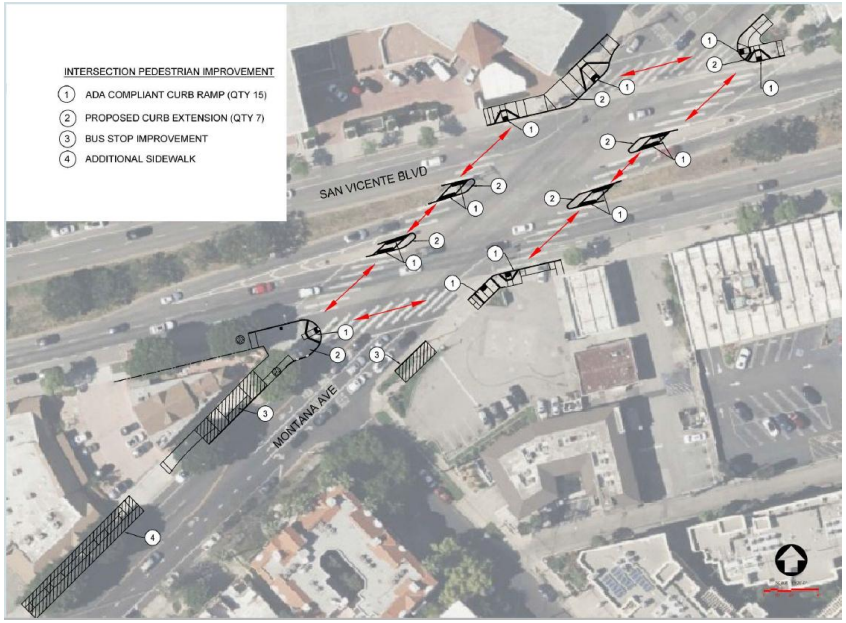
B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for approved projects.

Recommended Projects

- This update includes funding adjustments to two existing Active Transportation, one existing and one new First/Last Mile projects.
- Approximately 5 projects are expected to be completed by the 2028 Games.



Beverly Hills La Cienega FLM Project



City of LA Brentwood Walkability Enhancement Project

* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2025-0820, **File Type:** Contract **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture (JV), to continue environmental studies and outreach support services for the Initial Operating Segment (IOS) for the Eastside Transit Corridor Phase 2 Project, in the amount of $1,499,399 increasing the total contract value from $32,333,784 to $33,833,183, and extending the period of performance from December 31, 2025, through June 30, 2026.

ISSUE

The Board had previously directed staff to reinitiate the National Environmental Policy Act (NEPA) process for the IOS for the Eastside Transit Corridor Phase 2 Project to pursue federal funding. Staff is seeking Board approval for a modification to the current environmental study and outreach support contract for two primary reasons: 1) to ensure the completion of the NEPA document by Spring 2026, and 2) to continue stakeholder and community engagement for the NEPA process for the IOS.

BACKGROUND

At its May 2024 meeting, the Board approved the full 9-mile Eastside Transit Corridor Phase 2 Project (Project), with a 4.7-mile Initial Operating Segment (IOS) to Greenwood Station and a Maintenance and Storage Facility (MSF) in the City of Montebello, and certified the Final EIR under the CEQA of this Project. The Board's certification of the Project's final EIR and project approval in May 2024 represents Metro's commitment to the complete buildout of the Project. The Project is a Measure R and Measure M project that is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Measure M Ordinance identifies $3 billion (in 2015 dollars) in Measure M and other local, state, and federal funding for the Project. The Project will be constructed in two Phases, including Phase 2A (the IOS to the Montebello Greenwood Station) and Phase 2B (future E-Line Extension to Whittier).

Additionally, at its September 2024 meeting, the Board approved a 30% Preliminary Engineering (PE) design contract modification to continue engineering design for the IOS, focusing on complex design elements (such as tunnel, cut and cover stations, cross passages, transition structures, at-grade crossings, and a maintenance storage facility (MSF). The project entails designing and constructing grade-separated crossings over or under freight railroads in Commerce and Montebello, with Metro coordinating efforts and agreements with Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR). The Metro project team has met regularly with corridor cities and utility companies on engineering design reviews and refinements, utility conflicts and adjustments, first-last mile planning, and permits for pre-construction surveys. In October 2024, the Board approved the First-Last Mile Plan for all 7 stations of this Project. In January 2025, the Board approved a Cooperative Agreement with Montebello for this Project. By Spring 2025, Metro had signed agreements with Commerce, Pico Rivera, and Whittier, and is working to finalize agreements with Los Angeles County and Santa Fe Springs by Fall 2025.

DISCUSSION

The Board's approval of Contract Modification No. 26 is required for the existing contract to secure additional professional environmental and outreach support services for completion of the NEPA document for the IOS.

NEPA timeline

In Summer and Fall 2024, the Contractor assisted Metro with coordination with the Federal Transit Administration (FTA) for the Project's entry into the NEPA process.
In early 2025, the FTA began reviewing Metro's request for an environmental Class of Action (COA) determination for the Project and recommended advancing to the NEPA process with an Environmental Assessment (EA) for the Project's IOS. An EA is a concise document assessing the significance of the potential social, economic, and environmental impacts of a federal action on a project. If an EA finds the action has no significant effect or impacts can be mitigated to a level below significance on the environment, it concludes with a Finding of No Significant Impact (FONSI).

In May 2025, the FTA determined that the Project requires an EA, which will need to be completed within one year from the decision to prepare the EA to its publication of a FONSI. Metro's project team is actively working with the FTA to prepare the Draft EA document and technical studies. The Draft EA document is expected to be released for public comments in early 2026, followed by a 30-day comment period and public hearings. Metro will then work with the FTA to review comments and prepare responses, aiming to publish the Final EA document with a FONSI by Spring 2026.

Pre-Construction Survey Coordination

Metro has advanced pre-construction surveys to confirm exact locations of existing utilities, soil, and groundwater conditions to assist in the environmental studies and engineering design and to minimize construction risks. With technical assistance of the Contractor, CDM Smith/AECOM JV, Metro obtained FTA's approval for two Categorical Exclusions (CEs) under NEPA, one for utility potholing in September 2024 and another for the soil sampling in July 2025. Metro's project team has completed over 170 utility potholes in East LA, Montebello, and Commerce by Spring 2025. For soil sampling, the project team previously completed 52 borings in Pico Rivera, Whittier, and Santa Fe

Springs in Spring 2024 and has started borings (total 106 borings combined) in East Los Angeles, Commerce, and Montebello in Summer 2025 and will continue through Fall 2025. With the help of the Contractor's outreach subconsultant, approximately 6,000 flyers were distributed via door-to-door for the borings, and the notification areas included a 500 ft buffer around impacted locations. Digital notifications included: eblasts to project database users; inclusion in the Community Relations Regional newsletter; emails to local elected officials, corridor city staff, Gateway Cities Council of Government (GCCOG), municipal buses, emergency responders, and schools. It is important to note that preparing two CEs and conducting extensive outreach for the pre-construction surveys required more effort than originally anticipated in the previous contract modifications.

Post-Final EIR Outreach Summary

Between May 2024 and August 2025, Metro's Project team, in collaboration with Metro Community Relations and the Contractor's outreach subconsultant Arellano Associates, continued engagement both with Project key stakeholders and the community members, which included:

- 20 update meetings with elected officials as requested
- 70 meetings with corridor cities (including monthly design review meetings with IOS cities and LA County departments, briefings with the Washington Boulevard Light Rail Transit Coalition, etc.)
- 2 meetings with Gateway Cities Council of Government, including bi-monthly briefings with City Managers Technical Advisory Committee in April and August 2025.
- 45 meetings with utility companies (e.g., SoCal Edison, SoCal Gas, AT&T) and railroad companies (BNSF and UPRR).
- 25 meetings with Right-of-Way (ROW) property owners.
- 20 meetings with the FTA, including several joint meetings with other local, state, and federal stakeholders (such as United States Environmental Protection Agency (US EPA), United States Army Corps of Engineers (USACE), California Department of Transportation (Caltrans), State Historic Preservation Officer (SHPO), and non-profits representing cultural and historical resources such as LA Conservancy).
- 1 meeting with the 13 local Community-Based Organizations (CBOs) roundtable in December 2024 to brief them about the Project's purpose and need and to discuss CBO engagement efforts throughout the NEPA process.
- 7 CBO pop-up events with the public in January 2025 (with a reach of approximately 884 participants) to notify the public of Metro's process to reinitiate the NEPA process.
- 4 community meetings (including three in-person meetings and one virtual meeting) in January and February of 2025 (with 216 total attendees).

Further, Metro's Project and outreach team engaged with key property owners identified in the Final EIR, primarily for the proposed IOS station staging areas and the maintenance storage facility (MSF) in Montebello. The purpose of these meetings was to provide Project updates and gather feedback from key property owners, aiming to optimize the Project's footprint and right-of-way requirements for the proposed stations and MSF, while also minimizing construction risks and environmental impacts on the surrounding communities. Feedback and comments from key stakeholders and community meetings have been documented and integrated into the 30% PE design refinements for the IOS where feasible. These insights have also been included in the draft environmental technical studies that will be part of the draft NEPA document.

The post-FEIR outreach efforts mentioned above required more effort than originally anticipated in the previous contract modifications.

In addition, extensive outreach efforts will continue along the corridor to engage project stakeholders through various outreach methods during the NEPA phase and upcoming activities. The project team will continue collaborating with the local Community Based partners to discuss project milestones and enhance outreach methods.

DETERMINATION OF SAFETY IMPACT

Recommended Board Action to approve Contract Modification No. 26 will not affect the safety of Metro customers and/or employees. This Project is currently in the NEPA planning phase, and no construction or operational safety impacts are anticipated resulting from this Board Action.

FINANCIAL IMPACT

The funds required in Fiscal Year (FY) 2026 for Contract Modification No. 26 are included in the approved budget of approximately $4.54M under Cost Center 4310 (Mobility Corridors) Project number 460232 (Eastside Extension Phase 2). Since this Project is a multi-year environmental planning process, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget
The source of funds for the recommended Board Action comes from Measure R 35% Transit Capital fund, Measure M 35% Transit Construction fund, as well as state grant funds that have been awarded to the Project. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board's approval for the Contract Modification No. 26 is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. The full project alignment traverses six Equity-Focused Communities (EFC), which are in the Cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated communities of East Los Angeles and West-Whittier Los Nietos. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the IOS. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a current gap in high-quality transit services. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network providing residents with critical transit service to access greater employment, health, and educational opportunities that include, but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

CDM Smith/AECOM Technical Services, Inc., a Joint Venture, made a 17.50% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of

Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance.

As such, while the DBE commitment is not a factor in the staff recommendation, there are 10 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

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

VMT was analyzed for this item through the VMT analysis completed for the Eastside Phase 2 Project Final EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the Final EIR identified a reduction in daily regional VMT of approximately 8,000 miles compared to the Horizon Year (2042) No Build Alternative conditions.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 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 choose not to approve the recommendation; however, doing so may hinder Metro's delivery of this Measure M project according to the timeline outlined in the Expenditure Plan.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture, to continue environmental studies and outreach support services for the IOS for the Eastside Transit Corridor Phase 2 Project and extend

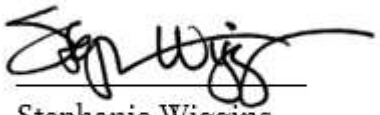
the period of performance from December 31, 2025, through June 30, 2026. Staff will return to the Board to report on the outcome of the NEPA process in the Spring or Summer of 2026.

ATTACHMENTS

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

Prepared by: Maressa Sah, Manager, Transportation Planning (213) 922-2462
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS, ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING CONSULTANT SERVICES/PS4320-2003

1.	**Contract Number**: PS4320-2003			
2.	**Contractor**: CDM Smith/AECOM Technical Services, Inc., a Joint Venture			
3.	**Mod. Work Description**: Continue environmental studies and outreach support services for the Initial Operating Segment (IOS) and extend period of performance through 6/30/2026.			
4.	**Contract Work Description**: Environmental work for the Eastside Transit Corridor Project.			
5.	**The following data is current as of**: 08/29/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	06/28/2007	**Contract Award Amount:**	$2,203,584
	Notice to Proceed (NTP):	08/09/2007	**Total of Modifications Approved:**	$30,130,200
	Original Complete Date:	06/04/2008	**Pending Modifications (including this action):**	$1,499,399
	Current Est. Complete Date:	6/30/2026	**Current Contract Value (with this action):**	$33,833,183
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Jill Liu		**Telephone Number**: (213) 922-3024	

A. Procurement Background

This Board Action is to approve Contract Modification No. 26 issued in support of environmental studies and outreach support services for the Initial Operating Segment (IOS). This Contract Modification also extends the period of performance from December 31, 2025, through June 30, 2026.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On June 28, 2007, the Board awarded firm fixed price Contract No. PS4320-2003 to CDM Smith/AECOM Technical Services, Inc., a Joint Venture, in the amount of $2,203,584 to perform full environmental clearance under federal and state law for Phase II of the Los Angeles Eastside Transit Corridor.

A total of 25 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, and fact finding.

Proposal Amount	Metro ICE	Recommended Amount
$1,499,399	$1,514,680	$1,499,399

CONTRACT MODIFICATION/CHANGE ORDER LOG

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT / PS4320-2003

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Exercise Draft Environmental Impact Statement/Report (EIS/EIR) Option	Approved	03/04/2009	$11,418,071
2	Perform Draft EIS/EIR and extend Period of Performance (POP) through 5/31/12.	Approved	04/29/2011	$395,643
3	Review previous studies, perform additional research and prepare an analysis of how the Sunnyvale decision impacts the corridor.	Approved	06/07/2011	$72,258
4	Add SR 60 LRT Alternative North Option, remove New Starts related task and add Qualitative and Quantitative Analyses.	Approved	07/05/2011	$0
5	No cost POP extension through 2/28/13.	Approved	04/18/2012	$0
6	Updates to the Administrative Draft EIS/EIR, preparation to the DEIS/DEIR and various modeling processes, extend POP through 2/28/14.	Approved	02/27/2013	$1,165,737
7	Professional outreach services due to changes in the project schedule and a seven-month extension through 9/30/14.	Approved	02/28/2014	$221,877
8	No cost POP extension through 10/31/14.	Approved	9/30/2014	$0
9	Technical and professional services due to changes in the project schedule and a five-month extension through 2/28/15.	Approved	10/29/2014	$71,209
10	No cost POP extension through 6/30/15.	Approved	01/12/2015	$0
11	No cost POP extension through 7/31/15.	Approved	05/28/2015	$0
12	Further study on the two alternatives evaluated in the Draft EIS/EIR and POP extension through 1/31/17.	Approved	07/16/2015	$2,898,336

13	Addressing Caltrans requirements related to Hazardous Materials Limits of Waste.	Approved	03/31/2016	$43,771
14	Develop additional technical analysis for three underground routing connection concepts as part of the refinement for the Washington Blvd study.	Approved	0818/2016	$324,875
15	Reallocation of existing tasks to cover additional project management, engineering, and planning work and extending POP through 12/31/17.	Approved	06/16/2017	$0
16	Additional tasks in preparation for re-initiation of environmental process and POP extension through 2/28/18.	Approved	10/04/2017	$233,364
17	No cost POP extension through 7/31/18.	Approved	01/03/2018	$0
18	Reinitiated environmental clearance study and POP extension through 10/31/21.	Approved	10/25/2018	$7,847,298
19	No cost POP extension through 10/31/18.	Approved	05/21/2018	$0
20	Evaluation of one build alternative and prepare a CEQA only document for the project and reallocation of tasks no longer required and POP extension through 10/31/22.	Approved	02/25/2021	$689,456
21	No cost POP extension through 12/31/22.	Approved	08/25/2022	$0
22	Technical and outreach services to reinitiate the NEPA environmental clearance process and POP extension through 12/31/24	Approved	12/01/2022	$4,748,305
23	No cost POP extension through 3/31/25.	Approved	11/14/2024	$0
24	No cost POP extension through 9/30/25.	Approved	03/10/2025	$0
25	No cost POP extension through 12/31/25	Approved	08/11/2025	$0

26	Continue environmental studies and outreach support services for the Initial Operating Segment and POP extension through 6/30/26.	**Pending**	**Pending**	**$1,499,399**
	Modification Total:			**$31,629,599**
	Original Contract:		**06/28/2007**	**$2,203,584**
	Total:			**$33,833,183**

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT / PS4320-2003

A. Small Business Participation

CDM Smith/AECOM JV made a 17.50% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. While the DBE commitments are not a factor in this recommended action, there are 10 certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



We're expanding rail further east.

Planning & Programming Committee
October 15, 2025

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Legistar: 2025-0820

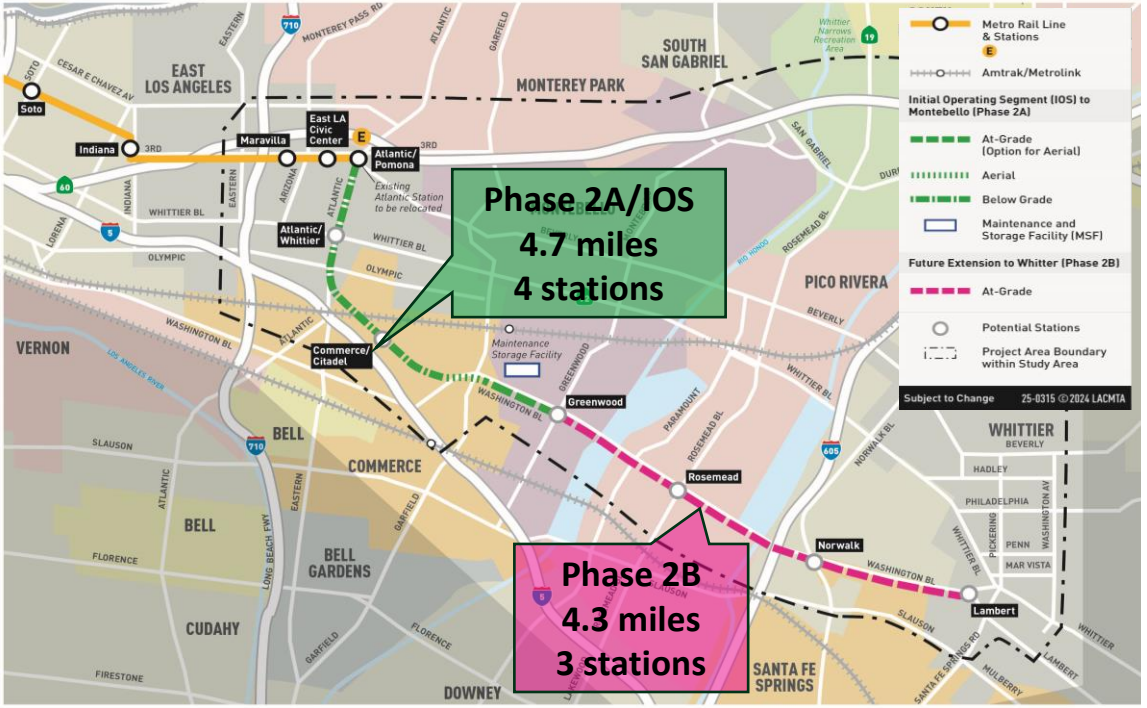
Recommendation

CONSIDER:

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. PS4320-2003 with CDM Smith/AECOM Technical Services, Inc., a Joint Venture (JV), to continue environmental studies and outreach support services for the Initial Operating Segment (IOS) for the Eastside Transit Corridor Phase 2 Project, in the amount of $1,499, 399 increasing the total contract value from $32,333,784 to $33,833,183, and extending the period of performance from December 31, 2025, through June 30, 2026.

Eastside Transit Corridor Phase 2 Project Background

- Final EIR Certification and Project Approval under CEQA by Metro Board on May 23, 2024.
- Reinitiated the NEPA process with FTA for a one-year Environmental Assessment (EA) process for the 4.7-mile LPA (IOS to Greenwood) in May 2025.
- Project will be built in phases and will connect the communities of East Los Angeles, Commerce, Montebello, Pico Rivera, Santa Fe Springs, West Whittier-Los Nietos, and the City of Whittier.
- $3.6 billion in Measure M/R and other local sources, $35M in state grant; pursuing NEPA and federal funding for the IOS.



EIR: *Environmental Impact Report*
IOS: Initial Operating Segment
LPA: Locally Preferred Alternative
CEQA: California Environmental Quality Act
NEPA: National Environmental Policy Act

NEPA Study Schedule for Initial Operating Segment (IOS)

WE ARE HERE

Early/Spring 2025	Summer/Fall 2025	Early 2026	Spring 2026
January/February project update meetings	Prepare NEPA document; Section 106 consultation (tribal, historical, and cultural resources)	FTA to release NEPA document	Respond to public comments
FTA concurrence for project entry into NEPA in May 2025	CBO engagement and stakeholder outreach	30-day public review period (30 days)	FTA NEPA decision document*
		Public hearings	



ONGOING PUBLIC PARTICIPATION

**Note: If NEPA/Environmental Assessment (EA) demonstrates that the project will not have a significant effect on the environment, the process concludes with a finding of no significant impact (FONSI). Upon completion of the NEPA process, this project will be eligible to pursue federal funding opportunities.*

Scope of Work for Contract Modification No. 26

Contract Modification No. 26 is necessary for the current environmental study and outreach support contract for two primary reasons:

1) to ensure the completion of the NEPA document by Spring 2026, and
2) to continue stakeholder and community engagement for the NEPA process for the IOS.

Next Steps

> Upon Board approval, staff will execute Modification No. 26.

> Fall 2026 – Continue working with FTA on draft NEPA document and outreach to targeted stakeholders, including community-based organizations (CBOs).

> Early 2026 – Release Draft NEPA document for public review, followed by response to comments.

> Spring/Summer 2026 - Staff to return to the Board to receive and file the NEPA document.

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

File #: 2025-0815, **File Type:** Program **Agenda Number:** 11.

~~**PLANNING AND PROGRAMMING COMMITTEE**~~
~~**OCTOBER 15, 2025**~~

~~**SUBJECT:**~~ ~~**2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**~~

~~**ACTION:**~~ ~~**APPROVE RECOMMENDATION**~~

~~RECOMMENDATION~~

WITHDRAWN

~~APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.~~

~~ISSUE~~

~~In August 2025, the California Transportation Commission (CTC) adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE), which provides new formula funding capacity totaling up to $218,369,000 for LA County over the five-year STIP period from Fiscal Year (FY) 2027 through FY 2031. Metro is charged with preparing and managing the Regional Transportation Improvement Program (RTIP) for LA County. The RTIP submittal, due to the CTC by December 15, 2025, requires Board approval.~~

~~BACKGROUND~~

~~The STIP is a five-year capital improvement program for transportation projects that is updated every two years. The CTC adopted the previous STIP in 2024. The STIP contains two portions:~~

- ~~The Interregional Transportation Improvement Program (ITIP) accounts for 25% of the total STIP and is developed by Caltrans.~~
- ~~The RTIP accounts for 75% of the total STIP and is developed by County Transportation Commissions, such as Metro.~~

~~The RTIP is the subject of this report's recommendations.~~

~~Relationship to the 2024 STIP~~

The 2024 STIP FE identified a $216,817,000 target share for the LA County RTIP in FY 25 through FY 29. The Metro Board approved the 2024 RTIP in November 2023 and the CTC approved the 2024 RTIP in March 2024. The 2024 RTIP carried over projects from the 2022 RTIP and programmed the total $216,817,000 share to planning, programming, and monitoring (PPM), minor increases for two State Route 710 Mobility Improvement Projects (SR-710 MIPs), and a new project to purchase 100 zero-emission buses (ZEB). In June 2024, $20,000,000 programmed for the construction of the SR-71 Expressway to Freeway Conversion between I-10 and Mission Road lapsed because the project was not ready for construction. The project was deleted from the STIP, and the lapsed funds have been restored to LA County's 2026 RTIP share. In June 2025, the CTC approved Metro's request to amend the 2024 RTIP to adjust funding amounts for the existing SR 710 MIPs and add two new SR-710 MIPs.

DISCUSSION

Proposed 2026 RTIP

The 2026 STIP FE includes a $134,483,000 target share for LA County, of which $5,724,000 may be programmed for PPM. The STIP FE capacity depends on fuel tax revenue and programmed and unprogrammed commitments statewide. The 2026 STIP FE is significantly less than the 2024 STIP FE due to a combination of declining gasoline tax revenue and greater unprogrammed costs such as program-eligible cost increases.

For the 2026 RTIP, Metro staff proposes to program up to the maximum target share of $218,369,000 for new projects, including up to $83,886,000 as an interest-free advance from LA County's estimated future STIP shares. CTC approval of STIP funds beyond a county's target share depends on funds being available from other counties programming below their target shares. While the CTC may choose to approve a lesser amount than Metro proposes in the 2026 RTIP, there is no risk to existing, near-term programmed projects, as all of the proposed funds are for new projects in outer years where funding plans may be revised to account for the outcome of CTC's 2026 STIP adoption.

To develop the proposed RTIP, Metro staff applied the Evaluative Criteria Framework. The Framework is a tool to match appropriate state and federal fund sources to eligible and ready projects stemming from established Metro priorities, plans, and policies. The Framework's six parameters aim to direct grant funds to projects that are: Metro's highest and most critical priorities such as Measure M; responsive to grant program criteria such as expenditure deadlines; and consistent with plans and policies such as the Metro Equity Platform, Metro Long Range Transportation Plan (LRTP), and the Southern California Association of Governments' Regional Transportation Plan.

Metro staff proposes programming funds for acquisition of ZEBs and chargers, four SR-710 MIPs for the City and County of Los Angeles, Eastside Transit Corridor Phase 2A, and PPM. The total amount of the additional maximum target share is requested for Eastside Transit Corridor Phase 2A. The proposed 2026 RTIP is in Attachment A. The project descriptions for all existing and proposed projects in the RTIP are in Attachment B.

The funds proposed for each project are based on current cost estimates and funding strategies that have attempted to fund Metro's overall capital program, including the projects and programs in the Measure R and Measure M Expenditure Plans. Staff initially developed funding plans for the Eastside Transit Corridor Phase 2 project as well as the Vermont Transit Corridor, Southeast Gateway Line, and other high priority projects with consideration of the timing of project development as well as the grant funding cycles. Additional funding is allocated to these projects when project costs change or there is a project milestone, including the selection of the locally preferred alternative (LPA), approval of the life of project budget, or submittal to grantors for grant funding. This is done to demonstrate there is sufficient funding for the project. The Vermont Transit Corridor and Southeast Gateway Line projects were a better fit for other fund sources other than STIP, and STIP was previously identified for the Eastside Transit Corridor Phase 2 project as part of the Measure M Expenditure Plan, 2020 LRTP development, and selection of LPA. After the CTC adopts the 2026 STIP in March 2026, Metro may amend the RTIP as part of the next STIP cycle or sooner if necessary to reflect updates to cost estimates and funding plans. CTC approval of such an amendment(s) is subject to STIP funding capacity. It is Metro's intent that STIP funds are delivered timely and result in successful project delivery. Should there be a lapse of STIP funds programmed to a local jurisdiction or other outside agency, Metro will not replace the lapsed STIP funds with new STIP funds. Metro will also not program RTIP funds in excess of the amount approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

Approval of the 2026 RTIP will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Adoption of the 2026 RTIP would have no negative impact to the agency. The 2026 RTIP fulfills prior and anticipated funding commitments for transportation projects in LA County.

Impact to Budget

The 2026 RTIP includes funding for FY 2027 through FY 2031 and has no impact to the FY 2026 budget.

EQUITY PLATFORM

The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. The Metro Board adopted 2020 LRTP, from which Metro staff identified the projects for the 2026 RTIP, and was built on a two-year engagement process. Metro conducted surveys, meetings, and engagement throughout LA County. It was a bottom-up approach, starting with open-ended surveys, from which candidate priorities were developed, and the following four were selected: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity. Projects were selected to fit these priorities. For instance, for Better Transit, the LRTP will fund more than 100 miles of fixed guideway transit over the next 30 years and for Less Congestion, the LRTP will invest in arterial and freeway projects to reduce congestion. The Measure M Expenditure Plan was similarly developed using a bottom-up engagement process, with input from

local jurisdictions and subregional agencies, and approved by over 70 percent of voters in 2016. Projects proposed in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M.

The transition to ZEBs systemwide is listed in the 2020 LRTP as an investment supporting the "Better Transit" priority area. Metro's transition to ZEB technology will eliminate tailpipe emissions and significantly reduce noise that has significant negative environmental effects on people living and working near bus corridors and on people that depend on Metro's service for their travel needs. The Metro Zero Emission Bus Rollout Plan approved by the Board in March 2021 analyzed disadvantaged communities in Metro's service area using CalEnviroScreen 3.0, which identifies communities that are disproportionately burdened by multiple sources of pollution. The analysis shows that the majority of Metro bus routes traverse disadvantaged communities. The plan's Disadvantaged Communities Prioritization Strategy prioritizes the deployment of ZEBs to routes and service blocks that serve larger percentages of disadvantaged communities.

SR-710 MIPs are listed in the 2020 LRTP as investments supporting the "Less Congestion" priority area. The County of Los Angeles' City Terrace Drive Traffic Corridor Improvement Project (E-W), Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S), and 1st Street TSSP and ITS Improvements (E-W) Project all overlap with Metro Equity Focus Communities (EFCs) in East Los Angeles. The proposed STIP funds will be used to upgrade technology to improve traffic safety and management along corridors directly adjacent to the SR-710 North. The improvements can benefit both riders of Metro and local buses and drivers that travel in those corridors to reach destinations in the area such as Belvedere Community Regional Park; California State University, Los Angeles; East Los Angeles College; and local businesses. The City of Los Angeles' Eagle Rock Boulevard Multi-Modal Transportation Improvements project does not overlap with a Metro EFC in the Eagle Rock community. Still, 35 percent of households in the project area are low-income and seven percent are zero-vehicle households so there is a need for the active transportation improvements proposed for STIP funding to improve access to destinations in the area such as the Solheim Senior Community, Occidental College, the future North Hollywood to Pasadena Bus Rapid Transit station, and local businesses. The City has been conducting public outreach and stakeholder engagement, including meetings with local schools, businesses, and residents to ensure community priorities are integrated into the final project design.

The Eastside Transit Corridor Phase 2 is included as a major transit investment in the 2020 LRTP supporting the "Better Transit" priority area. The project is also a Measure M Expenditure Plan Major Project. The initial operating segment, Phase 2A, proposed for STIP funding traverses through six EFCs along the eastern portion of Los Angeles County. This project will benefit these EFCs by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists.

VEHICLE MILES TRAVELED OUTCOME

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

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes an investment in 0.6 miles of new lane miles and approximately 8 miles of traffic signal and timing improvements which encourage driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to "provide high-quality mobility options that enable people to spend less time traveling" by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the staff recommendation for the 2026 RTIP. This option is not recommended as it would force LA County to forfeit up to $134,483,000 in formula funds until the next STIP cycle in two years. Additionally, failure to adopt the 2026 RTIP could cause delay for the projects proposed.

NEXT STEPS

With Board approval, staff will proceed with finalizing the 2026 RTIP submittal. The major milestones to secure the 2026 LA County RTIP are:

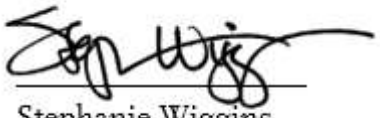
- December 15, 2025 - 2026 RTIP due to CTC
- February 5, 2026 - CTC holds Southern California 2026 STIP Hearing
- February 27, 2026 - CTC publishes staff recommendations
- March 19-20, 2026 - CTC adopts 2026 STIP

ATTACHMENTS

Attachment A - 2026 LA County RTIP
Attachment B - 2026 LA County RTIP Project Descriptions

Prepared by: Shelly Quan, Senior Manager, Transportation Planning, (213) 547-4303
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Attachment A

2026 Los Angeles County Regional Transportation Improvement Program

($000s)

The table summarizes the projects programmed in the 2024 RTIP and the carryover and new programming proposed for the 2026 RTIP which has new funding capacity in FY 27 through FY 31.

Existing Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Highway and Local Road Improvement Projects							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal Highway	**9,603**	**21,524**	**8,630**	**4,270**			**44,027**
Rail and Transit Projects							
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Subtotal Transit				**200,633**			**200,633**
Active Transportation Projects							
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Subtotal Active Transportation	**21,382**	**33,020**					**54,402**
TOTAL EXISTING	**30,985**	**54,544**	**8,630**	**204,903**			**299,062**
Proposed Programming	**Prior**	**FY 27**	**FY 28**	**FY 29**	**FY 30**	**FY 31**	**Total**
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633

Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	**0**	**35,024**	**8,630**	**204,903**			**270,110**
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	**9,432**	**19,520**					**28,952**
Proposed New Projects - Target Share							
City Terrace Drive Traffic Corridor Improvement Project (E-W)					941		941
Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)					5,514		5,514
1st Street TSSP and ITS Improvements (E-W)					4,385		4,385
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Subtotal Target Share					**131,621**	**2,862**	**134,483**
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal Maximum Target Share					**83,886**		**83,886**
NET NEW PROGRAMMING					**215,507**	**2,862**	**218,369**

Attachment B

2026 LA County RTIP Project Descriptions

The following project descriptions are provided to give an overview of existing and new projects in the proposed 2026 RTIP. Additional project detail and performance information will be included in the 2026 RTIP submittal to the CTC.

Existing Projects

- The Caltrans Multimodal Mobility Improvements (SR-138 Segment 4) project has funds programmed in FY 27 for construction of sidewalks, curb ramps, traffic calming measures, traffic signal, drainage improvements, and bike lanes on SR-138 in Littlerock from 70th Street East to 0.1 miles east of 77th Street East.

- The LA City Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements project has funds programmed in FY 27 for construction of reconstructed sidewalks and driveways, curb extensions, median island/pedestrian plaza upgrades, ADA compliant access ramps, improved transit furniture and stops, high visibility crosswalks, speed feedback signs, and other wayfinding signage. The project also includes pedestrian lighting, traffic signal upgrades, including High-Intensity Activated Crosswalk (HAWK) signals, and new street trees and enhanced landscaping. These improvements will be made on Figueroa Street from S. Ave 60 to Meridian Street, on Meridian Street from Figueroa Street to N. Ave 63, and on N. Ave 63 from Meridian Street to Ruby Street.

- The LA City Soto Street Complete Streets, Multnomah-Mission project has funds programmed in FY 27 to add one lane on Soto Street between Multnomah Street and North Mission Road; widen existing sidewalks; construct Class II bike lane in both directions; and install pedestrian lighting, a new striped median, and shoulders on both sides of the street.

- The LA City Valley Boulevard Multi-modal/Safety Improvements project has funds programmed in FY 26 for design and FY 27 for construction of multimodal corridor improvements along Valley Boulevard which may include active transportation safety and accessibility enhancements as well as additional necessary infrastructure upgrades along Valley Boulevard. The City of LA will deliver the project in three segments. The project scope for STIP funding will be amended to only Segment 1 between Union Station and Lincoln Park along Mission Road.

- The LA County Ford Blvd Traffic Corridor Improvements (N-S) project has funds programmed in FY 27 for construction of new communication infrastructure and upgrade traffic signal infrastructure for 5 intersections on Ford Blvd between Floral Drive and 3rd Street.

- Bus Acquisition #3 project has funds programmed in FY 29 for the purchase of 100 zero-emission buses (ZEBs). The project supports ongoing fleet replacement and transition to ZEBs.

Proposed Projects

- Bus Acquisition #4 project is proposed for funds in FY 30. The project will purchase 21 ZEBs.

- Bus Acquisition #5 project is proposed for funds in FY 30. The project will purchase 7 ZEB chargers to support the ZEBs acquired in Bus Acquisition #4.

- City Terrace Drive Traffic Corridor Improvement Project (E-W) is proposed for funds in FY 30. The project will install new communication infrastructure and/or upgrade traffic signal infrastructure for nine intersections on City Terrace Drive between Hicks Avenue and Eastern Avenue.

- Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S) is proposed for funds in FY 30. The project will install new communication infrastructure and/or upgrade traffic signal infrastructure and synchronize traffic signals for 21 intersections on Fremont Avenue/Monterey Pass Road between Valley Boulevard and 1st Street and Mednik Avenue/Arizona Avenue between Civic Center Way and Telegraph Road.

- 1st Street TSSP and ITS Improvements (E-W) is proposed for funds in FY 30. The project will install new communication infrastructure and/or upgrade traffic signal infrastructure and synchronize traffic signals for 14 intersections along 1st Street between Indiana Street and Vancouver Avenue.

- Eagle Rock Boulevard Multi-Modal Transportation Improvements is proposed for funds in FY 30. The project will make active transportation improvements along local streets connecting to Eagle Rock Boulevard to support a 1.5 square mile network of complete streets.

- Eastside Transit Corridor Phase 2A is proposed for funds in FY 30. The project will build a 4.7-mile extension of the Metro E Line from Atlantic to Greenwood with approximately 3 miles underground, 1 mile aerial, and 0.7 miles street-level. Phase 2A includes one relocated station and three new stations. This is the initial operating segment of the 9-mile Eastside Transit Corridor Phase 2 project.

- Planning, Programming, and Monitoring (PPM) funds are currently programmed in FY 26 through FY 29 for Metro planning activities. The 2026 RTIP proposes programming new PPM funds in FY 30 and FY 31.

2026 Regional Transportation Improvement Program

Planning and Programming Committee

October 15, 2025

File No. 2025-0815

Metro

Recommendation

APPROVE the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and additional maximum target share request of $83,886,000 as an interest free advance from LA County's estimated future STIP shares.

Metro

Background

County RTIPs are 75% of the State Transportation Improvement Program (STIP):

- Every two years, Metro prepares and approves the RTIP for LA County.
- The 2026 RTIP programs the county's RTIP formula shares for the period from FY 27 through FY 31.
- The California Transportation Commission (CTC) adopts the LA County RTIP through its 2026 STIP process.

Metro

2026 RTIP Programming Priorities

Consistent with Evaluative Criteria Framework:

- Funding Program Alignment/Readiness
- Low Risk Tolerance for Use of Formula Funds
- Transportation Equity and Geographic Balance
- Consistent with Board Policies and Directives, LRTP, and RTP

Metro

RTIP Capacity

Shares	2022 RTIP	2024 RTIP	2026 RTIP
County Target	$0	$216,817,000	$134,483,000
Max Target Advance (from future shares)	$57,034,000	$991,876,000	$218,369,000

Metro

Proposed 2026 RTIP

Proposed Programming	Prior	FY 27	FY 28	FY 29	FY 30	FY 31	Total
No Amendments							
LA City Soto St. Complete Streets, Multnomah-Mission		17,182					17,182
Ford Boulevard Traffic Corridor Improvement Project (N-S)		1,000					1,000
Bus Acquisition #3, 100 ZEBs				200,633			200,633
Multimodal Mobility Improvements (SR 138 Segment 4)	11,950	7,000					18,950
Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements		6,500					6,500
Planning,Programming & Monitoring	9,603	3,342	8,630	4,270			25,845
Subtotal No Amendments	**0**	**35,024**	**8,630**	**204,903**			**270,110**
Amendments to Scope/Schedule/Funding							
Valley Blvd Multi-modal/Safety Improvements	9,432	19,520					28,952
Subtotal Amendments	**9,432**	**19,520**					**28,952**
Proposed New Projects - Target Share							
City Terrace Drive Traffic Corridor Improvement Project (E-W)					941		941
Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)					5,514		5,514
1st Street TSSP and ITS Improvements (E-W)					4,385		4,385
Eagle Rock Boulevard Multi-Modal Transportation Improvements					6,362		6,362
Bus Acquisition #4, 21 ZEBs					40,367		40,367
Bus Acquisition #5, 7 ZEB Chargers					20,042		20,042
Eastside Transit Corridor Phase 2A					51,148		51,148
Planning,Programming & Monitoring					2,862	2,862	5,724
Proposed New Projects - Maximum Target Share							
Eastside Transit Corridor Phase 2A					83,886		83,886
Subtotal New Projects					**215,507**	**2,862**	**218,369**
NET NEW PROGRAMMING					**215,507**	**2,862**	**218,369**

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

File #: 2025-0792, **File Type:** Program **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 15, 2025

SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or designee to claim $52,339,689 in fiscal year (FY) 2025-26 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVES the regional SGR Project List for FY2025-26 in Attachment B; and

C. CERTIFIES that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document and applicable statues, regulations and guidelines.

ISSUE

In order to receive SB1 SGR grant funds for Metro and other eligible operators in Los Angeles County, Metro as the Regional Entity, is required to submit an adopted Board resolution approving the combined project list and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The recommendation, if approved, would allow Metro to meet program requirements and ensure SB1 SGR funds are available for eligible Los Angeles County agencies.

BACKGROUND

As defined in The Road Repair and Accountability Act of 2017, known as Senate Bill 1 (SB1), the SGR Program provides approximately $138 million in this cycle to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies

using the State Transit Assistance formula. This formula distributes half of the funds based on population and half according to transit operator revenues. Within Los Angeles County, the revenues will be distributed according to the Metro Board-adopted Measure R 20% Bus Operations formula.

DISCUSSION

Caltrans guidelines state that eligible transit operators shall submit their own project requests directly to Caltrans and provide a list of those projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is both the Regional Entity and a direct recipient of these funds.

Program requirements and deadlines are discussed at Bus Operations Subcommittee (BOS) meetings. Metro staff are available to provide guidance if requested. However, each individual agency is ultimately responsible for selecting their own projects and submitting their requests to Caltrans' online SMART system. Caltrans staff review all submittals, ask follow-up questions if necessary, and send the final list of county projects to Metro in early September. The 2025-2026 project list is included in Attachment B. Examples of capital improvements contained in the project list include replacement vehicle purchase, bus and rail preventive maintenance, rehabilitation of bus and facility equipment, electrification of bus maintenance facility, and transit facility improvements.

Metro is required to submit the combined project list to Caltrans by September 5, 2025. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The final project list was not received by Metro until September 12, 2025, too late to include in the September Board cycle. Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DETERMINATION OF SAFETY IMPACT

The requested actions will provide additional funding for state of good repair activities that will enhance the safety of Metro's and the Municipal Operators' customers and employees.

FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated $52.3 million available to support state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will have a positive impact on the FY26 budget, as Metro is one of the regional recipients of these funds.

EQUITY PLATFORM

This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal

Operators throughout Los Angeles County. Projects include bus stop shelter replacements, zero emission vehicles, charging facilities and repairs to existing vehicles and facilities. These projects will enhance service frequency and reliability and provide customer experience benefits to Los Angeles County transit riders.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride or using active transportation, it is a vital part of Metro's operations, as it is a funding requirement and it provides transparency and accountability. Because the Metro Board has adopted an agency-wide VMT reduction target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of the region's FY25-26 SGR fund allocation.

NEXT STEPS

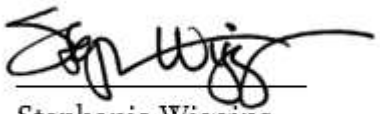
Upon approval, staff will submit the Resolution to Caltrans.

ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro and Municipal Operators

Prepared by: Rufus E. Cayetano, Senior Director, Finance, (213) 922-2379
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Anelli Michelle Navarro, Deputy Chief Financial Officer (Interim), (213) 922-3056

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS

RESOLUTION # _____

APPROVING THE PROJECT LIST FOR FY 2025-26

FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

NOW, **THEREFORE, BE IT RESOLVED,** that Metro hereby approves the SB1 State of Good Repair Project List for FY 2025-26; and

NOW, **THEREFORE, BE IT RESOLVED,** by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, **THEREFORE, BE IT RESOLVED,** that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Fund FY	Project Title	Project Description	FY 25/26 Estimated 99313 Costs	FY 25/26 Estimated 99314 Costs	Other Costs	Total Project Costs
Antelope Valley Transit Authority	25/26	Transit Center Security and Amenities Project	Modernization of transit centers used by AVTA - includes the addition of security cameras, lighting, canopies, and other amenities which will increase security for passengers.		$ 520,428	$ 40,000	$ 560,428
City of Commerce	25/26	Security Equipment and Systems Replacement	The SGR funds will be used to replace security equipment and systems within the City's transit fleet and facilities.		$ 39,229	$ -	$ 39,229
City of Culver City	25/26	Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist. Added 25/26 funds to this project.		$ 433,820	$ -	$ 1,324,930
City of Gardena	25/26	23/24 Capital Bus Components/Facility Equipment	Replacement bus components and facility equipment.		$ 427,943	$ -	$ 888,247
City of Los Angeles	25/26	Electrification of LADOT Washington Ave Bus Maintenance Facility	LADOT seeks funding to electrify the Washington Blvd. Bus Maintenance Facility to support an all-electric bus fleet. SGR funding supports the purchase and installation of electrical infrastructure for bus electrification at Washington Blvd. Transferred 18/19 funds to 2021-5006-006.		$ 1,167,063	$ 19,068,897	$ 22,802,063
City of Montebello	25/26	Replacement CNG Buses	Replace up to four 40 ft CNG buses 39 passengers.		$ 639,784	$ 2,500,000	$ 3,139,784
City of Norwalk	25/26	Transit Facility Improvements	The south end access gate will be replaced with a functional RFID gate as the current gate is broken and can only be operated by hand. Installation of a new HVAC system for the customer lobby will allow for increased protection from COVID. First- and third-floor Phase III facility improvements will enhance transit operations.		$ 238,532	$ -	$ 405,703
City of Redondo Beach	25/26	Transit Center Facility Improvements	Transit Center Facility Improvements may include essential repairs and upgrades across various components of the transit center such as structural repairs, hvac system, plumbing system, cosmetic improvements, shelter & seating.		$ 26,491	$ -	$ 26,491
City of Redondo Beach	25/26	Transit Operations Facility Improvements	Transit Operations facility improvements that may include interior improvements to the general office space, bathroom, and storage space for use by Transit Operations. The project may also include exterior improvements to the facility.		$ 26,491	$ -	$ 224,834

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Fund FY	Project Title	Project Description	FY 25/26 Estimated 99313 Costs	FY 25/26 Estimated 99314 Costs	Other Costs	Total Project Costs
City of Santa Clarita	25/26	Transit Maintenance Facility Electric Vehicle Charging Infrastructure	Procure and install electric vehicle charging infrastructure to meet the California 100% Zero Emission Bus (ZEB) rule.		$ 317,238	$ -	$ 317,238
City of Santa Monica	25/26	Bus Replacement	Purchase approximately 103 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years.	$ -	$ 1,610,418	$ -	$ 7,614,878
City of Torrance	25/26	Torrance Transit SB1 State of Good Repair Rehab & Repair Vehicles	Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure protection from the elements and maximum usage during the vehicles expected useful operating life.		$ 514,794	$ -	$ 1,875,414
Foothill Transit	25/26	Bus Repair and Rehabilitation	Activities, supplies, materials, labor, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses.		$ 2,291,366	$ -	$ 7,443,836
Long Beach Public Transportation Company	25/26	Bus Rehabilitation	Support the state of good repair through targeted rehabilitation of the agency's compressed natural gas (CNG) bus fleet. *New Project		$ 1,373,143	$ -	$ 1,373,143
Long Beach Public Transportation Company	25/26	Dial-a-Lift (DAL) Replacement	Replace Dial-a-lift vans that have met their useful life. Requesting funding to support the purchase of up to (10) 17' battery-electric passenger vans that are fully ADA-compliant, accommodating up to 6-9 passengers.		$ 584,821	$ -	$ 584,821
Los Angeles County	25/26	Bus Stop Shelters Replacement Throughout LA County	Replace up to 170 bus stop shelters located throughout the Los Angeles area. Each bus stop shelter will consists of a bench, a trash receptacle and illumination from dusk to dawn.		$ 76,490	$ -	$ 434,947
Los Angeles County Metropolitan Transportation Authority	25/26	Metro Bus Vehicle Repair and Rehab	Repair and rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility.		$ 23,305,689	$ -	$ 71,333,934
Los Angeles County Metropolitan Transportation Authority	25/26	Metro Rail Vehicle and Wayside Rehabilitation and Repair	Rehabilitation and repair expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	$ 18,745,950		$ -	$ 77,968,713
Los Angeles County Total				**$ 18,745,950**	**$ 33,593,739**	**$ 21,608,897**	**$ 198,358,632**

ITEM # 12

California SB1 State of Good Repair Program

Metro

Planning and Programming Committee
October 15, 2025

Background

- Road Repair & Accountability Act of 2017 [Senate Bill 1 (SB1)]
  - Provides $138M in FY26 transit capital funding statewide through the State of Good Repair (SGR) Program
- Eligible for transit repair, rehabilitation & other capital projects to help maintain systems in a state of good repair
- LA County's share of FY26 SB1 SGR funds is approximately $52.3M
- To receive funds, Metro, as regional entity, must submit an adopted resolution that:
  - Approves Metro & other eligible operator projects
  - Certifies program compliance

Recommendation

CONSIDER approving the Resolution in Attachment A that:

A. AUTHORIZES the Chief Executive Officer (CEO) or designee to claim $52,339,689 in fiscal year (FY) 2025-26 SGR grant funds for Los Angeles County for this program; and

B. APPROVES the regional SGR Project List for FY25-26 in Attachment B; and

C. CERTIFIES that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

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

File #: 2025-0803, **File Type:** Informational Report **Agenda Number:** 17.

CONSTRUCTION COMMITTEE
OCTOBER 15, 2025

SUBJECT: I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of $757,540,216 by $707,926,765 for a total Life-of-Project Budget of $1,465,466,981 (Attachment A); and

B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP.

ISSUE

The I-105 ExpressLanes Project (Project) is being delivered using the Construction Manager/General Contractor (CM/GC) method. This approach has allowed Metro staff to collaborate closely with the Contractor and Caltrans, incorporating contractor input during design to identify and implement several value engineering opportunities. The funding of the Identified Work Package 1 (IWP1) for Segment 1 construction was approved by the Board in October 2024, with construction commencing in February 2025.

As design progressed for the remainder of the project, the general contractor submitted a proposal for the construction of Segments 2 and 3, collectively referred to as the Phase 2 Supplement. Metro staff have successfully concluded negotiations with the Contractor for Segments 2 and 3. Staff are now seeking Board approval to amend the LOP budget to cover the additional funding for the Phase 2 Supplement, thus establishing an LOP for the entire I-105 ExpressLanes project.

Awarding the Phase 2 Supplement is critical to meeting the Project's state grant funding requirements, securing toll-backed financing, and avoiding construction delays. Timely approval will help ensure Segments 2 and 3 are completed and opened by Fall 2029.

BACKGROUND

In 2016, the I-105 ExpressLanes Project was allocated $175 million as part of the approved expenditure plan in the Measure M ordinance. Since 2017, Caltrans District 7 and Metro have collaborated on the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project, which will improve operations along the I-105 corridor, enhance trip reliability, and actively manage traffic flow from I-405 in Los Angeles to Studebaker Road in Norwalk. The Project is structured into three segments, each involving specific design review and permitting packages. Segment 1 is between I-405 and Central Avenue (seven miles), Segment 2 is between Central Avenue and I-710 (four miles), and Segment 3 is between I-710 and Studebaker Road (five miles).

The CM/GC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP-21) Act, allows for phased construction through multiple work packages. As a result, Metro is advancing the project phasing following Federal Highway Administration (FHWA) CM/GC procedures.

Metro, FHWA, and Caltrans' collaboration ensures that all project phases meet federal standards, contributing to the project's overall success and compliance. The phased IWP approach is critical for the timely completion of the I-105 ExpressLanes project, addressing key activities early to mitigate risk and accelerate the timeline.

The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in May 2021, establishing the environmental framework for the Project. Subsequently, in March 2024, a NEPA/CEQA Revalidation was approved, incorporating additional measures related to biological resources, air quality, cultural resources, and hazardous waste. There are no right-of-way acquisitions in Segment 1 of the Project.

Final design efforts commenced in June 2021. In June 2022, the Board approved a $119,391,538 preconstruction budget for the Project. Several key contracts required to advance the project have been awarded, including a CM/GC contract with Flatiron Myers Joint Venture (FMJV), a Program Management Support Services (PMSS) contract with HNTB, and the Roadside Toll Collection System (RTCS) contract with Conduent State and Local Solutions, Inc. Following the plan discussed in the aforementioned Board action, Metro staff completed the work to finalize the design for Segment 1 and negotiated the construction cost to advance IWP 1 for construction.

An equity assessment for Segment 1 was initiated in September 2023 and completed in September 2024 to identify and prioritize potential projects that enhance mobility and equity in the corridor and could be funded with future net toll revenue.

In October 2024, the board approved establishing funding for the Segment 1 construction (IWP1) and I-105 ExpressLanes project 475004 by increasing the existing Preconstruction Budget of

$119,391,538 by $638,148,678 to a Life-of-Project budget of $757,540,216 for IWP1, allowing construction of Segment 1 to commence.

DISCUSSION

The Project is a collaborative effort between Metro and Caltrans, governed by cooperative agreements for design and construction phases. Metro is tasked with awarding and administering all contracts related to the Project, while Caltrans provides design approval and construction permits. Funding sources include Metro Local Measure M funding, State Solutions for Congested Corridors (SCCP) grant funding, and Toll Revenue Backed Loans, including TIFIA financing. The CM/GC process was selected to enable early contractor involvement, providing critical construction expertise that informs design decisions.

On October 31, 2024, the Life-of-Project (LOP) budget for Segment 1 (Identified Works Package 1) was approved by the Board. This approved budget allowed the start of construction for Segment 1 from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. As of August 2025, the design of Segments 2 and 3 had progressed to 95% completion. Metro staff and the CM/GC Contractor utilized these plans to estimate the cost of the construction. The final negotiated price is $635,000,000.

The current request seeks approval to amend the LOP Budget for the entire Project, including Segment 1, 2 and 3, which covers construction costs, contingencies, and necessary support. The amended LOP budget is within the range of the previously estimated value as reported to the Board in the FY26 Annual Program Evaluation. The Procurement Summary is included as Attachment B, and the contract modification log is included as Attachment C.

Segment 2 requires a partial right-of-way acquisition of a permitted but currently undeveloped commercial parcel in the City of Lynwood. Metro is negotiating with the property owner on this acquisition.

Concurrently with the Project, an equity assessment was conducted that resulted in a prioritized list of potential projects that could enhance mobility and equity within the corridor utilizing potential future net toll revenue grant funding.

Potential projects were identified through a comprehensive analysis of corridor conditions, existing studies and plans, field visits, and input from Metro departments, local jurisdictions, and Community Based Organizations (CBOs). These projects must be within a three-mile radius of Segment 2/3 of the I-105 ExpressLanes, in alignment with the I-10/I-110 ExpressLanes' Net Toll Revenue Grant guidelines. The assessment also included data collection on socioeconomic and environmental conditions.

The projects were categorized into three main areas: active transportation, transit/system improvements, and roadway improvements. Based on a methodology developed for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across four categories: connecting people and places, creating community value, conserving resources, and prioritizing Metro’s Equity Focus Communities (EFCs).

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and twenty-one CBOs. CBO participation included ten monthly roundtable meetings, mobility audit, and a field visit to the Norwalk C Line station. Broader community input was gathered through four pop-up events and four public meetings held in September 2025. The pop-up events were held at Bellflower Streetfest, Holifield Park in Norwalk, and CicLAvia at the Florence-Firestone and Watts hubs. Four public meetings presented the equity assessment and solicited feedback on the project list and were held at Verbum Dei High School, Bateman Hall in Lynwood, Rich Rehearsal Hall in Norwalk, and a virtual meeting. Additionally, a survey was conducted to understand travel behavior in the corridor which received 975 responses. The public meetings and surveys were conducted in English and Spanish.

There were 51 projects identified in total. Of these, 27 were prioritized as high, 21 as medium, and three as low, as shown in the table below. High-priority projects were characterized by area-wide or corridor-level impact, proximity to Metro rail stations, location within EFC populations, and a focus on sustainable mobility options. Many of the projects listed are plans/programs, which include many projects that are not listed individually. The complete list of projects is included in Attachment D, and the Executive Summary is included in Attachment E.

Priority	Active Transportation	Roadway	Transit	Total
High	12	6	9	27
Medium	8	5	8	21
Low	0	1	2	3
Total	20	12	19	51

As part of construction of the ExpressLanes project, lighting enhancements are being explored at freeway under-crossings that are being widened for the Project and in areas adjacent to the Norwalk C Line station. These enhancements will improve safety and connectivity, particularly for active transportation.

Public Outreach

Metro Construction Relations implemented a comprehensive outreach program to notify the public in advance of construction starting on Segment 1. The program will continue and will be implemented during the construction period of Segment 2 and Segment 3. The multi-channel outreach program will utilize, among other tools, social media, earned and paid media, electronic newsletters, briefings, and community meetings. Metro will work closely with partner agencies, including local cities, to notify the public. The outreach program will continue through all phases of the project. Project contact tools, information line, and e-mail are available to address inquiries about the outreach program. Metro's dedicated Construction Relations team will monitor these tools and coordinate accordingly.

Furthermore, the project's website, https://www.metro.net/projects/i105-expresslanes/, will contain information on the status of the project, closure information, including relevant fact sheets, detour maps, presentations and additional resources. Information regarding project related closures will be

made available through social media outlets, including WAZE and Google maps. The information will be updated with detour information when closures begin.

DETERMINATION OF SAFETY IMPACT

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the Phase 2 Supplement for Segment 2 and 3 will not have an adverse impact on safety.

FINANCIAL IMPACT

The project has secured $325 million in funding, with $175 million from Measure M and a $150 million grant from the State's Solutions for Congested Corridors Program. As noted earlier, the previously approved Segment 1 LOP budget is $757,540,213. The requested LOP budget including Segments 2 and 3 is proposed to be $1,465,466,981, using primarily toll-backed financing. The project's toll revenue is projected to exceed $6.6 billion over the 40-year debt repayment period

Impact to Budget

The source of funds for the recommendation is a TIFIA and capital markets loan secured by future net toll revenues, which are not eligible for bus and rail operations.

The sources of funds for the construction budget are as listed in Attachment A.

EQUITY PLATFORM

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. That includes 75% of census tracts within Segment 1 and 65% of census tracts within Segment 2 and 3.

Staff completed equity assessments for Segment 1, 2 and 3 that identified potential projects that could be funded with future net toll revenue to benefit communities within a three-mile radius of the corridor. When completed, the project will provide significant mobility improvements particularly I the ExpressLanes, safety enhancements, and noise mitigation through new/taller soundwalls.

While FMJV made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction and a 19% DBE commitment on the Phase 2- Construction, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 27 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) is also applicable on the Phase 2-Construction portion of this contract.

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes an investment that may produce additional vehicle trips as a result of increasing the roadway capacity on currently congested portions of I-105. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

This project is exempt from CEQA VMT mitigation requirements.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for ExpressLanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

ALTERNATIVES CONSIDERED

One alternative is for the Board not to approve the recommended actions for the I-105 ExpressLanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the LOP and Phase 2 Supplement for Segments 2 and 3 would significantly delay the Project's timeline. Such delays would jeopardize the $150,000,000 in funding awarded under the SCCP, which is crucial for the Project's financial viability.

Second, choosing not to proceed with the CM/GC contract would forfeit the key benefits of early contractor involvement. This involvement is essential for managing costs and ensuring the timely implementation of toll collection infrastructure. Without it, the Project may experience delays in generating anticipated toll revenue and achieving the expected operational improvements.

NEXT STEPS

Upon approval by the Board, staff will complete executing the Phase 2 Supplement of the contract modification and proceed with CM/GC construction for Segment 2 and 3 upon the approval of the design and certification of the Right-of-Way which is anticipated to be in Summer of 2026.

ATTACHMENTS

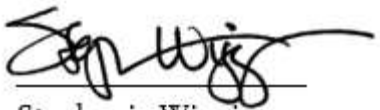
Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Prioritized List of Projects
Attachment E - I-105 ExpressLanes Segments 2 and 3 Equity Assessment Executive Summary
Attachment F - DEOD Summary

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ATTACHMENT "A"
EXPENDITURE and FUNDING PLAN
I-105 Express Lanes Project (#475004) Cash Flow and Sources of Funds

Uses of Funds

		LOP Forecast By Fiscal Year							
Work Package	**Current Approved Budget**	**Prior Fiscal Years**	**FY26**	**FY27**	**FY28**	**FY29**	**FY30**	**Total LOP Forecast**	**Additional Funding Needed**
PAED	$ 6,423,025	$ 5,761,421	$ 330,802	$ 330,802	$ -	$ -	$ -	$ 6,423,025	$ -
PS&E	$ 103,230,989	$ 67,605,070	$ 28,558,397	$ 3,367,521		$ -	$ -	$ 99,530,988	$ (3,700,001)
ROW	$ 18,660,000	$ 558,118	$ 13,344,151	$ 3,381,429	$ 2,770,714	$ 2,160,000	$ -	$ 22,214,412	$ 3,554,412
Utilities	$ 4,401,843	$ 230,690	$ 3,093,143	$ 4,889,484	$ 1,215,000	$ 690,000	$ -	$ 10,118,317	$ 5,716,474
Agency Labor Cost	$ 20,095,781	$ 7,166,386	$ 5,133,241	$ 5,598,158	$ 5,712,613	$ 5,718,125	$ 473,052	$ 29,801,575	$ 9,705,794
Construction Capital	$ 409,526,961	$ 100,297,263	$ 234,412,323	$ 378,793,736	$ 248,419,526	$ 105,004,613	$ -	$ 1,066,927,461	$ 657,400,500
Support Services	$ 91,060,466	$ 27,727,871	$ 25,197,082	$ 32,208,100	$ 27,145,639	$ 22,650,616	$ 1,248,466	$ 136,177,774	$ 45,117,308
Contingency	$ 104,141,151	$ -	$ 13,065,864	$ 40,804,961	$ 20,917,587	$ 16,702,032	$ 2,782,984	$ 94,273,429	$ (9,867,722)
Total	**$ 757,540,216**	**$ 209,346,819**	**$ 323,135,004**	**$ 469,374,191**	**$ 306,181,080**	**$ 152,925,386**	**$ 4,504,502**	**$ 1,465,466,981**	**$ 707,926,765**

Source of Funds

Toll-backed Debt Obligations	$ 442,715,876	$ -	$ 222,972,532	$ 464,039,141	$ 306,181,080	$ 152,925,386	$ 4,504,502	$ 1,150,622,641	$ 707,906,765
Local Revenue	$ 164,824,340	$ 109,049,556	$ 50,459,734	$ 5,335,050	$ -	$ -	$ -	$ 164,844,340	$ 20,000
State Revenue Subtotal	$ 150,000,000	$ 100,297,263	$ 49,702,737	$ -	$ -	$ -	$ -	$ 150,000,000	$ -
TOTAL SOURCES	**$ 757,540,216**	**$ 209,346,819**	**$ 323,135,004**	**$ 469,374,191**	**$ 306,181,080**	**$ 152,925,386**	**$ 4,504,502**	**$ 1,465,466,981**	**$ 707,926,765**

PROCUREMENT SUMMARY

I-105 EXPRESSLANES CONSTRUCTION MANAGER-GENERAL CONTRACTOR/PS84667000

1.	**Contract Number**: PS84667000			
2.	**Contractor**: Flatiron-Myers, a Joint Venture			
3.	**Mod. Work Description**: Phase 2 Supplement			
4.	**Contract Work Description**: Contractor Segment 2 and 3 Construction Contract			
5.	**The following data is current as of**: September 19, 2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	8/25/2022	**Contract Award Amount:**	$7,997,461
	Notice to Proceed (NTP):	11/10/2022	**Total of Modifications Approved:**	$389,126,962
	Original Complete Date:	5/10/2025	**Pending Modifications (including this action):**	$635,000,000
	Current Est. Complete Date:	12/31/2025	**Current Contract Value (with this action):**	$1,032,124,423
7.	**Contract Administrator**: Victor Zepeda		**Telephone Number**: 213.922.1458	
8.	**Project Manager**: James Wei		**Telephone Number**: 213.922.7528	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 that implements Segments 2 and 3 (Phase 2 Supplement) construction that implements the conversion of the I-105 Freeway (FWY) High Occupancy Vehicle (HOV) lanes to ExpressLanes. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 25, 2022, the Board approved an alternative delivery contract, Construction Management/General Construction (CM/GC), Contract No. PS84667000 (File #2022-0442) with Flatiron-Meyers, a Joint Venture. The initial contract award for pre-construction services (CM phase) was $7,997,461 for a period of performance of 30 months. The GC phase of this contract is the conversion of the HOV lanes to ExpressLanes was initiated on October 31, 2024, with the Board Approval of Segment 1 (Identified Work Package 1) in the amount of $389,126,962 (File #2024-0857).

(Refer to Attachment C – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon two independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
$698,439,216	$575,441,665	$635,000,000

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-105 EXPRESSLANES CONSTRUCTION MANAGER-GENERAL CONTRACTOR/PS84667000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Replace Exhibit 13 (Schedule of Values)	Approved	5/31/23	$0.00
2	Add Article 0 to Terms and Conditions to allow for e-sign.	Approved	3/8/24	$0.00
3	Early Works Package 1	Approved	10/31/24	$389,126,962
4	Clarifications, including to reflect changes in law and statutory citations.	Approved	6/4/2025	$0.00
5	Approved for Construction (Mod 3 true-up)	Pending	Pending	$tbd
6	Phase 2 Supplement	Pending	10/23/25	$635,000,000
	Modification Total:			$389,126,962
	Original Contract:			$7,997,461
	Total:			$1,032,124,423

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
1	Corridor Cities Active Transportation Improvements	Pedestrian and bike infrastructure improvements to improve connectivity, comfort, and safety in cities along I-105, including those identified in existing active transportation plans: Bellflower-Paramount Active Transportation Plan, Santa Fe Springs Active Transportation Plan, Artesia Active Transportation Plan.	Active Transportation	Complete Streets	Multi-Jurisdictional	Technical Team	High
3	Gateway Cities Complete Streets	Establish Complete Street Corridors on Florence Ave, Atlantic Ave, and Lakewood-Rosemead, including: bicycle facilities, pedestrian facilities and crosswalks, transit stop features and amenities, safety and traffic calming features, landscaping, hardscaping, public art (aesthetic treatments), public green spaces, trees, and water quality features such as bioswales and tree wells.	Active Transportation	Complete Streets	Multi-Jurisdictional	Gateway Cities COG	High
6	Metro A Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of A Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
7	Metro ATSP Regional Bikeways	Upgrade Class II and Class III bike facilities designated as ATSP Regional Bikeways to improve safety, comfort, and accessibility for cyclists.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
8	Metro ATSP/LADOT Pedestrian District Improvements	Install pedestrian improvements in areas designated as Metro ATSP and LADOT Mobility Plan Pedestrian Districts. Upgrade crosswalks and curb ramps; add LPIs, traffic signals, RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Existing Plan	High
10	Metro C Line FLM Improvements	Implement active transportation infrastructure improvements within 1 mile of C Line Stations in the I-105 corridor and enhance transfer/station experience. Fill in gaps in bike and pedestrian networks to improve access.	Active Transportation	First/Last Mile	Multi-Jurisdictional	CBO; Technical Team	High
12	Multimodal Mobility Hubs at Metro A, C, and J Line Stations	Improve multimodal connectivity and transportation options at Metro A, C, and J Line Stations.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	High
13	Long Beach-East LA Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements within the LB-ELA Corridor area. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	High
16	Safe Routes to Schools	Add high vis crosswalks, pedestrian refuge islands, trees, curb extensions, LPIs near schools to improve safety.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
17	Southeast Gateway Line FLM Improvements	Implement active transportation infrastructure improvements at stations along the Southeast Gateway Line, a regionally significant project, in the I-105 corridor.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Existing Plan	High
18	Universal Basic Mobility	Expand the pilot program (south of Florence Ave) focusing on Metro EFCs; passes for Lyft, Metro Micro, etc.	Active Transportation	Other	Multi-Jurisdictional	Existing Plan	High
19	Urban Greening, Public Space, and Beautification Projects	Increase access to green space and implement measures to reduce the urban heat island effect in census tracts with high heat vulnerability according to the California Heat Assessment Tool. Potential projects include provision of green space/greenbelts; parklets; tree planting; community gardens and community farms; drought tolerant planting; habitat restoration and connectivity; stormwater capture/flood diversion/water management projects; brownfield remediation, natural trail restoration, and green infrastructure.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	CBO; Technical Team	High
2	Freeway On-/Off-Ramp Pedestrian Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with ped push buttons, and signage to improve pedestrian visibility at freeway exits and entrances within the assessment area.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
4	I-605 Corridor Complete Street and Multimodal Improvements	Pedestrian, bike, and bus improvements on Rosecrans Ave, Foster Road, Hoxie Ave, Imperial Hwy, Downey Norwalk Road, Firestone Blvd, Ceceila St, Studebaker Ave, and Florence Ave. Recommended elements include lighting upgrades, ADA curb ramps, sidewalk improvements, bus stop improvements, high visibility crosswalks, improved signage, Pedestrian Activated Traffic Control Devices, Rapid Flashing Beacons, and Leading Pedestrian Intervals (LPIs) at traffic signals; San Gabriel River Pedestrian/Equestrian Trail along the north side of the creek.	Active Transportation	Complete Streets	Multi-Jurisdictional	Existing Plan	Medium
11	Micromobility/Metro Micro Expansion	Implement e-bike and e-cargo bike rental program as an alternative to bike share and expand Metro Micro.	Active Transportation	VMT Reduction	Multi-Jurisdictional	CBO	Medium
14	Pedestrian/Equestrian Trails Along Flood Channels	Pedestrian/equestrian trail along flood channels such as the LA River, Rio Hondo, San Gabriel River, and Compton Creek.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
15	Safe Routes for Seniors	Implement safety and pedestrian access improvements near senior housing.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
20	Los Angeles County Bicycle Master Plan Projects	Bicycle infrastructure improvements in unincorporated communities.	Active Transportation	Bikeway	Multi-Jurisdictional	Existing Plan	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ACTIVE TRANSPORTATION

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Origin	Tier
5	LA County Dept of Public Health Pedestrian Improvement Plan Projects	Pedestrian infrastructure improvements in the unincorporated communities of Willowbrook/West Rancho Dominguez, Florence-Firestone, Westmont/West Athens, and East Rancho Dominguez. Recommended elements include ADA curb ramps, lighting upgrades, sidewalk improvements, high visibility crosswalks, shade trees, and traffic calming measures.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	LA County DPH	Medium
9	Metro Bikeshare Expansions	Install bikeshare docks near C and A line stations and areas with protected facilities and dedicated lanes.	Active Transportation	First/Last Mile	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
26	Intersection Safety Improvements	Implement measures to decrease collision rates at high accident intersections. Treatments include traffic signals, bulb outs, pedestrian refuge islands, LPIs, high visibility crosswalks, landscaping, and pavement markings.	Roadway/ITS	Safety	Multi-Jurisdictional	CBO	High
28	Multi-jurisdictional Signal Synchronization	Multi-jurisdictional Signal Synchronization	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
29	Network Communications Upgrades for ATSAC	Upgrade communications to the intersections within the City of Los Angeles for enhanced connections to ATSAC.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	LADOT	High
31	Regional Integration of Intelligent Transportation (RIITS) Program	Upgrade RIITS communication connection to local agencies adjacent to the I-105 corridor, implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor, and upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	High
22	Freeway Underpass Improvements	Reconnect neighborhoods separated by I-105, I-110, I-710, and I-605 with underpass improvements such as lighting, public art, and landscaping	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	CBO	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - ROADWAY

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
51	Long Beach-East LA Corridor Roadway Improvements	Improvements to improve traffic flow, safety, efficiency, and overall effectiveness of arterials roads. Strategies include complete streets treatments, traffic calming measures, signal coordination, transportation systems management (TSM), intelligent transportation systems (ITS), and general roadway upgrades.	Roadway/ITS	Arterial Corridor Improvements	Multi-Jurisdictional	Existing Plan	High
21	Freeway Pedestrian Bridges	New pedestrian bridges crossing the I-105, I-110, I-710, and I-605 freeways	Roadway/ITS	Pedestrian Improvements	Multi-Jurisdictional	Technical Team	Medium
23	I-105 Corridor Signal Performance Measures	Implement signal performance measures at intersections adjacent to the I-105 corridor	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	Technical Team	Medium
24	LA County Fiber Optics and CCTV	Improve communications on roads within LA County DPW jurisdiction	Roadway/ITS	TSM/ITS/ Operational Improvements	Unincorporated LA County	LA County DPW	Medium
25	LA County Traffic Signal Synchronization Program	Improve traffic flow on roads within LA County DPW jurisdiction and upgrade to MUTCD standards	Roadway/ITS	TSM/ITS/ Operational Improvements	Unincorporated LA County	LA County DPW	Medium
30	County-owned Advanced Controller Upgrade	Upgrade approximately 22 controllers in unincorporated LA County	Roadway/ITS	TSM/ITS/ Operational Improvements	Unincorporated LA County	LA County DPW	Medium
27	Minimization of Cut-through Traffic in Neighborhoods	Traffic calming measures to minimize cut-through traffic at select locations. Treatments include speed humps, diverters, roundabouts, chicanes, medians, and forced turn islands.	Roadway/ITS	Safety	Multi-Jurisdictional	Technical Team	Low

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
34	BRT Corridors	Funding for BRT on corridors within the project area including Atlantic, Broadway, Lakewood, and Vermont	Transit	BRT	Multi-Jurisdictional	Existing Plan	High
35	Bus Priority Corridors	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd, Firestone/Manchester Blvd	Transit	Bus Infrastructure	Multi-Jurisdictional	Existing Plan	High
36	Bus Stop Shelters/Amenities	Install bus shelters and other amenities at existing bus stops without shelters within the project area, prioritizing Equity Focus Communities	Transit	Bus Infrastructure	Multi-Jurisdictional	CBO; Technical Team	High
38	C Line Station Improvements	Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency. Also includes various state of good repair projects at existing C Line stations within the project area including station facilities and grounds not including guideway improvements.	Transit	State of Good Repair	Multi-Jurisdictional	Existing Plan	High
41	LB-ELA Corridor Transit Priority Projects	Transit projects identified in the LB-ELA CMIP. Includes Metro A Line Quad Safety Gates at all A Line Crossings and Bus Corridor Program - 8 transit corridors for bus priority treatsments to improve the transit speed and reliaiblity of those corridors. Potential corridors within Segments 2 and 3 include Atlantic, Florence, Long Beach Blvd, and Firestone.	Transit	Bus Service	Multi-Jurisdictional	Existing Plan	High

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
45	Metro Bus and Rail Safety and Security Improvements	Provide enhanced transit security measures and features on Metro trains, buses, and at Metro rail stations including: security devices such as cameras and call buttons, increased lighting, improved lines of sight, improved incident response, and additional Transit Ambassadors, security officers, and/or plainclothes staff	Transit	Safety	Multi-Jurisdictional	CBO	High
46	Metro Bus Electrification	Electrification of Metro buses	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	High
48	Southeast Gateway Line Transit Corridor	Funding for Southeast Gateway Line	Transit	Rail	Multi-Jurisdictional	Existing Plan	High
49	Zero-Emission Bus Infrastructure and Charging	Install electric bus fast-charging stations for Metro, Long Beach Transit, Norwalk Transit, and other bus operators in the assessment	Transit	Zero-Emissions	Multi-Jurisdictional	Technical Team	High
37	C Line Extension to Norwalk/Santa Fe Springs Metrolink Station	Extends the C Line 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.	Transit	Rail	Multi-Jurisdictional	Existing Plan	Medium
39	Transit Management Operations Center Enhancements	Project improvements at Metro transit management operations centers. Includes beautification, art, monuments, safety, increased bike storage, bike parking, walkways, and bike paths.	Transit	Other	Multi-Jurisdictional	Existing Plan	Medium
43	Metro Bus Service Frequency Improvements	Increase bus frequency on Rosecrans Ave for line 125, on Willowbrook for line 202, on Wilmington for line 205, and on California Ave and State St for line 251.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium

I-105 ExpressLanes Segments 2 & 3 - Equity Assessment - Prioritized Project List - TRANSIT

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	Project	Tier
44	Local and Municipal Bus Service Frequency Improvements	Increase bus frequency for high priority bus routes provided by local and municipal transit agencies.	Transit	Bus Service	Multi-Jurisdictional	Technical Team	Medium
47	Metrolink Norwalk/Santa Fe Springs Station Improvements	Improve station amenities to better serve Metrolink riders	Transit	Other	Norwalk	Existing Plan	Medium
50	Norwalk Transit Center Improvements	Improvements to expand bus capacity at the Norwalk Transit Center as identified in the Norwalk RNI Study. Includes new bus layover/recovery spaces, EV bus charging, improved bus circulation, restroom for operators, customer amenities, signage, wayfinding, pedestrian/cyclist circualtion, pick-up/drop-off areas, upgraded ADA parking, FLM access, and lighting at bus platforms.	Transit	Other	Norwalk	Existing Plan	Medium
32	Access Services Cutaway Paratransit Vehicle Electrification	Replace cutaway paratransit buses with zero-emissions vehicles	Transit	Zero-Emissions	Multi-Jurisdictional	Existing Plan	Medium
33	Access Services Minivan and Van Paratransit Vehicle Replacement	Replace minivan and vans with conventional powertrains to improve vehicle and service reliability	Transit	Senior & Disabled Transportation Services	Multi-Jurisdictional	Existing Plan	Medium
40	EV Charging Stations at C Line Stations	Repair existing EV charging stations and install 100 new Level-2 EV charging stations across C Line park-and-ride facilities within the project area	Transit	Zero-Emissions	Multi-Jurisdictional	Technical Team	Low
42	Quad Safety Gates at Railroad Crossings	Install Quad Safety Gates at priority railroad crossings based on collision data for safety and increased speed/safety zones	Transit	Rail	Multi-Jurisdictional	Existing Plan	Low

ATTACHMENT E

Los Angeles County
Metropolitan Transportation Authority

I-105 ExpressLanes Equity Assessment
Final Report - Executive Summary

TASK 6 – FINAL REPORT | SEPTEMBER 2025

Metro

Executive Summary

Introduction

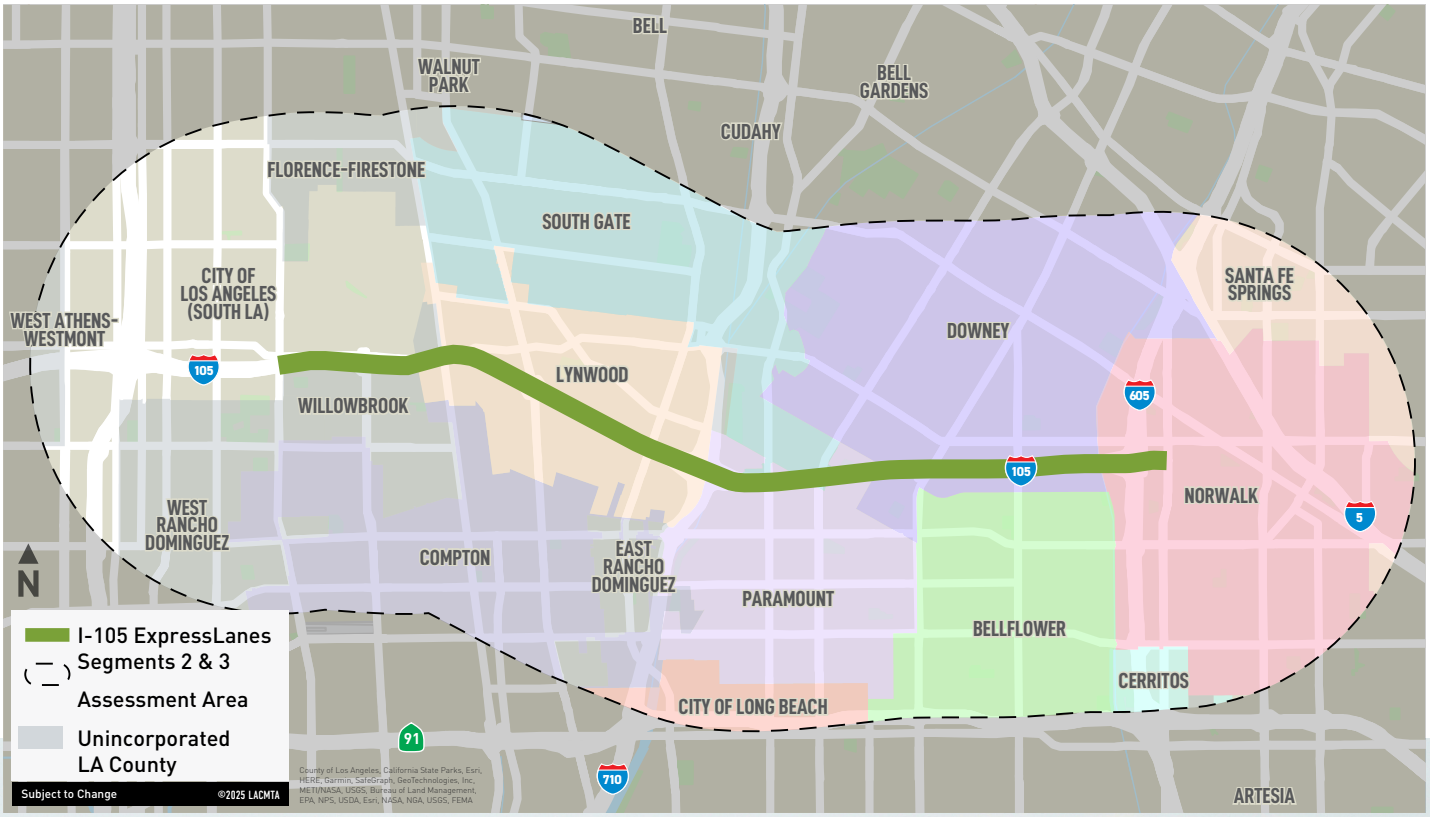
Metro is planning to ease traffic on Interstate (I)-105 by converting the existing high-occupancy vehicle (HOV) lane into an ExpressLane and constructing a second ExpressLane, resulting in two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105. The project will be implemented in three segments between I-405 and Studebaker Road. Once operational, the net toll revenue generated by the I-105 ExpressLanes will be reinvested into projects that improve mobility within a 3-mile radius of the ExpressLanes to benefit communities in the freeway corridor. To guide the equitable investment of future net toll revenue, Metro is leveraging the foundational work from Segment 1 of the I-105 ExpressLanes to identify projects that will improve mobility, accessibility, connectivity, and equity for communities in the Segments 2 and 3 area and for all I-105 ExpressLanes users.

This I-105 ExpressLanes Segments 2 and 3 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in Segments 2 and 3 in the area three miles around I-105 between Central Avenue and Studebaker Road (the Assessment Area) as shown in Figure ES-1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated input from stakeholders and CBO partners, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.



Figure ES-1

I-105 ExpressLanes Segments 2 and 3 Assessment Area





Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be focused toward those with the greatest mobility needs. This I-105 ExpressLanes Segments 2 and 3 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities, with particular focus on Equity Focus Communities.

Metro has been at the forefront of leading equitable transportation planning with the development and/or Board adoption of the following:

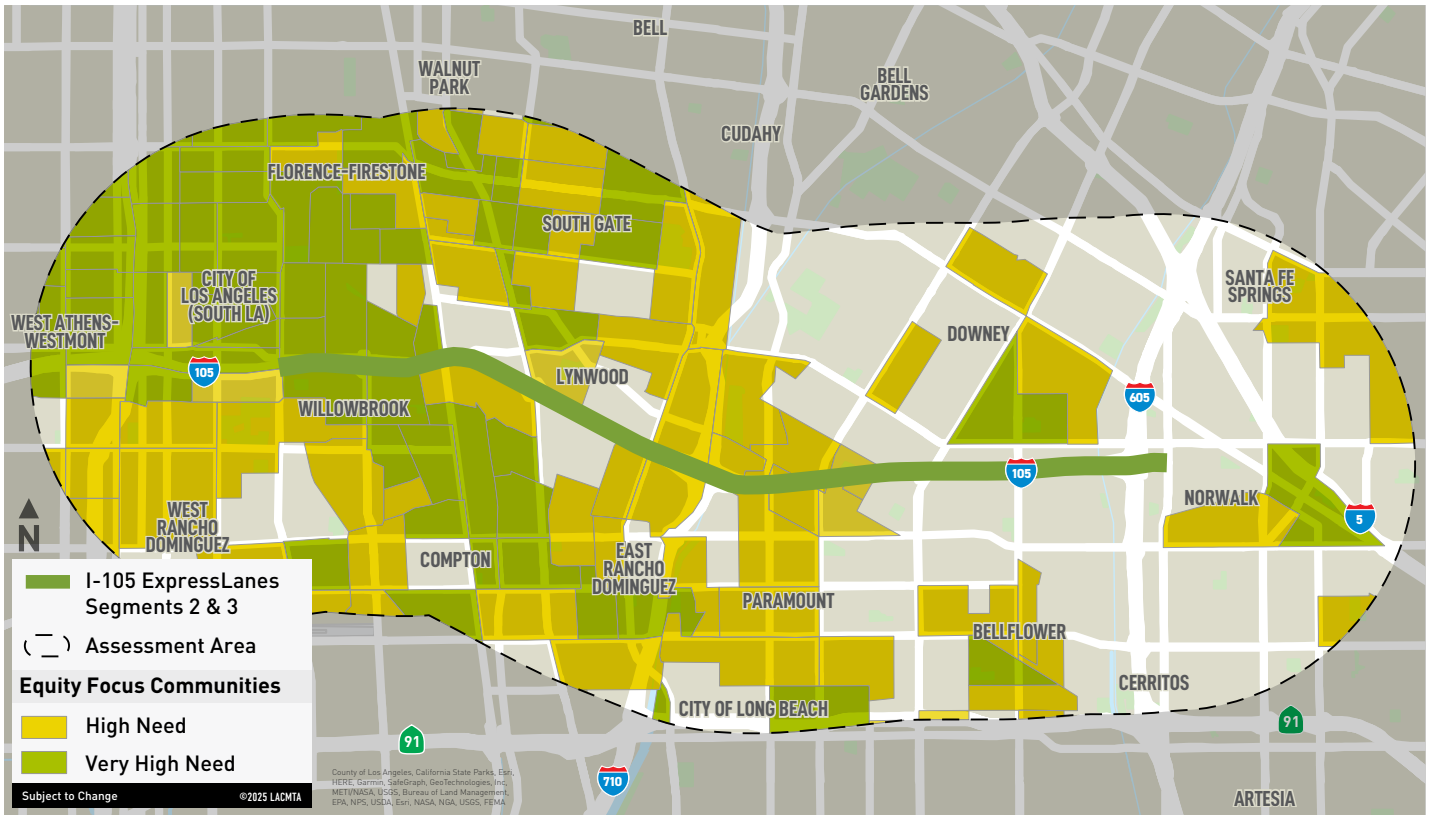
> **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

> **Equity Focus Communities (EFCs):** An analysis that maps where transportation needs are greatest by assessing low-income households, populations of people of color, and households with no access to a car. Figure ES-2 shows the EFCs within the Assessment Area.

Several of Metro's equity tools have been incorporated into the equity assessment through the goals and evaluation criteria for projects that could be funded with future net toll revenue. These projects are a part of Metro's efforts to achieve a multidimensional, multimodal strategy for improving mobility and equity while fostering social equity, economic vitality, environmental sustainability, improved public health, and access to opportunities.

Figure ES-2

Equity Focus Communities



Existing Conditions

To better understand the Assessment Area and its population, an existing conditions assessment focused on demographics, socioeconomics, as well as environmental and transportation data was conducted. The analysis identified transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and have unemployment rates higher than the county average. Households within the Assessment Area have high living costs, with nearly half being housing burdened (spending 30% or more of their household income on housing). With roughly 13% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure ES-3). The findings were critical for developing the vision statement, project list, evaluation criteria, and recommendations.

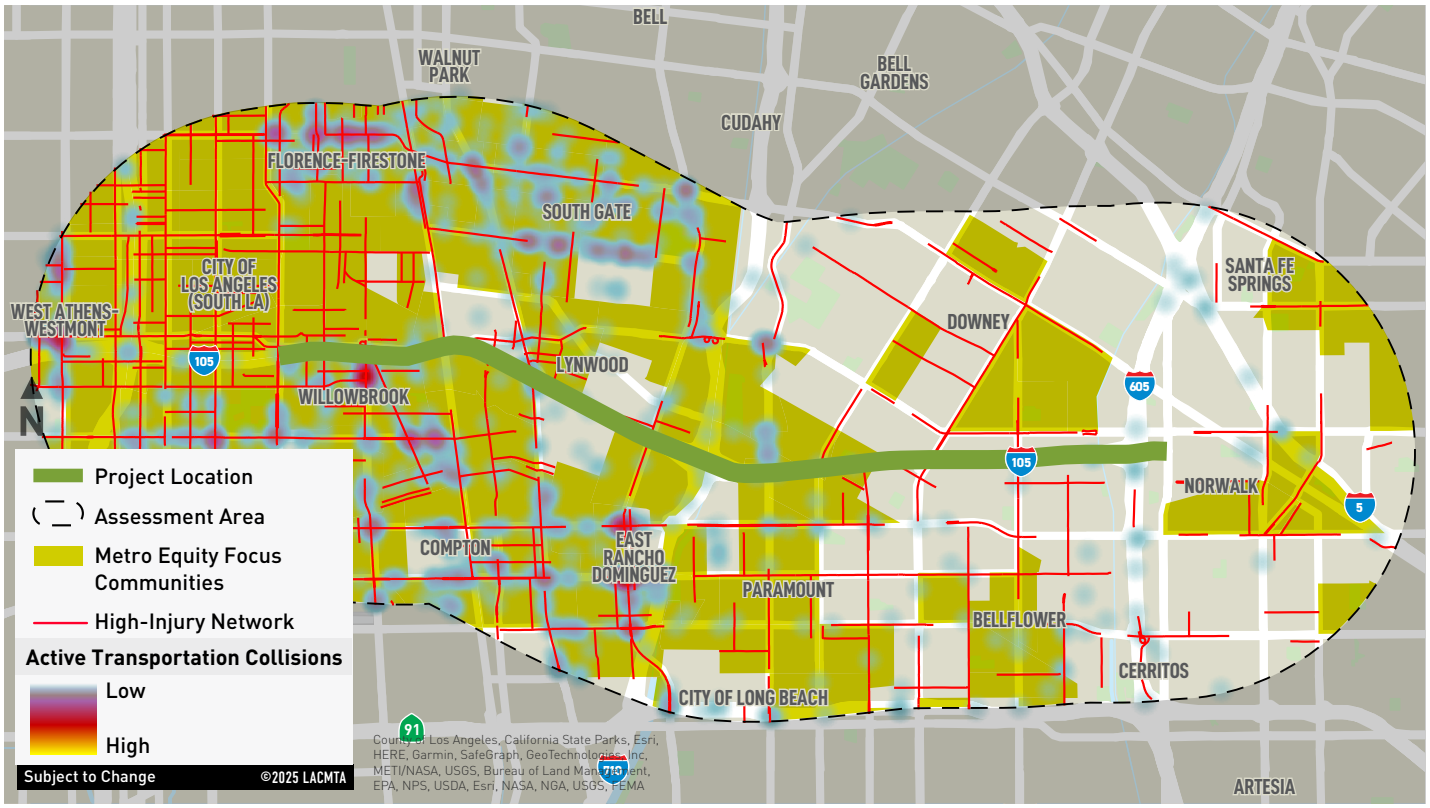
Using an equity lens to assess existing conditions, the project team calculated disparity ratios to identify inequities between two populations—specifically, the EFC population within the Assessment Area and the broader Los Angeles County population. The analysis below highlights some of the most significant disparities observed between the EFC and the rest of Los Angeles County. A disparity ratio score of 1.5 and above is considered high.

EXISTING CONDITIONS DATA REVEAL HIGH DISPARITY RATIOS

2.0	**CALENVIROSCREEN**
2.1	**HIGH INJURY NETWORK**
2.2	**AREAS OF PERSISTENT POVERTY**

Figure ES-3

High Injury Network and Collisions Heat Map



Source: Southern California Association of Governments and University of California, Berkeley

Community Engagement

Community-driven conversations are essential, but engagement efforts must ensure that community members feel heard and respected. A successful outcome for this Assessment required a commitment to authentic listening and learning, as well as meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, community input has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings and events via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 21 community-based organizations (CBOs) that represent the communities in the Assessment Area to participate in monthly roundtable meetings. In these meetings, our CBO partners provided input on the Assessment's goals, evaluation criteria, and projects. Our partners also shared project information with other community stakeholders through their resources. The CBO roundtable partners also participated in walk, bike, and transit audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 270 people and conducted a travel survey that engaged just over 1,000 people within the Assessment Area.

COMMUNITY ENGAGEMENT BY THE NUMBERS

21	**CBO PARTNERS**
10	**CBO MEETINGS**
2	**MOBILITY AUDITS**
270	**PEOPLE ENGAGED AT POP-UP EVENTS**
1,000+	**RESPONSES TO THE TRAVEL SURVEY**
4	**COMMUNITY MEETINGS**



Methodology for Identifying and Evaluating Projects

Using an equity lens and input from CBOs, Metro undertook a comprehensive and robust process to identify and evaluate these potential projects. This Equity Assessment consisted of a multistep technical process that identified the list of projects, goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

Projects were identified by reviewing existing studies, such as the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). In addition, projects were identified through field visits and a mobility audit. Finally, the project team sought input from local jurisdictions on their projects and plans. The projects were then scored using four goals and 14 evaluation criteria metrics, presented in Table 1.

Each project was evaluated against the criteria listed in Table ES-1 and assigned a score ranging from 1 to 5, with 5 representing the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criterion, the scores are a qualitative assessment based on the project team's professional judgement.

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 30%; Prioritize Equity, 26%; Create Community Value, 24%; and Conserve Resources, 20%.

Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program funding opportunities– active transportation, transit, and roadway improvements.

Table ES-1. Goals and Evaluation Criteria

GOAL	EVALUATION CRITERIA
1. Connect People and Places	1.1 Improve and encourage transit, walking, and biking/rolling
	1.2 Improve transportation access and connectivity
	1.3 Reduce congestion by increasing people throughput
	1.4 Make all modes of travel safer
2. Create Community Value	2.1 Provide access for economic opportunities
	2.2 Align with community input, including local plans and policies
	2.3 Enhance the quality of life (e.g., safety and security, no displacement)
	2.4 Adopt innovative technology, practice, or strategy
3. Conserve Resources	3.1 Foster local and regional environmental quality
	3.2 Reduce GHG emissions
	3.3 Leverage matching funds
4. Prioritize Equity Focus Communities	4.1 Minimize disruption during construction
	4.2 Provide long-term benefits to EFCs

Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding from the I-105 ExpressLanes becomes available. Of the 51 projects identified, approximately 53% of the projects are prioritized as high, 41% are medium, and 6% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote multimodal transportation, and projects focused on sustainable mobility options. Figure ES-4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right-of-way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

The priority lists of potential active transportation, roadway, and transit projects serve as a living plan and represent current priorities. Priorities and projects may evolve once the I-105 ExpressLanes are operational and generating Net Toll Revenue. Projects submitted for the future Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program will ultimately be up to local agencies.

In addition to the project list, it is recommended that Metro undertake the following actions to support this Equity Assessment as the I-105 ExpressLanes project is implemented:

> Incorporate lighting improvements at undercrossings that will be widened as part of Segments 2 and 3;

> Modify Metro's existing I-10/I-110 Net Toll Revenue Reinvestment Grant Guidelines to award points to projects recommended as high or medium in Equity Assessments

> Advance the project development of prioritized projects

> Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program

> Continue to engage the community and CBOs along I-105

TIERING BY THE NUMBERS

53% HIGH

41% MEDIUM

6% LOW

HIGH PRIORITY PROJECTS BY MODE

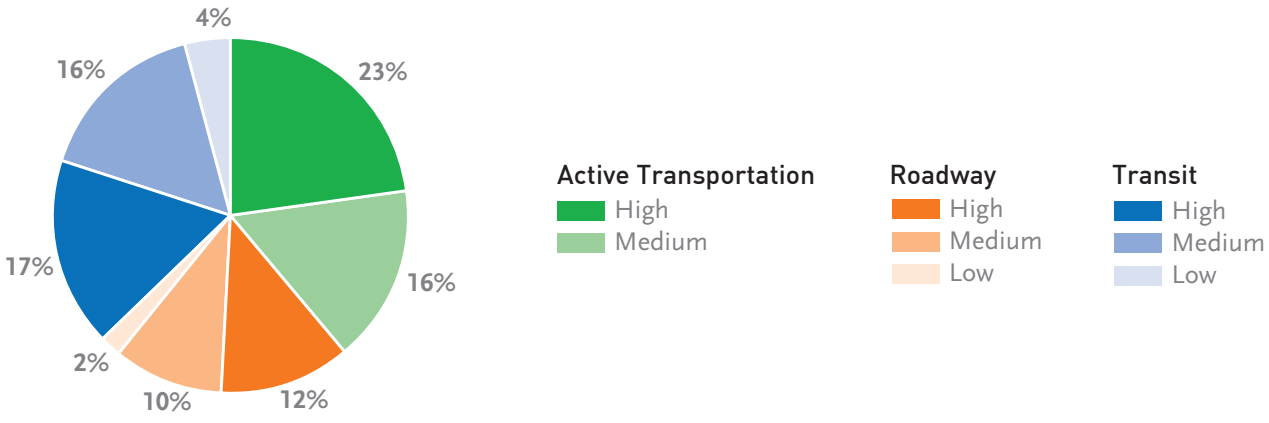
12 ACTIVE TRANSPORTATION PROJECTS

6 ROADWAY PROJECTS

9 TRANSIT PROJECTS

Figure ES-4

Breakdown of Projects by Mode and Tier

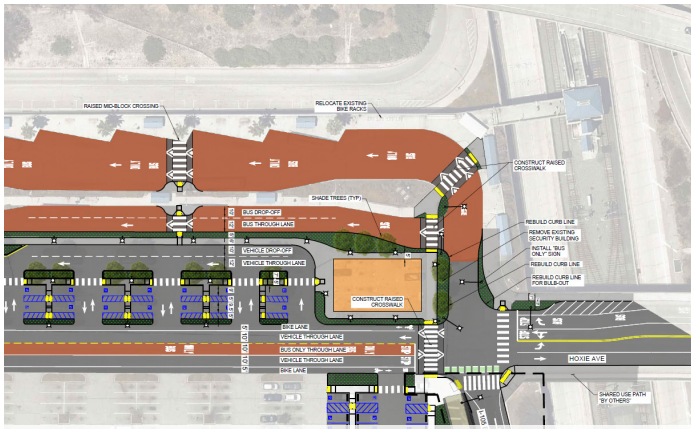


EXAMPLE HIGH PRIORITY ACTIVE TRANSPORTATION PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Corridor Cities Active Transportation Projects	
> Gateway Cities Complete Streets	• South Gate State Street Complete Streets Project
	• Pedestrian Connections to Atlantic Avenue
> Southeast Gateway Line FLM Improvements	
> Safe Routes to School	• West Rancho Dominguez Walks
	• South Downey Safe Routes to School Phase III Project
> Long Beach-East LA Corridor Complete Streets	



CBO-IDENTIFIED PROJECT:
118th Street Promenade/Charles Drew University Project
(Courtesy of Charles Drew University)



CITY-IDENTIFIED PROJECT:
Norwalk Station Mobility Hub
(Source: Metro Rail Intergration Network Study)

EXAMPLE HIGH PRIORITY TRANSIT PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Bus Stop Shelters/ Amenities	
> BRT Corridors	• Metro BRT (Atlantic, Broadway, Vermont)
	• Rose-Wood BRT
> LB-ELA Corridor Transit Priority Projects	
> C Line Station Improvements	• State of Good Repair
	• Sound Enclosures/Lighting

EXAMPLE HIGH PRIORITY ROADWAY PROJECTS

	SPECIFIC PROJECTS IDENTIFIED
> Freeway Underpass Improvements	
> Intersection Safety Improvements	• Imperial Highway
	• Rosecrans Avenue
> Multi-Jurisdictional Signal Synchronization	
> Regional Integration of Intelligent Transportation (RIITS) Program	



MOBILITY AUDIT-IDENTIFIED PROJECT:
Intersection Safety Improvements

DEOD SUMMARY

I-105 EXPRESSLANES LIFE-OF-PROJECT BUDGET AND CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 2 AND 3 CONSTRUCTION CONTRACT (PHASE 2 SUPPLEMENT)/PS84667000

A. Small Business Participation

Flatiron-Myers JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction Services and a 19% DBE goal on the Phase 2 – Construction. However, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. While the DBE commitments are not a factor in this recommended action, there are 27 Metro certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this 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 applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than 2.5 million and above.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

105 ExpressLanes

RECOMMENDATION:

A. AMEND the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by establishing funding for the Segment 2 and 3 (Phase 2 Supplement) construction, from Central Avenue to Studebaker Road on the I-105 Freeway. This action increases the existing Life-of-Project Budget of $757,540,216 by $707,926,765 for a total Life-of-Project Budget of $1,465,466,981

B. NEGOTIATE AND EXECUTE project-related agreements, including contract and task order modifications, up to the authorized LOP



Metro

105 ExpressLanes

Project Design and Construction Board Actions:

- On August 25, 2022, a Preconstruction Budget of $119,391,538 was approved for finalizing the design for Segment 1 and to make significant progress on the design of Segment 2 and 3, leveraging the partnership between the designer and the Construction Manager/General Contractor (CM/GC)
- On October 31, 2024, a LOP budget of $757,540,216 was approved to start Segment 1 construction between Sepulveda Blvd. to Central Avenue.

Metro

105 ExpressLanes

Source of Funds	Seg 1 LOP Budget	Seg 2 & 3 - Phase 2 Supplement	Total LOP Budget
Toll Backed Debt Obligations	$ 442,715,876	$ 707,906,765	$ 1,150,622,641
Local Rev - Measure M	$ 164,824,340	$ 20,000	$ 164,844,340
State Revenue	$ 150,000,000	$ 0	$ 150,000,000
Total	**$ 757,540,216**	**$ 707,926,765**	**$ 1,465,466,981**

Above table shows Total LOP Budget for I-105 Express Lanes Project 475004. RTCS Project 275004 LOP is $44,254,826.
Total combined LOP Budget for entire project is $1.509B

Metro

105 ExpressLanes

Equity Assessment and Construction Outreach

- Segment 2/3 Equity Assessment
  - Held monthly CBO roundtables and engaged the public through surveys, pop-up events, and four community meetings
  - Identified a prioritized list of 51 projects that could be funded with future net toll revenue.
    - Projects are within three miles of I-105 and organized by mode – active transportation, roadway, and transit
- Construction Outreach
  - Outreach will begin in advance of starting construction and continue throughout construction
  - Outreach methods will include the project website, social media, earned and paid media, electronic newsletters, project hotline, and email for inquiries

Metro

105 ExpressLanes

NEXT STEPS

- Execute Phase 2 Supplement of the CM/GC Contract
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for early 2026
- Acquire permits and start Segment 2 and 3 Construction

Metro

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

Metro

Board Report

File #: 2025-0808, **File Type:** Informational Report **Agenda Number:** 18.

CONSTRUCTION COMMITTEE
OCTOBER 15, 2025

SUBJECT: LINK UNION STATION PROJECT CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of $13,796,413 for the two (2) year base term, and $49,634,124 for the four, one-year option terms, for a total combined not-to-exceed amount of $63,430,537, subject to the resolution of all properly submitted protest(s), if any.

ISSUE

Construction Management Support Services (CMSS) are needed during the delivery of the Link US project to support final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close out. The CMSS consultant will provide Metro with flexibility to adjust the necessary resources with staff augmentation on an as-needed basis to deliver the Link US Project safely, on time, and within budget.

The two-year base term will occur during the Preconstruction Phase and the Early Work Phase. The first year of the contract will occur during the Preconstruction Phase utilizing the existing Preconstruction Budget. Prior to any Early Work by the CM/GC Contractor and the CMSS consultant, the project team will seek an increase in the Preconstruction Budget which will be informed by the final environmental document as well as the advancement of the design with the benefit of the contractor feedback using the collaborative delivery model. Future work will be funded through the annual budget process. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs.

BACKGROUND

The Link US Project will transform how the commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat

powered by Legistar™

rides for Northbound and Southbound run through service, doubling the capacity of daily train movements, reducing dwell times by as much as 20 minutes, and accommodating future high-speed rail.

The Link US Project is planned to be implemented in two phases:

1. Phase A - Includes a run-through structure from the stub end of Union Station, over the 101 Freeway, and connects to the mainline tracks on the West Bank of the Los Angeles River. In this phase, the run-through structure will provide immediate run-through service for Metrolink and the Pacific Surfliner (LOSSAN) on two tracks that connect to Platform 3. However, the run-through structure will be built to accommodate up to nine run-through tracks for future passenger and intercity rail expansion, including California High-Speed Rail.

2. Phase B - Includes a new rail yard with four new operating platforms and up to nine run-through tracks for Metrolink, LOSSAN and California High Speed Rail, as well as a new Passenger Tunnel.

The Link US Project Phase A will be delivered utilizing the Construction Manager/General Contractor (CM/GC) project delivery approach that was previously approved by the Board on December 5, 2019. After the Board awarded a CM/GC contract to Flatiron Dragados LLC on April 16, 2025, a Notice to Proceed (NTP) to commence Phase 1 Preconstruction Services was issued on July 1, 2025.

CEQA & NEPA

The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019, and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing the National Environmental Policy Act (NEPA) environmental clearance with an updated forecast Fall 2025, with CHSRA as the NEPA Lead Agency, and is seeking a supplemental CEQA environmental clearance in Fall 2025.

Preconstruction Budget

On May 26, 2022, the Metro Board approved a Partial Preconstruction Phase Life of Project Budget (Preconstruction Budget) of $297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

DISCUSSION

On November 27, 2024, Metro issued a Request for Proposal (RFP) for a CMSS consultant to support the delivery of the Link US Project. The primary role of the CMSS consultant is to provide highly skilled and qualified individuals to assist and support Metro in the management and administration of Link US construction project under direction of Program Management staff as part of a fully integrated construction project team. CMSS staff have specialized technical and administrative expertise to assist with and support project delivery and implementation and to execute the required project reporting and control procedures established by Metro. In the

performance of the contract, CMSS staff must adhere to and comply with all Metro policies and procedures, ensuring that the construction of projects is completed with a high level of quality and safety.

The CMSS contract is a cost reimbursable fixed fee contract, so consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work for each phase, and within the board authorized Preconstruction Budget or Life of Project Budget (LOP).

The preconstruction phase services will include assistance with program management, contract management, constructability reviews, pricing, negotiating, risk management, quality management, and early works inspection. The construction phase services, including any Early Work, will include construction management support services and inspection. The overall contract is expected to have a value not-to-exceed $63,430,537 and a duration of up to six years for all services required to construct the Link US project, including CMGC Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Metro will ensure that strict controls are in place prior to approving each AWP to closely monitor the CMSS consultant's budget and AWP schedules. No funds will be obligated until the AWP is confirmed to be within the Board approved funding for the contract.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro, Southern California Regional Rail Authority (SCRRA), California High-Speed Rail (HSR), Caltrans, and City of Los Angeles standards, as well as state and federal requirements. The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

The first year of the CMSS Contract to support the Preconstruction Phase by the CM/GC is fully funded as part of the $297.818 Million previously approved Preconstruction Budget. Prior to entering the Early Works Phase the project team will seek an increase to the Preconstruction Budget. Prior to entering the Construction Phase, the project team will establish the Life of Project Budget for Board approval. Since this is a multi-year contract, the Chief Program Management Officer and Project Manager will be responsible for budgeting in the future years.

Impact to Budget

The source of funds for the Preconstruction Budget are summarized below and are not eligible to be used for Metro bus/rail operating or capital budget expenses.

Committed Funding and Approved Preconstruction Budget

Funding Source	Amount ($ in millions)	Preconstruction Budget - Approved in May 2022 ($ in Millions)
State Proposition 1A/High Speed Rail Bonds	$423.3	-
State Transit Intercity Rail Capital Program (TIRCP)	$337.6	$227.42
State Transportation Improvement Program (STIP)	$60.8	-
Metro Measure R 3%	$51.7	$51.67
Other Metro Local funds	$13.3	-
SCRRA JPA Contribution (Non-Metro)	$40.0	-
Other HSR Funds	$18.7	$18.73
LOSSAN/Amtrak	$5.0	-
Total	**$950.4**	**$297.82**

Metro is currently estimating the total cost of the project to be $1,597 Million with a completion date of September 15, 2031, pending final pricing by the CM/GC Contractor during the Preconstruction Phase.

In Fall 2024, Metro submitted an application to the Federal Railroad Administration (FRA) requesting an award from the Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program and to the California Transportation Commission (CTC) requesting a grant from the Solutions for Congested Corridors Program (SCCP). The FRA did not announce projects selected for a grant award from the FSP Program. The CTC did not select the project for a grant award from the SCC Program.

Staff will continue to explore federal and state funding opportunities, including from the FSP Program and California's Cap and Invest Program, to address the project's estimated funding gap of about $650 M. Staff will also work with Caltrans in its initiative to develop a framework for Metro and other County Transportation Commissions in the SCAG region to consider for addressing the project's funding gap, including financing.

EQUITY PLATFORM

The Link US Project will improve the quality of life for residents at the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community. This will be accomplished with the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The increased rail service will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. The Link US Project will also result in reduced train and idling times-

saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the CM/GC to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1 for this California High-Speed Rail Authority ("CHSRA") funded procurement. As a condition of funding, Metro implemented the CHRSA's Small Business Program and accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms. The recommended CMSS firm met or exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment.

While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 9 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff have conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at LAUS, enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, The California State Transportation Agency (CalSTA), FRA, and Amtrak.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract. This is not recommended since that would lead to project delays and corresponding cost increases. Any delay would postpone platform improvements, affecting major events in and around Los Angeles. It would also disrupt timelines and cost estimates in future grant applications and existing funding agreements with the CHSRA and the California State Transportation Agency for Proposition 1A and Transit and Intercity Rail Capital Program (TIRCP) funds. A delay would also directly delay the submittal of grant applications and decrease the opportunity for the project to be selected for awards due to the larger project cost and funding gap that can be reasonably expected for the grant programs to address.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE127279MC084 to support the Link US Project preconstruction phase of the project.

The Project anticipates returning to the Board for a Supplemental CEQA Record of Decision in the Fall of 2025. The NEPA Record of Decision will be presented to the California High Speed Rail Authority, the delegated authority from the FRA, for certification in Fall 2025.

After completion of design for an Early Work Package, as well as the successful negotiation with the CM/GC Contractor, staff intends to return to the Board to request an increase to the Preconstruction Budget and execute a Modification to the CM/GC Contract for Early Works Construction in Winter or Spring 2026.

After completion of the remaining design and successful negotiation with the CM/GC Contractor, staff will return to the Board for approval of the Life of Project Budget and award of the remaining Phase 2 Construction Work in Fall 2026.

ATTACHMENTS

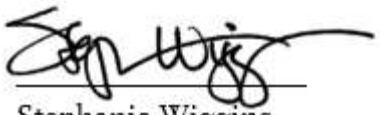
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LINK UNION STATION CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) / AE127279MC084

1.	**Contract Number**: **AE127279MC084**	
2.	**Recommended Vendor**: T.Y. Lin International, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 27, 2024	
	B. Advertised/Publicized November 23, 2024	
	C. Pre-Proposal Conference: December 11, 2024	
	D. Proposals Due: February 7, 2025	
	E. Pre-Qualification Completed: April 16, 2025	
	F. Ethics Declaration Forms submitted to Ethics: February 7, 2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: **195**	**Bids/Proposals Received**: **3**
6.	**Contract Administrator**: **Kenneth Stewart**	**Telephone Number**: **213-925-9377**
7.	**Project Manager**: **Scott McConnell**	**Telephone Number**: **213-922-4980**

A. Procurement Background

This Board Action is to approve the award of Contract No. AE127279MC084 to provide Construction Management Support Services (CMSS) for the Link Union Station CM/GC- Phase A Project. Board approval of contract award is subject to resolution of any properly submitted protest(s), if any.

The CMSS consultant will support Metro in the construction management and administration of the Link Union Station CM/GC- Phase A Project ensuring that it is completed in compliance with contract requirements and government regulations.

The Request for Proposals (RFP) was issued on November 27, 2024, and is an Architecture and Engineer (A&E), qualifications-based procurement performed in accordance with Metro Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost-Plus Fixed Fee (CPFF) for a base term of two (2) years, plus four (4), one-year options.

The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 25%, with 3% designated for Micro Business (MB), a Disabled Veteran Business Enterprise (DVBE) goal of 3% and a Disadvantaged Business Enterprise (DBE) goal of 10%.

A virtual pre-proposal conference was held on December 11, 2024, and was attended by 78 participants from various firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date. There were 195 downloads recorded for the RFP that were included on the planholders' list.

One (1) Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, was issued on January 14, 2025, to extend the Proposal Due Date to February 7, 2025, revise the estimated Contract value range, update the Critical Dates table, correct a title in the Table of Contents, and revise an RFP numbering on a section heading.

Three (3) proposals were received on February 7, 2025 from the firms listed below in alphabetical order:

1. Anser Advisory Management, LLC
2. Jacobs Project Management Co.
3. T.Y. Lin International, Inc.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Alternative Delivery/Construction, Regional Rail, and Countywide Planning and Development Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Capabilities of Firms on the Team 33 percent
- Experience and Capabilities of the Key Personnel 28 percent
- Project Understanding and Approach 39 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weighting, giving the greatest importance to Project Understanding and Approach.

This is an A&E, qualifications-based procurement; therefore, price could not be used as an evaluation factor pursuant to state and federal law.

All three proposals were determined to be responsive and within the competitive range. On August 14 and 15, 2025, the Proposers made oral presentations to the PET. The Proposers' project managers and key team members had an opportunity to present each team's qualifications and 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 services, and stressed each Proposer's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each Proposer was asked questions relative to each firm's proposed alternatives and previous experience.

Sealed cost proposals were received from the three (3) proposers at the time of Oral Presentations.

Qualifications Summary of Recommended Consultant:

T.Y. Lin International, Inc. presented a very strong project management team with alternative construction delivery, CM/GC contracting, cost control, and price negotiation experience. They demonstrated particularly strong stakeholder, third party, risk reduction, quality, safety, and contract change/claims support backgrounds. The team has extensive experience and expertise in construction management for complex bridge and transit projects, providing stakeholder coordination, negotiating Guaranteed Maximum Price (GMP) for CM/GC contracts, managing CM/GC quality assurance and control, proactive safety programs and other support services similar to the services that were included in the RFP. They clearly demonstrated a thorough understanding of their role as CMSS resources for Metro.

The team will be managed by a Professional Engineer with 33 years of construction management and inspection experience on similar projects including the Sixth Street Bridge Replacement for the City of Los Angeles, utilizing the CM/GC method and is very familiar with local needs having worked on several Caltrans project locations nearby.

The Proposal Evaluation Team (PET) evaluated the three Proposals and assessed the major strengths, weaknesses and associated risks of each of the proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
T.Y. Lin International Inc.				
Experience and Capabilities of Firms on the Team	83.58	33%	27.58	
Experience and Capabilities of the Key Personnel	85.69	28%	23.99	
Project Understanding and Approach	82.22	39%	32.07	
Total		**100.00%**	**83.64**	**1**
Jacobs Project Management Co.				
Experience and Capabilities of Firms on the Team	81.06	33%	26.75	
Experience and Capabilities of the Key Personnel	82.14	28%	23.00	
Project Understanding and Approach	79.23	39%	30.90	
Total		**100.00%**	**80.65**	**2**
Anser Advisory Management LLC				
Experience and Capabilities of Firms on the Team	72.76	33%	24.01	
Experience and Capabilities of the Key Personnel	74.71	28%	20.92	
Project Understanding and Approach	74.95	39%	29.23	
Total		**100.00%**	**74.16**	**3**

C. Cost Analysis

A cost analysis of all elements of cost, direct labor rates, indirect cost (overhead, etc.) rates and other allowable direct costs was performed in accordance with Metro's Acquisition Policy, including fact finding, and clarifications to determine the costs are fair and reasonable. Metro negotiated indirect cost rates as provisional rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost to perform the Scope of Services. Metro confirmed indirect cost rates based on current audits by a cognizant agency or CPA in accordance with FAR Part 31 to establish provisional indirect cost rates for the first year of the contract. Where indirect cost rates were not supported by a current audit, Metro negotiated provisional indirect rates so as not to delay the award of the contract awaiting audit. Actual indirect rates will be determined after the conclusion of each year of the contract term.

The difference between the Metro ICE and negotiated amount is a reduction in level of effort to reflect work that has already been performed that was originally included in the ICE and realizing cost efficiencies through negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
T.Y. Lin International	$89,592,738	$80,617,821	$63,430,537

D. Background on Recommended Contractor

The recommended firm, T.Y. Lin International, Inc (T.Y. Lin), located in Los Angeles, CA with their headquarters in San Francisco, CA, has been in business for approximately 70 years. Supported projects have included the Sixth Street Viaduct Replacement Project, the Mid-Coast Corridor Transit Improvement Project, the North Atwater Non-Motorized Multimodal Bridge and other infrastructure improvements for municipalities such as the Cities of Irvine, Norwalk, Chula Vista, La Quinta, Jurupa Valley, and Cathedral City.

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS)
LINK UNION STATION CM/GC- PHASE A PROJECT
CONTRACT NUMBER AE127279MC084

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (SB) (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise goal, and a separate 10% Disadvantaged Business Enterprise goal for Phase A of this California High-Speed Rail Authority ("CHSRA") funded procurement. As a condition of funding, Metro was required to implement the CHRSA's Small Business Program, which includes SB, MB, DVBE, and DBE firms. Additionally, as part of CHSRA's Small Business Program, Metro accepted SB and MB certification from the State of California, Department of General Services, as well as Metro-certified SBE firms.

T. Y. Lin International exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment. While the Consultant made a DBE commitment, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

Small Business Goals	**25% SB (including 3% MB) 3% DVBE**	**Small Business Commitment**	**20.74% SB 5.29% MB 3.03% DVBE**

	SB Subcontractors	**% Committed**
1.	ArcheoPaleo Resource Management, Inc.	0.55%
2.	Fountainhead Consulting Corporation	5.95%
3.	G3 Quality	1.75%
4.	Kroner Environmental Services, Inc.	2.05%
5.	Sapphos Environmental, Inc.	4.67%
6.	ZT Consulting Group, Inc.	5.77%
	Total SB Commitment	**20.74%**

	MB Subcontractor	**% Committed**
1.	STC Traffic, Inc.	5.29%
	Total MB Commitment	**5.29%**

	DVBE Subcontractor	
1.	AIX Safety, Inc.	3.03%
	Total DVBE Commitment	**3.03%**

B. Local Small Business Enterprise (LSBE) Preference:

LSBE preference is not applicable to this California High-Speed Rail Authority ("CAHSRA") funded procurement.

C. Engagement Outreach and Mentoring Plan (COMP)

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. T. Y. Lin International submitted an EOP with its proposal.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contracting Outreach and Mentoring Plan (COMP) is applicable and due forty-five (45) days after contract award. The Contractor must submit a detailed COMP evidencing how it will achieve its listed commitments through the utilization of SB/DVBE firms on the project. The Proposer's post-award COMP shall include an assessment its outreach event(s) and shall describe the plan to follow up with SB/DVBE firms and the small business community after Contract award.

The Contractor is required to mentor four (4) SB/DVBE firms for protégé development. The SB/DVBE Instructions and the Contract Compliance Manual (Non-Federal) provide additional guidelines on the COMP and the submittal requirements.

E. Living Wage and Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this 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).

G. Project Labor Agreement/Construction Careers Policy

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

H. Manufacturing Careers Policy (MCP)

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million



LINK US Phase A
Construction Management Support Services (CMSS)
Contract Award

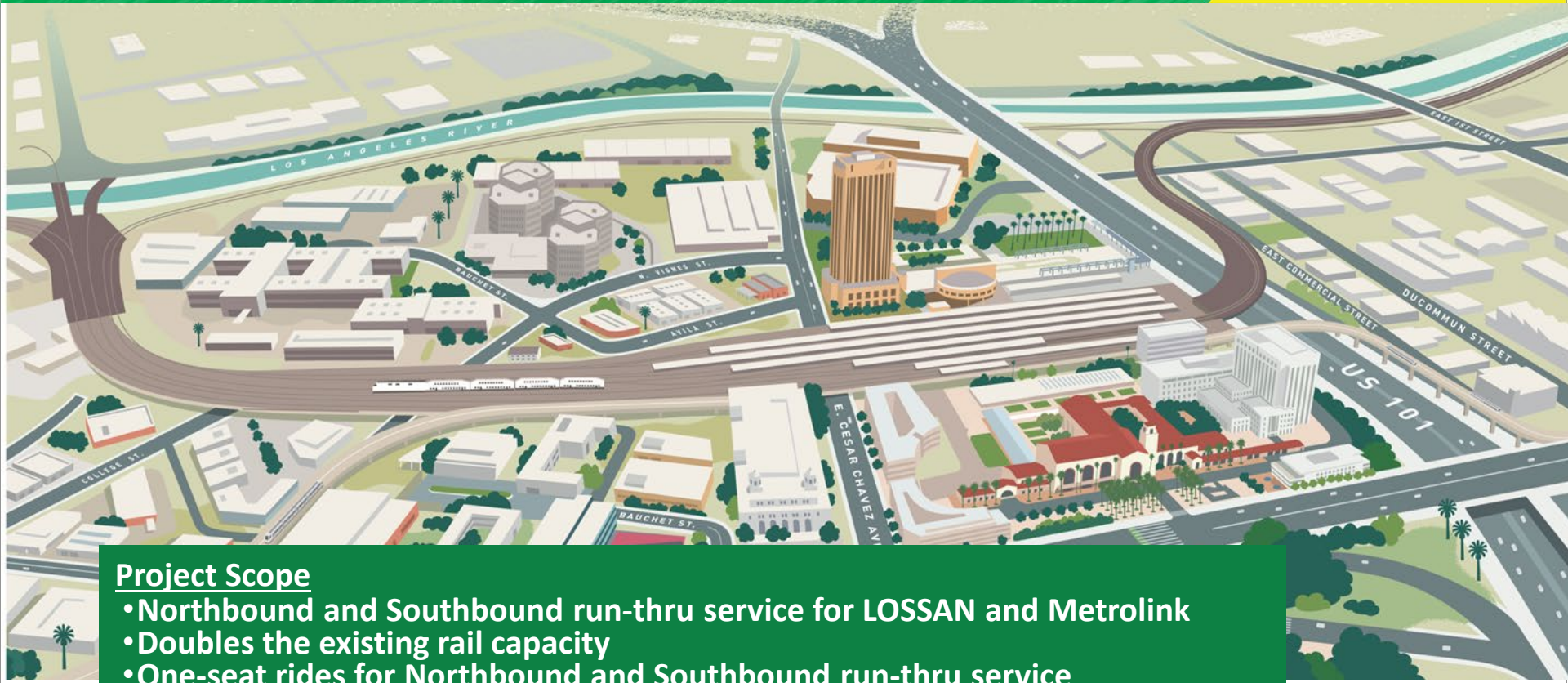
Metro

Link US – Phase A

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a cost reimbursable fixed fee Contract No. AE127279MC084 to T.Y. Lin International, Inc. to provide Construction Management Support Services (CMSS) for the Link Union Station Project (Link US) for the not-to-exceed (NTE) amount of $13,796,413 for the two (2) year base term, and $49,634,124 for the four one-year option terms, for a total combined not-to-exceed amount of $63,430,537, subject to the resolution of all properly submitted protest(s), if any.

Link US – Phase A



Project Scope

- Northbound and Southbound run-thru service for LOSSAN and Metrolink
- Doubles the existing rail capacity
- One-seat rides for Northbound and Southbound run-thru service
- Reduced dwell times by as much as 20 Minutes
- Accommodates future California High Speed Rail

CMSSC Scope & Funding

- Construction Management Support Services (CMSS) are needed to assist Metro to deliver the Link US project safely, on time, and within budget.
- The services include support for final design development, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction management, early work construction management, main construction management, administration of construction contracts, and contract close out.
- This recommended Board action will include funding for the first year of the two-year base term contract through December 31, 2026, as part of the Preconstruction Phase in the amount of $5,358,957.
- The funding for the second year of the contract through December 31, 2027, will be subject to Board approval of an increase to the Preconstruction Budget to accommodate Early Work by the CM/GC Contractor in early 2026.
- Future work will be funded on an annual work program, year-to-year basis. This approach will result in more accurate budgeting for each year, while providing better control over consultant services costs.

Procurement Summary

Proposer Name	Weighted Average Score	T.Y. Lin International Inc.	Jacobs Project Management Co.	Anser Advisory Management LLC
Experience and Capabilities of Firms on the Team	33%	27.58	26.75	24.01
Experience and Capabilities of the Key Personnel	28%	23.99	23.00	20.92
Project Understanding and Approach	39%	32.07	30.90	29.23
Total	**100**	**83.64**	**80.65**	**74.16**

Year	Phase	Contract Cost
1st Year	Preconstruction	$5,358,957
2nd Year	Preconstruction with Early Work	$8,437,456
4 Optional Years	Main Construction	$49,634,124
Total		**$63,430,537**

CA High Speed Rail Authority and Metro Small Business Programs

This Contract is subject to California High Speed Rail Authority's Small Business Program Plan (HSR SB Program Plan).

T. Y. Lin International exceeded the goals by making a 20.74% SB commitment, a 5.29% MB commitment, and a 3.03% DVBE commitment.

While the Consultant made a DBE commitment, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, the DBE commitment is not a factor in this recommended action.

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

File #: 2025-0864, **File Type:** Informational Report **Agenda Number:** 19.

CONSTRUCTION COMMITTEE
OCTOBER 15, 2025

SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by $154,000,000 from $3,353,879,593 to $3,507,879,593 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

The Project has reached the final year of its anticipated ten-year duration and has entered the systems integration and testing phase. This Board action requests an increase to the Life-of-Project (LOP) budget which encompasses a settlement agreement with the design/build contractor, Skanska Traylor Shea (STS) that resolves all outstanding contract disputes and updates milestone completion dates. The increase also provides funding for other professional service contracts impacted by schedule extensions. Remaining contingency is limited but expected to be sufficient to support the final closeout of the Project.

BACKGROUND

Section 1 of the nine-mile Purple (D Line) Extension Project represents the initial phase of three sections, all part of Metro's Measure R Program. This section, entirely underground, encompasses the construction of approximately 3.92 miles of double-track heavy rail subway and introduces three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. Additionally, it includes the procurement of 34 heavy rail vehicles and the construction of a Maintenance-of-Way and Non-Revenue Vehicle Building at the south end of the existing Division 20 Yard (Location 64).

Wilshire/La Brea and Wilshire/Fairfax fall under the jurisdiction of the City of Los Angeles, while the Wilshire/La Cienega Station is within the jurisdiction of the City of Beverly Hills.

On July 24, 2014, the Board approved the initial LOP budget of $2,773,879,593. Subsequently, on November 4, 2014, Metro awarded a 107-month design/build contract (C1045) to Skanska Traylor Shea (STS), with Notice to Proceed issued on January 12, 2015. On February 26, 2016, the Board

authorized an increase to the LOP budget, in the amount of $5 million, for an alternative design for the site placement of the Division 20 MOW and NRV Building. On August 27, 2020, the Board authorized a $200 million increase to the LOP budget to address differing site conditions, additional third-party and safety requirements, and scope changes. On May 27, 2021, the Board approved a further $150 million increase to cover tunneling risks and schedule impacts associated with the Wilshire/San Vicente anomaly. Most recently, on May 16, 2024, the Board authorized a $225 million increase, raising the LOP to $3,353,879,593, to fund settlement of multiple contractor claims along with real estate, professional services, and contingency needs. As noted in the May 2024 report, there remained a claim from STS, which was not included in the requested amount. This current action seeks to further amend the LOP to enable execution of a final settlement agreement, which resolves all remaining disputed items.

DISCUSSION

Metro and the design/build contractor, Skanska Traylor Shea (STS), have reached agreement on a settlement that resolves all outstanding contract disputes and locks in the cost to finish the Project. This settlement follows years of complex construction that encountered differing site conditions, unforeseen third-party requirements, and scope adjustments. The agreement establishes revised milestone completion dates that support the advancement through systems integration and testing with reduced risk of further delay and no risk of litigation. As noted in the May 2024 Life-of-Project (LOP) budget increase, Request for Change (RFC-12) remained unresolved at that time. This LOP increase fully resolves RFC-12 as part of the settlement with STS.

The Project team is leveraging lessons learned from the recently completed Crenshaw/LAX and Regional Connector Projects, with experienced staff assigned to guide testing and startup. The settlement and budget amendment also include agreement with STS on updated milestone dates for contract completion, which include the remaining street-level activities.

Planned Project Completion

The Project has begun systems integration testing (SIT), building on lessons from Crenshaw/LAX and the Regional Connector. Metro has staff with prior startup and testing experience assigned to guide the work, and the contractor’s team brings direct experience from the Regional Connector.

Initial systems verification (SIT1) testing is nearing completion and full systems integration (SIT2) testing has started and is ongoing. Although much testing remains to be completed, staff anticipate that the project will open for revenue service before the end of Winter 2026. Under the settlement, Substantial Completion is scheduled for January 1, 2026, with City of Beverly Hills street restoration to follow by November 1, 2026.

Economic Benefits of the Project

The economic benefits of the Project have been calculated using the REMI TranSight modeling tool using year of expenditure dollars (YOE$). The model extends the economic impacts previously calculated by LAEDC beyond the construction phase and into the operations and maintenance phases and accounts for economic activity in addition to construction. This allows benefits such as

travel time savings, emissions reductions, leisure time savings, and safety impacts, in addition to the economic stimulus from the public investment to be incorporated, as well as the impact from permanent operating jobs created after the Project is placed in service. REMI is the leading software solution for evaluating the total economic effects of transportation policy and is used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG). The total Project investment (including capital, interest, and operations and maintenance expenditures) is estimated to generate about $5.2 billion in direct, indirect, and induced economic output for the Los Angeles regional economy through FY 2047. These figures consider this segment of the Project in isolation. The potential economic benefits that the Project creates for other components of the transportation network by increasing passenger trips and connectivity are not separately estimated. The Project is also expected to generate 30,600 construction jobs and 34,000 non-construction jobs (Each job is equivalent to a full-time position for a one-year period).

Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) are applicable to the Project's design/build contract (C1045). The Contractor is committed to complying with the PLA/CCP workforce requirements. To date, the Contractor is achieving the 40% Targeted Worker Goal (from economically disadvantaged areas) at 63.93%, the 20% Apprentice Worker Goal at 19.69%, and the 10% Disadvantaged Worker Goal at 11.66%. Female participation is at 4.15%, equivalent to a grade of C, and is anticipated to continually increase as construction progresses.

DETERMINATION OF SAFETY IMPACT

This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The adopted FY26 Budget provides the necessary funds under Project 865518 Purple (D Line) Extension Project Section 1 and in Cost Center 8510 (Construction Project Management).

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds for the recommended action is local Measure R 35% Transit Capital and Proposition C 25%. Since the increase exceeds the remaining amount of Measure R available to the Project, additional funding from other sources must be added to free up the full amount. Surface-level street construction costs not subject to the 1998 ordinance restrictions were identified to be paid by Proposition C 25% and free up Measure R. These fund sources are not Subregional Equity Program funds and are not eligible for Metro Operations.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan, as shown in Attachment A. With respect to the $154,000,000 increase. Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy)

analysis and funding strategy required for cost increases to Measure R Projects. A projected breakdown of the cost allocation for the additional funding is included as Attachment C.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, a shorter segment, and has determined these are not feasible. The source of funds to address the LOP budget increase is Measure R 35 Transit Capital and Proposition C 25%. The Measure R ordinance includes $4,074,000,000 that can be expended on the Project, and the Board has approved transfers of Measure R to the Westside Subway Extension totaling $415,391,156. Before the proposed LOP budget increase to the Project, the Board approved $4,456,568,328 of Measure R for the Westside Subway Extension Sections 1, 2, and 3, and for Division 20, leaving a balance of $32,822,827 that can be programmed on the Project. The remaining funding is from Proposition C 25%, which will reimburse prior, or pay future eligible street-related expenditures of the Project and of Westside Purple Line Extension Section 3. The Proposition C 25% programmed on Westside Purple Line Extension Section 3 will free up Measure R 35%, which will be programmed on the Project.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. In summary, the Policy was developed in recognition that some projects would need additional funding, and the Policy provides a consistent and equitable process to ensure that financial impacts are limited to the local area where the project is located and do not have a region-wide impact.

The Policy defines a cascading list of actions that can be taken. Since the Project is so far along, actions such as value engineering or changes in scope are no longer feasible. Additional funding is the only option.

EQUITY PLATFORM

The Project is located in the Cities of Los Angeles and Beverly Hills. The LOP budget increase supports project completion to directly and positively impact the surrounding communities and the broader region by improving transit connectivity. The Project will provide opportunities such as improved mobility and access to employment, education, health, and other key destinations on the Westside and in other parts of the region.

While the Contractor made a 20.25% Disadvantaged Business Enterprise (DBE) commitment on the Design phase and a 17.00% DBE commitment on the Construction phase, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 93 Metro certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership once the Project is completed. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro would not be able to execute the settlement and complete the Project according to the current schedule.

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation.

ATTACHMENTS

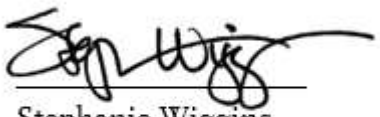
Attachment A - Funding Expenditure Plan
Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis
Attachment C - Projected Breakdown of Cost Allocation for $154 Million

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
PURPLE (D LINE) EXTENSION PROJECT SECTION 1
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project 865518	Current LOP Budget (May 2024)	Proposed LOP Budget Revision	Prior Expenditures	FY26	FY27	FY28	LOP Budget Forecast	% of Total
Uses of Funds								
Construction	2,359.8	2,504.3	2,276.0	121.7	106.6	-	**2,504.3**	71.4%
Right-of-Way	210.9	210.9	202.4	6.5	2.0	-	**210.9**	6.0%
Vehicles	108.3	108.3	47.2	25.0	25.0	11.1	**108.3**	3.1%
Professional Services	622.4	642.9	598.1	38.0	6.8	-	**642.9**	18.3%
Project Contingency	13.1	2.1	-	-	2.1	-	**2.1**	0.1%
Subtotal Project	**3,314.5**	**3,468.5**	**3,123.7**	**191.2**	**142.5**	**11.1**	**3,468.5**	**98.9%**
Environmental/Planning	39.4	39.4	39.4	-	-	-	**39.4**	1.1%
Total Project Cost	**3,353.9**	**3,507.9**	**3,163.1**	**191.2**	**142.5**	**11.1**	**3,507.9**	**100.0%**
Sources of Funds								
Section 5309 New Starts	1,250.0	1,250.0	1,081.5	132.2	25.2	11.1	**1,250.0**	35.6%
Section 5309 New Starts - American Rescue Plan Act of 2021	66.4	66.4	66.4	-	-	-	**66.4**	1.9%
Congestion Mitigation & Air Quality Program (CMAQ)	12.2	12.2	12.2	-	-	-	**12.2**	0.3%
Section 5339 Alternatives Analysis	0.5	0.5	0.5	-	-	-	**0.5**	0.0%
Measure R 35% (TIFIA Loan Proceeds)	749.3	749.3	749.3	-	-	-	**749.3**	21.4%
Measure R - Transit Capital (35%)	1,109.8	879.8	754.0	60.8	65.0	-	**879.8**	25.1%
Measure R 35% from Crenshaw*	83.6	415.4	415.4	-	-	-	**415.4**	11.8%
Proposition C - Transit-Related Streets and Highways (25%)	0.0	52.3	-	-	52.3	-	**52.3**	1.5%
Local Agency Transit Project Contributions	75.3	75.3	75.3	-	-	-	**75.3**	2.1%
Repayment of Capital Project Loans (Fund 3562)	0.0	(1.8)	-	(1.8)	-	-	**(1.8)**	-0.1%
Transportation Development Act (TDA) - Admin	4.1	5.9	5.9	-	-	-	**5.9**	0.2%
Regional Improvement Program Funds (RIP)	2.6	2.6	2.6	-	-	-	**2.6**	0.1%
Total Project Funding	**3,353.9**	**3,507.9**	**3,163.1**	**191.2**	**142.5**	**11.1**	**3,507.9**	**100.0%**

ATTACHMENT B

Westside Purple Line Extension Section 1 Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The purpose of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 1 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board on May 16, 2024, at $3,353,879,593. The Project is now subject to the Policy analysis due to a proposed $154,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2027. The Project anticipates the revenue service date to extend through the winter of 2025. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue before taking any action to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

1) Scope reductions;
2) New local agency funding resources;
3) Value Engineering;
4) Other cost reductions within the same transit or highway corridor;
5) Other cost reductions within the same subregion; and finally,
6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The Project is nearly completed with “Substantial Completion” scheduled for January 1, 2026. There is no opportunity to materially reduce the Project scope to address the cost increase.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R funding and is allocated a portion of the total $4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan. The Board has also approved transfers of Measure R to Westside Subway Extension totaling $415,391,156 from the Crenshaw/LAX project. Prior to the proposed LOP increase to the Project, the Board has approved $4,456,568,328 of Measure R Westside Subway Extension programming for Sections 1, 2, and 3, and for Division 20. Board policy (the May 2011 Fiscal Responsibility Policy for Measure R Transit and Highway Capital Project Contingencies) requires that under certain conditions interest on debt issued to finance a Measure R project is charged back to the project. Metro staff and County Counsel have determined that the conditions have not been met, and the debt interest can be funded from the Measure R contingency fund and not from the Project.

The Project is located in the Central City and Westside subregions and has station locations in the cities of Beverly Hills and Los Angeles. Local funding resources from both subregions and the cities could be considered for the cost increase.

Subregional Programs
Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The subregions could allocate a portion of the funding for the Project, which requires notice to and approval by the subregions. Metro staff has previously recommended that the Measure M Subregional Equity Program (SEP) is used to address cost increases in the respective subregion. Staff recommended the South Bay and Central City Area subregions allocate a portion of the SEP to address a $90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocates $126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse $84,571,156 for a Westside Extension Section 1 cost increase, and Central City Area utilize SEP funding to address an $11,900,000 shortfall on the Eastside Light Rail Access project (Board item #2020-0931). However, motion #2021-0435 from June 2021 states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions
The Cities of Los Angeles and Beverly Hills have Project stations and are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and is a requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project, and the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide “local return” funding to Los Angeles and Beverly Hills. Los Angeles will receive an estimated $3.6 billion of local

return over the ten years from FY 2026 to FY 2035 while Beverly Hills is expecting $30 million that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increases to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is presumed these funds would similarly not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)
The FTA has previously granted the Purple Line Subway Extension Section 1, Section 2, and Section 3 projects $1.25 billion, $1.187 billion, and $1.3 billion, respectively, through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on all three sections by $218,284,002. In addition, through federal budgetary action, FTA provided an additional $59,583,554 for Section 1 and has accelerated much of all three sections' New Starts funding compared to the scheduled payments in the Full Funding Grant Agreement.

Metro used the additional New Starts to address $66,428,844 of a $150,000,000 cost increase for Section 1 in May 2021, a $75,000,000 cost increase for Division 20 in February 2022, an $80,000,000 cost increase for Division 20 in April 2023, and a $134,000,000 cost increase for Section 2 in July 2023, but no further capacity remains.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not possible, given the Project is expected to achieve Substantial Completion in January 2026.

Value Engineering
The Project is nearly completed with Substantial Completion scheduled for January 1, 2026. There is no opportunity for value engineering to address the cost increase.

Other Cost Reductions within the Same Transit or Highway Corridor or the Same Sub-region
The city and subregion have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

The city of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses. Currently, there is no meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project and all other projects are moving through their respective development process.

The subregions receive Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, West Santa Ana Branch, Vermont BRT, and Lincoln Blvd BRT. These projects have not been completed and are actively being developed by Metro in coordination with local agencies. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

Countywide Cost Reductions and/or Other Funds

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. These funds are programmed for other uses in Metro's 2025 Short Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding, including operations-eligible funds, are limited due to the restriction on using Proposition A and C for the Project and include General Fund and Lease Revenues. To address the restriction on Proposition A and C for the new subway, Metro has previously implemented multi-project funding swaps where Proposition A and or C was programmed on a project and an equal amount of Measure R was then programmed on the subway project with the cost increase. Countywide funds would be considered if new local agency resources are not utilized for the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Improvement Program (RIP), Local Partnership Program (LPP), and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, before the current LOP increase, includes $12.2 million of CMAQ, but no STBGP, RIP, and LPP are allocated. There is currently no capacity in the RIP or LPP. The RIP has been allocated to projects to be submitted in Metro's 2026 RTIP and the RIP funds are not available until 2030. The current cycle of the LPP was allocated for other purposes during 2025. CMAQ and STBGP program guidelines after the 2021 corrective action now require any new project or new project phase funded with CMAQ and/or STBGP funds to be subject to a formal nomination and competitive project selection process. Metro has already submitted other projects for the 2025 nomination process.

Recommendation

Metro staff recommends using $121,177,173 of Proposition C 25% Transit-Related Streets and Highways and $32,822,827 of Measure R 35% Transit Capital for the proposed $154,000,000 LOP budget increase. The Proposition C 25% will reimburse prior, or pay future eligible street-related expenditures of the Project and of Westside Purple Line Extension Section 3. The Proposition C 25% programmed on Westside Purple Line Extension Section 3 will free up Measure R 35%, which will be programmed on the Project, dollar-for-dollar. The following table illustrates the funding by project.

Strategy to Address Westside Purple Line Extension Section 1 LOP Increase

($ in millions)	**Measure R 35%**	**Proposition C 25%**	**Total**
Westside Purple Line Extension Section 1	$101.7	$52.3	$154.0
Westside Purple Line Extension Section 3	$(68.9)	$68.9	-
Total	$32.8	$121.2	$154.0

ATTACHMENT C

PURPLE (D LINE) EXTENSION PROJECT SECTION 1

Projected Breakdown of Cost Allocation for $154 million

Amount	Description
$144,500,000	**Construction** Tunnels, Stations, Trackwork, Systems and Systems Integration Testing (D/B Contract C1045)
$9,500,000	**Professional Services** o EMSS - WSP: Engineering management support services providing design review support and assessment of engineering issues during construction. o DSDC - SECOTrans: Systems Engineering management support services providing design review support and assessment of engineering issues during construction. o CMSS - WEST: Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support. o Third Party Coordination - City of Beverly Hills: Provides engineering, construction support and legal services for City Staff and Consultants associated with the D/B Contract C1045.
$154,000,000	**Total Increase**

Board Report 2025-0864

October 2025

Life of Project (LOP) Budget Increase

WESTSIDE PURPLE LINE EXTENSION SECTION 1

BACKGROUND

- The Project is currently 98% complete.
- With the implementation of the pending settlement agreement, the anticipated Revenue Service Date (RSD) is Winter 2026.
- Estimated Section 1 daily linked trips on the project using current year inputs of population and employment are 20,700. This number is expected to grow to 33,700 daily linked trips by 2035.

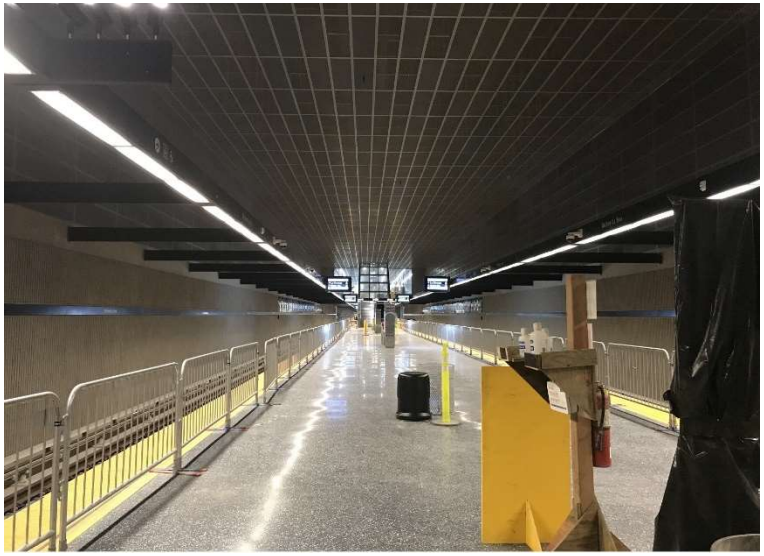


WESTSIDE PURPLE LINE EXTENSION SECTION 1

- Since the last Board Report action in 2024, the Design/Build Contractor submitted a $270 million claim related to RFC-12 (Delay, Schedule Mitigation, and Inefficiency).

- The Project has negotiated a pending settlement agreement of $150 million to address this claim and close all remaining disputed items under the C1045 Contract.

- The recommended $154 million budget increase will:
  - Provide funding for the negotiated $150 million settlement of the Contractor's $270 million claim related to RFC-12 (Delay, Schedule Mitigation, and Inefficiency).
  - Provide $4 million in funding for Professional Services, City of Beverly Hills coordination, and close-out activities through Substantial Completion and final street restoration.



Wilshire/La Brea Station Platform



Wilshire/La Cienega Station Plaza

Metro

WESTSIDE PURPLE LINE EXTENSION SECTION 1

FUNDING

- Sources: Measure R 35% Transit Capital and Proposition C 25%.

- Basis: Consistent with the Measure R and Measure M Unified Cost Management Policy (Attachment B).

RECOMMENDATION

APPROVE: AMENDING the Life of Project (LOP) budget by $154,000,000

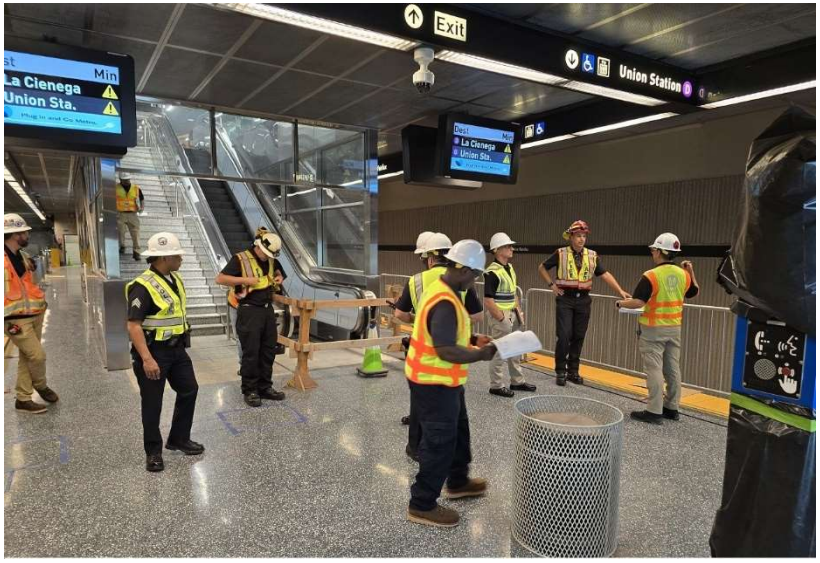
- Current LOP: $3,353,879,593
- Revised LOP: $3,507,879,593

NEXT STEPS

- Execute the final settlement agreement with the C1045 Design-Build Contractor (STS).

- Continue Systems Integration Testing (SIT2) and achieve Substantial Completion – January 2026.

- Target Revenue Service Date (RSD): Winter 2026.



Emergency Drills Prep at Wilshire/Fairfax Station



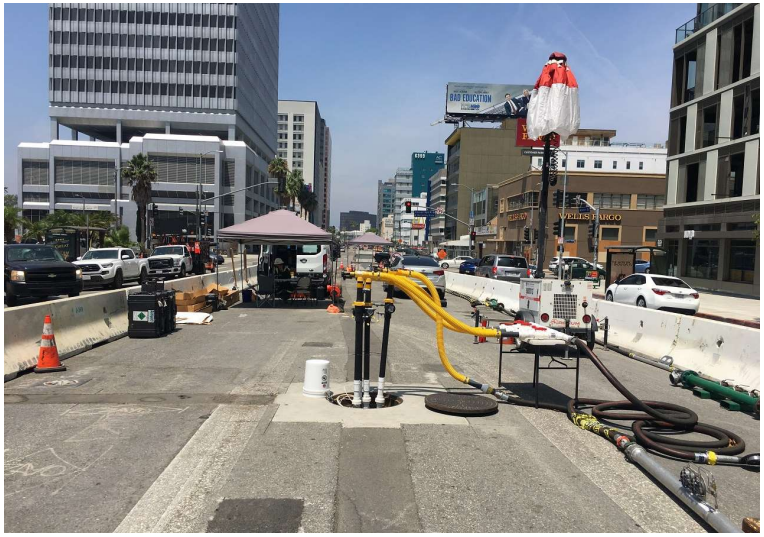
Preparation for Train Testing

Metro

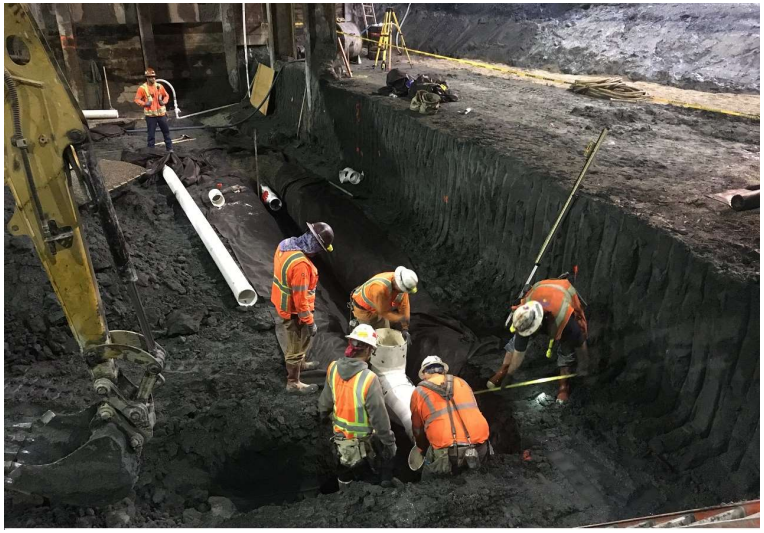
Project Complexity

Technically Complex, Urban & High-Risk Conditions

- First 3.9-mile segment of the 9-mile D Line Extension with three underground stations and twin tunnels under Wilshire Boulevard.
- Tar sands, methane zones, and high groundwater conditions required constant adjustment and monitoring.
- All work performed in the public right of way while maintaining traffic, utilities, and business access.



Gas Extraction During Tunnelling on Wilshire Blvd



French Drain Installation at Wilshire/La Cienega Station

Lessons Learned and Metro Response

Building Safety, Innovation, and Program Improvements

The following two items were implemented during Section 1 and applied during Sections 2 and 3:

- Added settlement monitoring systems, dewatering wells, trench drains, and gas mitigation measures.

- Used horizontal directional drilling (HDD) to locate and avoid abandoned oil wells.

- Due to geotechnical and underground issues experienced by this project, new engineering procedures were issued in 2024 that require a multi-phased and progressive approach to geotechnical investigation (ENG-02) prior to contracting for construction. Had this new investigative approach been in place, staff believes that the excessive groundwater, dewatering, and soil settlement potential would have been known prior to contract award.



Potholing for Wilshire/San Vicente Tunnel Anomaly

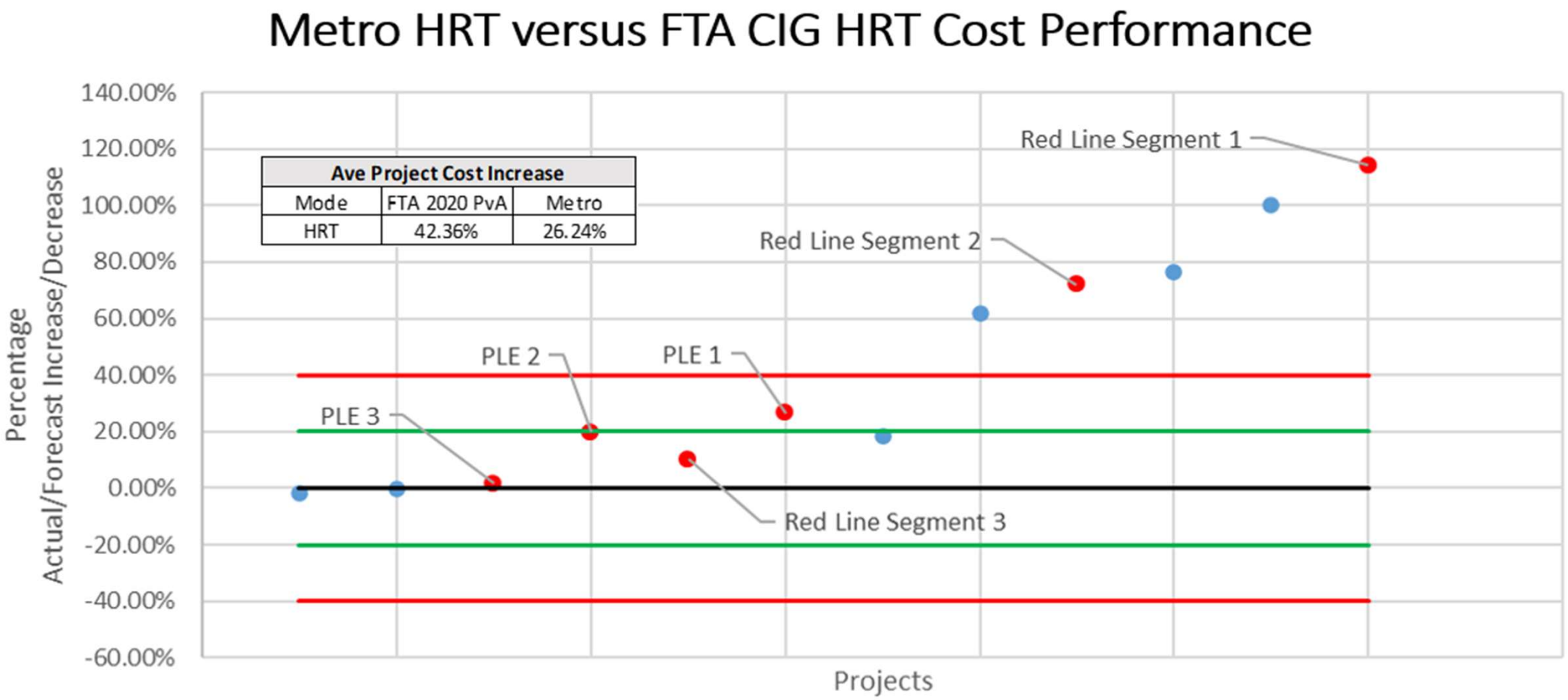


Placing Timbers at Bottom of Wilshire/Fairfax Station

WESTSIDE PURPLE LINE EXTENSION SECTION 1

Performance & Strategic Initiatives:

- FTA 2020 study shows heavy rail projects averaged 42 percent cost growth while Metro's average is approximately 26 percent.
- PLE1 lessons shaped ongoing Strategic Initiatives including:
  - Improving design readiness; Strengthening early systems integration planning; Enhancing program coordination across Sections 2 and 3.
- Demonstrates Metro's commitment to effective delivery and ongoing improvement.



Metro

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

Metro

Board Report

File #: 2025-0787, **File Type:** Contract **Agenda Number:** 21.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

SUBJECT: AUDIT SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Audit Services Bench Contract Nos. PS86611000 through PS86611007 (Attachment C) to exercise the first one-year option in an amount Not-To-Exceed $2,476,605, increasing the cumulative contract value from $7,142,240 to $9,618,845 and extending the period of performance from January 1, 2026 to December 31, 2026.

ISSUE

In October 2022, the Metro Board approved the establishment of the Audit Services Bench Contracts (Bench) for a combined total amount NTE $12,144,985 for a 3-year base term, plus two one-year options. The Bench provides Management Audit Services (MAS) with consulting and assurance services related to a broad range of audits and reviews, including as-needed staffing augmentation support and specialized audits.

Board authorization is requested to exercise the first one-year option to continue to provide specialized expertise and augmented audit services.

BACKGROUND

The Bench was established to support MAS in conducting a wide range of specialized audits and reviews, including as-needed staff augmentation and subject matter expertise. It provides flexibility in bringing in external resources that supplement staff capabilities, enabling the delivery of the Board-approved audit plan by ensuring timely access to specialized expertise and augmented staffing resources. The initial contracts were structured with a not-to-exceed value and options to ensure continuity of audit services. Further background regarding the initial procurement, as well as the price analysis supporting the recommended option, is included in Attachment A. The requested modification, which is the first and only modification to date, is reflected in Attachment B.

DISCUSSION

MAS is required to comply with Generally Accepted Government Auditing Standards (GAGAS).

GAGAS has a due professional care standard which requires MAS to bring in outside experts to supplement staff when the area being audited requires technical or specialized skills that are not available within the department. Co-sourcing is typically used to supplement staff expertise with highly specialized audits that exceed internal capacity and/or resources. Outsourcing is used when the complexity of the audit or the specialized skillsets and/or capacity required are not available in-house. Specialized audits that generally fall under this requirement include information technology projects, including construction or operations projects, programs and/or processes. Other areas of work outsourced or co-sourced to expert firms include Call-for-Projects closeout audits, grant audits such as the State Transportation Improvement Program, as well as financial, compliance, and external audits of subrecipients, Metro, and other entities.

To meet these needs effectively, the Bench is divided into two disciplines, staff augmentation and subject matter expertise, based on the nature of the audits (Attachment C). The firms selected for each discipline reflect the specialized capabilities required for these types of audits.

To date, a total of 17 task orders have been issued against the Bench, for a cumulative total value of $6,200,181, or 87% of the total NTE amount of $7,142,240 for the initial 3-year base term. Currently, four of the eight firms on the Bench are certified as Small Business Enterprises (SBE), and task orders have been awarded to these firms in a cumulative amount of $5,620,561, or 91% of the total awarded value. Because the bench is subject to the Small Business Set-Aside Program, priority is given to SBE firms. As a result, three of the four non-small business firms have not been awarded any task orders to date.

DETERMINATION OF SAFETY IMPACT

The recommendation does not impact the safety of Metro employees, passengers and/or customers.

EQUITY PLATFORM

Metro is committed to small business success and strives to provide a direct route for small businesses to work and grow with Metro. Each prime consultant has established distinct commitments for Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) participation. The bench currently includes eight prime consultants, four are SBE certified. To date, seventeen task orders have been awarded under this bench. The overall cumulative participation level across all bench participants is 76.14% SBE and 0% DVBE.
While each prime consultant also made an overall Disadvantaged Business Enterprise (DBE) commitment on this bench contract, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 10 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the professional services provided through the Audit Services Bench support the agency's goal of promoting effective and efficient operations and continuous improvement within the organization. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, it is consistent with the goal of reducing VMT.

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

FINANCIAL IMPACT

Funding for FY26 is included in the department cost center budgets. Each task order awarded to a Contractor will be funded with the source of funds identified for the specific project. Recognizing the Bench option will continue into FY2027, the cost center manager(s) will be accountable for budgeting future costs.

Impact to Budget

The funding for the task orders is dependent upon the specific project.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The Audit Services Bench will enable MAS to conduct specialized and time-sensitive audits in a responsive manner, supporting the agency's projects, programs, and initiatives.

ALTERNATIVES CONSIDERED

Two alternatives were considered. One alternative would be to hire additional full-time staff to perform the specialized audits. However, this alternative is not cost-effective because the volume of work fluctuates constantly, making this activity subject to periods of peak activity alternating with periods of low activity. Furthermore, some projects require various technical or specialized skills that are not readily available, as it is not practical to hire staff for each particular skill set. Another alternative would be to obtain the audit services through separate procurements. This is also not recommended, as this would prolong the procurement process, making it difficult to complete time-sensitive audits within the planned timeframe.

NEXT STEPS

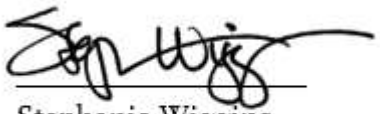
Upon Board approval, staff will execute Contract Modification No. 1 to the Audit Services Bench Contracts Nos. PS86611000 through PS86611007 and continue to award individual task orders for audit services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Firms on the Audit Services Bench
Attachment D - DEOD Summary

Prepared by: Monica Del Toro, Senior Manager, Audit (213) 922-7494
Lauren Choi, Senior Director, Audit, (213) 922-3096
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Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 213-4471

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

1.	**Contract Number**: PS86611000 through PS86611007			
2.	**Contractor**: Various (See Attachment C)			
3.	**Mod. Work Description**: Exercise first, one-year option.			
4.	**Contract Work Description**: Provide audit support services.			
5.	**The following data is current as of**: 8/5/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/27/22	**Contract Award Amount:**	$7,142,240
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	12/31/25	**Pending Modifications (including this action):**	$2,476,605
	Current Est. Complete Date:	12/31/26	**Current Contract Value (with this action):**	$9,618,845
7.	**Contract Administrator**: Aielyn Dumaua		**Telephone Number**: (213) 922-7320	
8.	**Project Manager**: Monica Del Toro		**Telephone Number**: (213) 922-7494	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to Contract Nos. PS86611000 through PS86611007 to exercise the first, one-year option for audit support services and extend the period of performance from January 1, 2026, to December 31, 2026.

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

In October 2022, Metro awarded eight Audit Bench Services Contracts Nos. PS86611000 through PS86611007 to provide audit support services. The period of performance is a three-year base with two, one-year options.

No modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended amount has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive award in October 2022. Pricing remains unchanged and is lower than current market rates for similar services. The Independent Cost Estimate (ICE) is based on the previously established Not-To-Exceed (NTE) amount for the first, one-year option term.

Proposal Amount	Metro ICE	Recommended Amount
$2,476,605	$2,476,605	$2,476,605

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

Mod No.	Description	Status (approved or pending)	Date	Amount
1	Exercise the first, one-year option extending the period of performance from 1/1/26 through 12/31/26	**Pending**	**Pending**	**$2,476,605**
	Modification Total			**$2,476,605**
	Original Contract:		**10/27/22**	**$7,142,240**
	Total:			**$9,618,845**

ATTACHMENT C – FIRMS ON THE AUDIT SERVICES BENCH

Contract No.	Consultant	Certifications
PS86611000	BCA Watson Rice, LLP	SBE
PS86611001	Qiu Accountancy Corporation	DBE / SBE
PS86611002	Simpson & Simpson, LLP	NONE
PS86611003	Talson Solutions, LLC.	DBE
PS86611004	TAP Financials, LLP	NONE
PS86611005	Tap International, Inc.	DBE / SBE
PS86611006	The Lopez Group, LLP	DBE / SBE
PS86611007	Vasquez and Company, LLP	NONE

DEOD SUMMARY

AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

A. Small Business Participation

Each prime consultant made unique overall Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) commitments on the Audit Services Bench. Progress toward meeting overall SBE and DVBE commitments is measured based on the cumulative participation achieved through all task orders awarded to each prime.

The Small Business Prime (Set-Aside) Program is applicable to this bench because there are at least three (3) SBEs on the bench. To date, seventeen (17) task orders have been awarded to four (4) SBEs. Eleven (11) of those task orders have been awarded through the Set-Aside process.

While each prime consultant also made an overall Disadvantaged Business Enterprise (DBE) commitment on this bench contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, any DBE commitments are not a factor in this recommended action.

1. BCA Watson Rice (BCA) (PS866110)

BCA, an SBE-certified firm, has been awarded eight (8) task orders, all through the Set-Aside process. BCA made an overall 97% SBE and 3% DVBE commitment. Based on payments, the contract is 24% complete and the current SBE participation is 97.80%.

Small Business Commitment	**97% SBE 3% DVBE**	**Small Business Participation**	**97.80% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	BCA Watson Rice LLP (Prime)	97%	97.80%
	Total SBE Commitment	**97%**	**97.80%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	Logic Technology Group LLC	3.00%	0.00%
	Total DVBE Commitment	**3.00%**	**0.00%**

2. Qiu Accountancy Corporation (Qiu) (PS866111)

Qiu, an SBE-certified firm, has been awarded one (1) federally funded task order. Qiu has not been awarded any non-federally funded task orders. Qiu made an overall 97% SBE and 3% DVBE commitment.

Small Business Commitment	**97% SBE 3% DVBE**	**Small Business Participation**	**0% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	Qiu Accountancy Corporation (Prime)	97%	0%
	Total SBE Commitment	**97%**	**0%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	Juventino Gayatan, Jr. dba JGTaxPro	3%	0%
	Total DVBE Commitment	**3%**	**0%**

3. Simpson & Simpson LLP (PS866112)

Simpson & Simpson LLP has not been awarded any task orders to date. Simpson & Simpson LLP made an overall 30% SBE and 3% DVBE commitment.

Small Business Commitment	**30% SBE 3% DVBE**	**Small Business Participation**	**0% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	Qiu Accountancy Corporation	30%	0%
	Total SBE Commitment	**30%**	**0%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	Dennis Nelson CPA APC	3%	0%
	Total DVBE Commitment	**3%**	**0%**

4. Talson Solutions (Talson) (PS866113)

Talson has not been awarded any non-federally funded task orders to date. Talson made an overall 90% SBE and 3% DVBE commitment.

Small Business Commitment	**90% SBE 3% DVBE**	**Small Business Participation**	**0% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	TBD	90%	0%
	Total SBE Commitment	**90%**	**0%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	TBD	3%	0%
	Total DVBE Commitment	**3%**	**0%**

5. TAP Financial, LLP (PS866114)

TAP Financials, LLP (TAP) has not been awarded any task orders to date. TAP made an overall 30% SBE and 3% DVBE commitment.

Small Business Commitment	**30% SBE 3% DVBE**	**Small Business Participation**	**0% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	TAP International	30.00%	0%
	Total SBE Commitment	**30.00%**	**0%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	DVBE Technology Group	3%	0%
	Total DVBE Commitment	**3%**	**0%**

6. TAP International, Inc. (TAP Int'l) (PS866115)

TAP Int'l, an SBE-certified firm, has been awarded one (1) task order through the Set-Aside process. TAP Int'l made overall 27% SBE and 3% DVBE commitment.

Based on payments, the contract is 96% complete and the current SBE participation is 100%.

Small Business Commitment	**27% SBE 3% DVBE**	**Small Business Participation**	**100% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	TAP International (Prime)	27%	100%
	Total SBE Commitment	**27%**	**100%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	DVBE Technology Group	3%	0.00%
	Total DVBE Commitment	**3%**	**0.00%**

7. Lopez & Associates, LLP (Lopez) (PS866116)

Lopez, an SBE-certified firm, has been awarded four (4) task orders, including two (2) through the Set-Aside process. Lopez made an overall 97% SBE and 3% DVBE commitment. The contract is 69% complete based on payments, and current participation reflects 100% SBE and 0% DVBE. Lopez is exceeding its SBE commitments. However, there is a 3% shortfall in DVBE participation. Lopez explained that the two non-federally funded task orders were staffing supplement procurements that did not provide subcontracting opportunities. The firm reported that it intends to engage a DVBE firm as opportunities arise.

Small Business Commitment	**97% SBE 3% DVBE**	**Small Business Participation**	**100% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	Lopez & Associates, LLP (Prime)	97%	100%
	Total SBE Commitment	**97%**	**100%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	TBD	3%	0%
	Total DVBE Commitment	**3%**	**0%**

8. Vasquez & Company, LLP (Vasquez) (PS866117)

Vasquez has not been awarded any task orders to date. Vasquez made an overall 27% SBE and 3% DVBE commitment.

Small Business Commitment	**27% SBE 3% DVBE**	**Small Business Participation**	**0% SBE 0% DVBE**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	BCA Watson Rice LLCP	27%	0%
	Total SBE Commitment	**27%**	**0%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	Amerit Consulting	3%	0%
	Total DVBE Commitment	**3%**	**0%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) **does not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Delivering value through partnership and trust

Audit Services Bench

Executive Management Committee

October 16, 2025

Kimberly Houston, Deputy Chief Auditor
Alfred Rodas, Senior Director, Audit
Monica Del Toro, Senior Manager, Audit

Metro

MANAGEMENT AUDIT SERVICES

Recommendation / Background



Action: Approve Modification No. 1 to existing Contracts for a one-year option through December 31, 2026. Not-to-exceed amount of $2.5M increasing contract value to $9.6M.



Background: Bench established in 2022 for specialized audit services and staff augmentation, with 17 task orders issued to date for a total of $6.2M.

Next Steps

- Staff will execute contract modifications.
- Continue to award individual task orders for audit services.

Questions

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

File #: 2025-0801, **File Type:** Informational Report **Agenda Number:** 22.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

SUBJECT: 2025 ENERGY MASTER PLAN

ACTION: ADOPT METRO'S ENERGY MASTER PLAN

RECOMMENDATION

ADOPT the Energy Master Plan recommendations (Attachment A).

ISSUE

Metro's energy supply is fundamental to sustaining operations, advancing clean energy and environmental goals, and ensuring system resiliency. Yet the external energy landscape is marked by increasing supply constraints, rising costs, and heightened vulnerability to climate-driven disruptions. At the same time, Metro's expanding portfolio of energy assets-such as electric vehicle charging infrastructure, solar panels, and energy storage systems-requires not only capital investment, but also ongoing integration through software platforms, cybersecurity protections, and a skilled workforce capable of managing and optimizing these technologies.

In this context, Metro's *2025 Energy Master Plan* (EMP) provides the agency with a timely opportunity to proactively design a comprehensive energy ecosystem plan. The EMP addresses projected energy needs, identifies cost-effective strategies for clean energy generation, and recommends targeted investments in energy management technologies and resiliency projects that will enable Metro to meet future demand while controlling costs and strengthening system reliability.

BACKGROUND

The Metro 2025 EMP represents the agency's first formal energy master planning update since the *Energy Conservation and Management Plan* (ECMP) was developed and adopted in 2011. Since that time, Metro has implemented numerous energy-related initiatives, established and made progress toward ambitious energy and climate goals, and deployed on-site renewable energy and electric vehicle charging systems across its operations.

Changing external conditions now requires a more proactive and integrated approach. Macroeconomic realities-including energy supply constraints driven by electrification demand, insufficient investment in grid infrastructure, rising energy prices, and energy technology supply chain challenges-combine with climate-driven stressors such as extreme heat, wildfire, and other severe weather events to heighten the need for comprehensive energy planning, cost

management, and resiliency.

Metro's growing need for resiliency was reinforced by the 2022 climate risk screening of assets, staff, and customers, followed by a 2023 evaluation of Metro's adaptation, continuity of operations, and resiliency measures. These findings informed the 2025 *Climate Action and Adaptation Plan* (CAAP) update. Key energy-related risks include increased grid outages and mechanical and electrical system disruptions associated with higher ambient temperatures, flooding, and storms. Metro has integrated these risks into the *All Hazards Mitigation Plan* (AHMP), which emphasizes making climate and emergency management agency-wide considerations. Consistent with the Agency-wide Continuity of Operations Plan (COOP), which identified 19 critical business units requiring rapid resumption following disruption, the EMP provides energy-focused strategies to enhance system reliability.

In parallel, Metro's *Vision 2028* and transit demand management goals further underscore the need for a proactive, dynamic energy planning framework that can sustain operational reliability, build resiliency, and mitigate potential supply or delivery constraints as ridership grows.

Metro's strategic energy and climate commitments also shape the EMP. In 2020, the Board adopted the *Moving Beyond Sustainability Plan* (MBS), the agency's 10-year sustainability plan that establishes transformative goals to reduce environmental impacts, address the climate crisis, and advance equity and resiliency across Los Angeles (LA) County. Within the MBS, Metro committed to two key energy management targets:

1. Reduce facility energy consumption by 17% by 2030, relative to the Business-as-Usual (BAU) scenario.
2. Increase on-site renewable energy generation to 7.5 MW.

While the MBS outlines strategies toward these targets, the EMP provides the holistic, integrated analysis of current and projected energy usage needed to guide achievement. Accordingly, all energy demand and renewable energy strategies in the EMP are fully aligned with and reflected in the MBS.

Metro's Board adopted CAAP in 2019, which set two agency-wide greenhouse gas (GHG) reduction targets:

1. Reduce total GHG emissions 79% by 2030 (from 2017 baseline).
2. Achieve net-zero GHG emissions by 2050.

These CAAP targets were subsequently incorporated into the MBS in 2020, reinforcing Metro's commitment to deep decarbonization. The EMP complements these efforts by advancing strategies for energy cost management, expanded procurement of carbon-free electricity, and associated energy resiliency investments that will enable Metro to meet its 2030 and 2050 GHG reduction goals.

DISCUSSION

The EMP represents a critical, timely effort to establish a comprehensive and dynamic roadmap for Metro's future energy needs. Developed to address projected increases in energy demand, costs, and resiliency challenges, the EMP provides an integrated framework to guide cost-effective investments in clean power generation, energy management technologies, and resiliency measures across Metro's system.

The EMP is built on a rigorous technical foundation. It incorporates detailed energy forecasts using an Excel-based modeling tool that integrates building- and meter-level consumption data, historic and projected energy prices, zero-emission bus (ZEB) rollout schedules, traction power demands, fleet and non-revenue electric vehicle (EV) charging, on-site solar photovoltaic (PV) generation, and current and future facility energy needs based on approved capital and operational plans. Core planning and policy documents-including the MBS*, Vision 2028, the Long -Range Transportation Plan* (LRTP), the Equity Toolkit, and the CAAP-were aligned with operational data to ensure consistency with Metro's long-term goals. Recommendations were further informed by research into energy management best practices and validated through multiple working sessions with Metro staff and community-based organizations (CBOs).

Findings

Key findings indicate that Metro's energy profile will undergo significant transformation between 2025 and 2050. Electricity demand, primarily driven by electrification of the bus fleet and system expansion, is forecast to increase from 334 GWh in 2024 to over 1,000 GWh by 2050, representing a 200% increase. Current annual energy costs of $95 million are also projected to rise substantially over this period. When accounting for utility rate escalation and increased energy consumption, total costs in 2050 could reach between $520 million under a low scenario (3% average annual rate increase) and $1.77 billion under a higher scenario (8% average annual rate increase).

The table below presents projected total energy costs for 2050 under different utility rate escalation scenarios. Year 2050 energy usage is assumed to remain constant across scenarios, while utility rates change 3 percent, 6 percent, and 8 percent per scenario.
The table also identifies the relative contribution of energy consumption growth versus utility rate escalation and inflation to the total cost increase, illustrating the impact of future rate increases on Metro's energy expenditures.

Year 2050 Cost Scenarios (Non-Cumulative)	Energy Usage (A)	Utility Rate Escalation & Inflation (B)	Total Costs (A+B)	% of 2050 Energy Cost due to Energy Usage	% of 2050 Energy Cost Due to Utility Rate Escalation &Inflation
3% average annual increase	$239.7M	$280.4M	$520.1M	46%	54%
6% average annual increase	$239.7M	$850.8M	$1.09B	22%	78%
8% average annual increase	$239.7M	$1.53B	$1.77B	14%	86%

Resiliency pressures will also intensify as electrification expands into areas with known grid supply constraints, particularly within several bus divisions and park-and-ride facilities. Current reliance on renewable diesel backup generators and uninterruptible power supply (UPS) systems provides only limited coverage, and existing solar PV systems are not paired with storage, preventing them from supplying power during outages.

While Metro has achieved 46 percent renewable electricity toward its CAAP goal of 100 percent by 2035, existing solar PV installations (currently 2.6 MW toward a 7.5 MW goal) face operational challenges related to aging equipment, weather impacts, and reactive maintenance practices. Without proactive operations and maintenance strategies, reliance on costlier utility power will increase. Similarly, energy savings and automation technologies remain under-deployed across Metro's facilities, limiting potential efficiency gains. Workforce training programs are also challenged by variability and lack of standardization in control systems, underscoring the need for expanded partnerships and skills development to support the transition to electrification and advanced energy systems.

To address these findings, the EMP identifies four primary areas of recommended action: (1) Energy Planning, (2) Energy Supply, (3) Energy Technology Deployment and Workforce Development, and (4) Stakeholder Engagement. Specific measures include establishing a centralized energy planning steering committee, standardizing operating procedures for resiliency projects, expanding and modernizing solar PV with integrated storage, upgrading building automation systems, piloting energy storage at traction power substations and bus divisions, and strengthening utility, workforce, and community partnerships. These actions are phased and structured to support incremental progress, inform future investment decisions, and provide resiliency and cost-mitigation benefits.

The EMP is intentionally designed as a dynamic, updateable resource that will evolve alongside Metro's operational and capital planning. Over the next 12-18 months, priority focus areas include ZEB division resiliency planning, traction power substation energy storage pilots, and the

development of a comprehensive implementation roadmap. These near-term actions will provide critical lessons learned, establish cost-benefit frameworks, and build institutional capacity to support broader deployment in FY27 and beyond.

Through these measures, the EMP positions Metro to proactively manage its most significant energy challenges, mitigate cost escalation, strengthen operational resiliency, and advance its commitment to a clean, equitable, and sustainable transportation system.

DETERMINATION OF SAFETY IMPACT

The recommended Board action to approve and adopt Metro's EMP will have a direct and positive impact on safety, service quality, system reliability, performance and overall customer satisfaction through increased system reliability, energy resiliency and energy cost mitigations. The EMP supports Metro's continuity of operations and reduces system vulnerability and energy independence as energy needs grow, and energy sources are homogenized.

FINANCIAL IMPACT

Impact to Budget

Adoption of the EMP will establish a framework and near-term action steps for a proactive, integrated approach to energy cost management and resiliency planning. At this time, there is no direct budget impact associated with Board adoption of the EMP. Initial funding for implementation will be drawn from existing approved budgets under the Metro Office of Sustainability, including Projects 450001: Energy Conservation Initiative, 450003: Sustainability Environment, 290009: EV Parking Equipment Program, 205697: Distributed Energy Resources, 207187: Building Automation Integration, Division 9, 208615: Non-Revenue Fleet EV Charging Program; 210805: Energy Resiliency, C Line and Division 18.

Implementation of EMP strategies may, over time, require new projects and associated capital life-of-project budgets to achieve long-term energy savings and resiliency benefits. Any such requests will be developed in coordination with relevant departments and returned to the Board for approval.

The EMP is a critical cost-management tool. With Metro's annual energy expenditures projected to rise sharply over the next 25 years, the EMP provides early visibility into future energy demand and costs, enabling proactive planning and targeted mitigation strategies. By prioritizing integrated, site-level investments-rather than piecemeal, technology-by-technology deployments, the EMP will optimize interactive benefits, reduce shared costs (e.g., design, trenching, wiring), and deliver scalable, cost-effective solutions across the system.

While not required, Metro will apply a standardized cost-effectiveness analysis to all future EMP-related projects to ensure investments deliver strong value. Existing analyses already identify Solar PV, energy storage, and energy efficiency investments as positive based on Net Present Value (NPV) and Return on Investment (ROI). More detailed, site-specific cost-effectiveness analysis will be developed beginning in FY26 to inform future budget requests.

EQUITY PLATFORM

EMP recommendations include the development of additional on-site clean energy generation, energy management and resiliency technologies at critical sites to provide local health benefits, and opportunities for continued workforce development partnerships. These recommendations will support long-term operational sustainability of the growing transit system, positively impacting Equity Focus Communities (EFCs), customers, and broader transit system users across LA County.

As part of the development of the EMP, the team engaged the Office of Equity and Race to develop a plan for community feedback to better understand the implications of the EMP strategies and recommendations. The team conducted a stakeholder outreach effort during the development of the plan with the goal of soliciting early perspectives from organizations across Metro's service area as to needs of - and insights from - local communities. This was primarily accomplished via interviewing five CBOs that had not previously engaged in other Metro sustainability or climate-related efforts that included Brotherhood Crusade, Car-Lite Long Beach, Day One, Los Angeles Neighborhood Initiative (LANI), and YMCA of Whittier.

This engagement opportunity was posted through the CBO Database and aligned with Metro's CBO Partnering Strategy. Several key recommendations were incorporated from this CBO outreach into the EMP including ongoing CBO engagement, exploring workforce development partnerships, and ensuring that energy equity indicators and benefits are communicated publicly via Metro's website and/or data dashboards.

To achieve equity objectives, the EMP recommendations include the integration of equity assessments in early project and program planning phases using the data and resources from the forthcoming Equity Toolkit, Community Demographic Profiles, and Metro's Cost Benefit Analysis (CBA) for larger capital projects. The data and insights collected from these assessments are intended to support the ongoing evaluation and continual improvement of energy equity as part of Metro's Equity Platform.

Next steps in the implementation of equity objectives as part of energy planning will include an equity assessment for the Division-18 distributed energy resource feasibility plan. Community engagement will also be part of Metro's ongoing conversation with utilities and regional energy partners including the LA100 Plan advisory group. The LA100 Plan documents are updated periodically and incorporate community input through robust outreach and engagement.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports operational resiliency, environmental and sustainability goals and cost-effective energy management strategies. Because the Metro Board has adopted an

agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementation of the EMP provides Metro with a strategic, actionable framework to evaluate and develop energy management and resiliency actions that increase system reliability, reduce long-term energy costs, and expand on-site clean energy generation. The EMP also establishes a transparent, data-driven tool for evaluating projects against strategic goals, ensuring that Metro's capital investment decisions are aligned with organizational values and deliver measurable benefits to riders, communities, and the region.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the EMP, direct staff to revise the recommendations prior to implementation, or decline implementation altogether. However, not approving the EMP would significantly limit staff's ability to deliver proactive, data-driven strategies to address Metro's projected energy demand, escalating costs, and resiliency needs. Without the EMP, Metro would face increased fiscal exposure, reduced ability to mitigate energy risks, and missed opportunities to optimize investments in clean energy and resiliency.

NEXT STEPS

With Board approval of the EMP recommendations, staff will develop a comprehensive implementation plan that outlines clear next steps, defined roles and responsibilities, and measurable deliverables across all four recommended action areas. The Office of Sustainability will coordinate this process and act as the agency's Energy Management team, ensuring alignment with Metro's broader strategic goals and providing ongoing oversight.

Successful implementation will require collaboration across Metro departments, including primarily the Office of Management & Budget, Vendor/Contract Management, Capital Planning, Program Management, and Operations. This cross-functional engagement will enable more strategic and coordinated progress in energy management, cost mitigation, and resiliency planning.

Staff will provide regular updates to the Board through Metro's Annual Sustainability Report. The update will summarize progress against key performance indicators (KPIs), cost-benefit outcomes of implemented measures, and any new capital project funding requests required to advance EMP priorities. These updates will also capture lessons learned, enabling the EMP to remain a flexible, adaptive framework responsive to evolving energy, fiscal, and climate conditions.

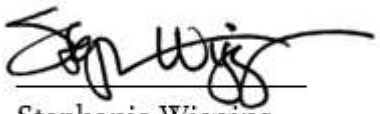
ATTACHMENT

Attachment A - Energy Master Plan

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471

Uduak-Joe Ntuk, Senior Director, Office of Sustainability, (213) 922-4197

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



Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Energy Master Plan

Energy Demand Forecast and Energy Management Recommended Actions









Metro®

October 2025

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Acknowledgments

This plan was led by Dr. Cris Liban and Uduak-Joe Ntuk, from Los Angeles County Metropolitan Authority's (Metro's) Office of Sustainability. Metro was supported by TRC Companies in the development of this plan. Many partners were also integral to the development of this plan:

INTERNAL PARTNERS	**EXTERNAL PARTNERS**
Community Relations	Burns and MacDonnell
Construction Management	Brotherhood Crusade
Countywide Planning & Development	Car-Lite Long Beach
Facilities Engineering Operations	Circlebox Ventures
Facilities/Property Maintenance	Cumming Group
Finance & Budget	Los Angeles Neighborhood Initiative (LANI)
Government Relations	LA28
Human Capital and Development	Metro Sustainability Council
Office of Equity and Race	UCLA Luskin Center/UCLA Department of Transportation
Office of the Chief Executive Officer	YMCA of Whittier
Operations (Bus and Rail)	
Planning and Development	
Procurement	
Program Management	
Purchasing	
Rail Vehicle Engineering	
Systems Engineering	
Wayside Systems Facilities Maintenance	
Vendor/Contract Management	

Executive Summary

Background

Los Angeles County Metropolitan Transportation Authority's (Metro) 2025 EMP is the Agency's first formal energy master planning update since 2010, when the Energy Conservation and Management Plan (ECMP) was developed and subsequently approved by Metro's Board in 2011. Since that time, Metro has developed and implemented numerous energy-related plans[1], established and made progress towards energy and climate goals, and built on-site renewable energy and electric vehicle charging systems.

Many large energy users and public agencies have developed EMPs to better guide their energy planning and to proactively anticipate challenges and mitigate energy constraints as they decarbonize their operations. Metro has adopted renewable energy and carbon emissions reductions goals with electrification[2] and on-site solar photovoltaic (PV) energy generation serving as key enablers to meet these targets. As progress is made towards these goals, macroeconomic realities such as energy supply constraints – driven by the demand for electrification and lagging investments in energy infrastructure – energy price increases and supply chain challenges, and climate events such as extreme heat and fire necessitate a proactive approach to energy planning, cost management and energy resiliency.

Metro's need for increased resiliency was highlighted as part of the climate risk screening of assets, staff, and customers in 2022. The screening led to a 2023 evaluation of Metro's current adaptation measures and recommendations for additional measures to address climate risks. Those findings were also incorporated into the 2025 Climate Action and Adaptation Plan (CAAP) update[3]. Key climate risks relating to energy include increased grid outages and mechanical and electrical disruptions due to increased temperatures, flooding, and storms. Metro's Agency-wide Continuity of Operations Plan (COOP) identified 19 functional business units that need to continue or resume operations as quickly as possible following an emergency.[4]Aligned with Metro's transit demand management and VISION 2028 goals, a proactive and dynamic energy planning framework is also required to support system reliability, provide resiliency and proactively mitigate potential energy constraints or energy delivery challenges due to increases in ridership.

Objectives

An energy master plan (EMP) is a comprehensive summary of an organization's current and future energy needs. EMPs are developed to identify the sources of projected changes in energy demand and to create a strategic roadmap for more effective management of energy costs and related technologies going forward. This is an opportune time to reexamine and proactively develop a subsequent comprehensive energy plan that can address Metro's projected energy capacity needs and identify cost-effective opportunities for continued investments in clean energy generation, energy management technologies and projects that support operational resiliency.

The EMP is a critical tool for proactive energy cost management, supporting cost mitigation and addressing potential fiscal cliffs. With annual energy expenditures projected to rise, proactive

[1] See Appendix A for a detailed Metro's energy-related plans
[2] The process of switching from fossil fuels such as diesel fuel and natural gas to electricity.
[3] See 2025 CAAP Update
[4] Performance Audit of Bus Operations COOP Report No. 23-SEC-P01. November 2024.

visibility into future energy costs will allow Metro time to plan and implement cost mitigation strategies while ensuring appropriate investment in operational resiliency. The 25-year forecast window allows for early identification of needed investments, enabling Metro to plan ahead and allocate funds strategically to reduce future energy costs and enhance energy resiliency.

The expected outcomes from Metro's EMP include:

1. Estimate of future total energy demand and key components of energy needs for Metro for electricity and natural gas over the next 25 years.
2. Support the identification of potential energy constraints due to electrification and opportunities for energy management; stakeholder engagement; local, county and utility energy coordination.
3. Provide best practices and high-level recommendations to support Metro's future energy management, equity, resiliency and decarbonization goals.
4. Development of new strategies to engage Metro staff, the public and stakeholders to make more cost-effective progress towards shared energy resilience goals.
5. Implementation Plan outlining defined activities, key performance indicators (KPIs) and assigned responsibilities.

Conclusions

Between 2025 and 2050, Metro's energy usage, energy costs and energy resiliency needs will significantly increase requiring a more proactive, integrated approach to energy management going forward.

Energy Forecast

- **Electric energy usage is expected to increase from 334 GWh in 2024 to more than 1,000 GWh by 2050, a 200% increase over the next 25 years**. Currently, Metro's largest energy uses come from rail propulsion (electricity) and bus fuel supply (100% RNG). Electricity will become the largest component of Metro's energy supply by 2035 as natural gas – which currently fuels Metro's buses – is phased down.
- **Metro's annual energy spend is forecasted to grow from $95M in 2024 to more than $1B in 2050**. When accounting for utility rate escalation and increased energy consumption, total costs in 2050 could range between $520 million under a low scenario (3% average annual rate increase) and $1.77 billion under a higher scenario (8% average annual rate increase).

Resiliency

- **Metro's expected electricity consumption could exacerbate existing energy supply constraints**. Energy constrained areas exist today for some Southern California Edison (SCE) and Los Angeles Department of Water and Power (LADWP) accounts, with three bus divisions and three park-and-ride locations known to have potential capacity concerns due to energy load expansion.
- **Electrification, grid supply constraints and climate-related impacts will only hasten the need for energy resiliency**. In the event of a power outage or disruption, Metro currently relies on back-up power from diesel generators and uninterruptible power supply (UPS) systems with battery banks to support communications, ventilation systems, fire alarm panels and emergency lighting. Metro's existing grid-connected solar PV systems aren't

paired with battery or other energy storage systems and thus aren't currently able to provide energy during grid outages.

Clean Energy Supply

- **Metro's energy supply mix is 46% renewable energy, demonstrating progress towards Metro's CAAP goal of achieving 100% renewable electricity by 2035.** Metro's on-site solar PV systems currently contribute 2.6MW toward the Agency's goal of 7.5MW installed capacity.
- **Expanding solar beyond the current 7.5MW goal has a positive net present value** and if paired with batteries can provide additional resiliency at critical sites.
- **Maintenance of existing solar PV is primarily reactive, addressing issues only after performance declines or failures occur – leading to reduced system reliability and higher long-term costs.** Operational performance issues at existing solar PV installations have increased reliance on more expensive utility energy to compensate for generation shortfalls.

Workforce Development

- **Continued investment in skill-building and growth of current workforce development** partnerships are necessary, in order for facilities maintenance (FM) and Metro's workforce to fully contribute to Metro's transition to clean electricity and increased electrification.
- **The variability and lack of standardization across building systems and control technologies pose barriers** to developing scalable and cost-effective workforce training programs.

Energy Management Technologies

- **Agency-wide technologies such as energy efficiency and building automation systems (BAS) have not been widely implemented**. This limited deployment reduces the potential for energy cost savings, emissions reductions and improved operational performance.

Recommended Actions

The anticipated growth in energy usage and costs, coupled with the challenges posed by grid constrained sites within Metro's operations, presents opportunities to develop more integrated and strategic approaches to energy planning, usage and management. These recommended actions, detailed in the Recommendations section, include:

Recommendation 1.0: Coordinated Energy Planning

Adopting a more coordinated and strategic approach to energy planning will require new approaches to proactive collaboration across Metro to better support the Energy Management function led by the Office of Sustainability (OOS). Creating an EMP Steering Committee with cross-departmental representation, with the OOS continuing as the coordinator and facilitator can serve to formalize energy planning coordination and enhance the efficiency and cost-effectiveness of energy data and information management. This approach would also facilitate data-driven decision-making, support utility engagement and enable the generation of more frequent and actionable progress reports on energy management outcomes.

Recommendation 2.0: Clean Energy Procurement

Metro has two opportunities to continue to increase its supply of renewable energy: through on-site generation assets such as solar PV and through utility providers' renewable energy product offerings. The EMP recommends that Metro continue expanding solar PV systems to a total of 64MW, prioritizing additional solar with battery energy storage at bus divisions to help mitigate electricity costs, support zero-emission bus charging, and provide back-up power. Increasing on-site distributed energy generation has the benefit of reducing utility costs and, when paired with energy storage, can provide resiliency and back-up power functions to support critical operations. There is an opportunity to increase the current percentage of Metro's renewable energy supply portfolio at minimal or no additional cost by leveraging clean electricity options offered by Metro's utility partners. Utilizing these options can accelerate progress toward renewable energy and greenhouse gas (GHG) reduction targets, while managing energy costs and supporting grid decarbonization efforts.

To address performance challenges in existing solar PV systems, Metro should prioritize establishing clear ownership and dedicated budget allocations for preventative operations and maintenance (O&M) across all systems.

Recommendation 3.0: Energy Technology Implementation and Workforce Development

Energy Education

The EMP outlines several recommendations on education topics to support expanding energy fluency across key staff. Energy technology and energy management systems comprise a combination of hardware (e.g. electric vehicle chargers, solar PV) and software to connect energy assets for electricity load management, manage energy efficiency optimization in buildings and support more complex energy solutions such as back-up power and off-grid energy. Understanding the functional requirements and interactive benefits of distributed energy hardware and software can be challenging. Energy technology education delivers multiple benefits including internal workforce development needs, expansion of technology partners and more cost-effective energy technology deployments. Moreover, given the significant scope of technological change and due to increasing deployment of connected and high value energy assets such as high-powered charging stations, energy security and energy asset vulnerability is a critical education topic as threats due to cyberattacks in electric mobility as well as hardware security concerns due to theft or vandalism are prevalent in the marketplace.

In addition to high level energy education topics, continued training is a foundational element of the EMP rollout. Priorities for investing in energy education and upskilling should focus on facilities management, planning staff and operations personnel. The electrification of bus and rail systems, alongside the deployment of solar energy, battery energy storage, electric vehicle supply equipment, and advanced control technologies, will introduce new job classifications, skill sets, and potentially shift responsibilities for thousands of workers. Represented employees, especially those in maintenance and operations, will require structured upskilling and retraining programs. This presents a significant opportunity for continued labor-management collaboration on curriculum development, apprenticeship pathways and continuing education for workforce development.

Future Technology Implementation

Metro is a large and complex organization supported by a variety of critical operations. As the Agency looks ahead to a more energy constrained and costly environment, where resiliency becomes increasingly important, it is essential to re-evaluate how future energy-related

technologies are planned and deployed across Metro's 21 major operating divisions, locations and its broader portfolio of sites. Moving forward, agency-wide deployments of a single technology solution (e.g., solar panels, building controls, etc.) may not be as cost-effective or efficient as compared to an integrated and phased, site-level technology implementation approach. A comprehensive, site-level approach would enable the optimization of interactive benefits from critical energy-management technologies while providing cost-effective solutions that can be refined and scaled to other priority sites.

Resiliency Cost-Benefits and Funding Mechanisms

On February 27, 2025, Metro's Board approved a motion to direct the CEO to develop a standardized cost-benefit analysis framework, using U.S. DOT analysis or a comparable methodology, for all Metro capital projects to help inform the Agency's more data-driven and transparent decision-making process for projects Metro advances. In addition to implementing Metro's standardized cost benefit framework, there are several cost-benefits as they relate to implementing the EMP recommendations and future resiliency-related investments that should be included as part of the Agency's standardized process, including the cost-benefits of resiliency and early screening for community co-benefits. Moreover, given the challenging funding climate and operational budget constraints, funding mitigation and innovative funding strategies should be identified early in the planning staging of energy-related projects.

Recommendation 4.0: Stakeholder Engagement

Metro's community partners will play an important role in the implementation of the EMP. Stakeholder involvement is critical to co-developing new training program curriculum, helping expand energy technology training and certifications and increasing the co-benefits for communities as Metro's invests more deeply in clean energy technologies and resiliency at their critical sites and divisions. As part of the development of the EMP, several community-based organizations (CBOs) were interviewed and there is a clear opportunity for Metro to extend the co-benefits and potential cost sharing of resiliency investments with external partners. Developing communications plans outlining Metro's workforce development and energy transition priorities will also increase community awareness of and proactive engagement around energy planning and resiliency investments.

Based on feedback from the development of Metro's Equity Toolkit which will be finalized later in 2025, and reinforced by a sampling of community partner feedback as part of the development of the EMP to enhance equitable outcomes, community partners have expressed the need for:

- Early collaboration
- Demonstration of collaboration benefits
- Facilitated collaboration across the project lifecycle

The recommended priorities for stakeholder engagement in support of energy planning are:

- **CBOs:** Strengthening relationships through proactive leadership and engagement with community partners around energy projects, energy technology co-benefits and opportunities for joint projects. This proactive engagement helps support the equity use indicator assessments which is included as part of the cost-benefit analyses in recommendations 3.3.

- **Workforce development partnerships:** Target workforce development partnerships that can help Metro advance internal workforce development and create broader opportunities for community equity through workforce development.
- **Communicating progress:** Ensuring that progress and community benefits are communicated on Metro's website and ESRI dashboards.

Implementation Planning: Metrics for Continuous Improvement

To capture the full benefits of these recommendations, and support continuous improvement around energy planning, it is recommended that upon adoption of the Energy Master Plan, the Agency develop a detailed 12-18 month implementation plan that incorporates:

- Expected outcomes and key performance indicators
- Clear milestones for future Board decisions and input regarding additional on-site solar, energy resiliency and energy management technologies
- Cost-Benefits fully detailed to include resiliency benefits and energy switching cost implications as well as on-going research into innovative funding to mitigate energy-related cost increases.

Approach

The EMP is organized as follows and addresses the following key questions:

SECTION	KEY QUESTIONS
Goals and expected outcomes	> How does the 2025 EMP align with and support other energy and climate planning efforts? > What were the goals and expected outcomes guiding the development of the 2025 plan?
2025 EMP context compared to 2010 baseline	> What has changed between the last formal EMP and today? > What are the key findings and organizational requirements driving future energy planning? > What are the internal challenges impacting energy management?
Industry best practices	> Which industry best practices are applicable for Metro's energy planning?
Current energy demand	> How much does Metro spend on energy? > What are the uses of energy? > How clean is Metro's energy supply content?
Future energy demand	> How does the EMP determine future energy requirements? What approach to forecasting was used (data collection and methodology)? > How much can Metro expect to pay for energy in the next 25 years? What are the cost drivers? > What opportunities are there to mitigate energy costs and support Metro's fiscal responsibility?
Energy Planning Recommendations	> What is an appropriate and achievable action plan based on future energy needs and where Metro is today? > How can Metro cost effectively invest in resiliency? > What combination of People + Processes + Technology is needed? > How should Metro engage with internal and external stakeholders to support energy planning? > What are expected outcomes for continuous improvement?
Implementation Plan and Performance Metrics	> Schedule- what are the priorities for the next 12 months look like? > Who is responsible for implementation? How do various departments coordinate going forward? > What are the Key Performance Indicators?

Table 1: Key Questions Driving the 2025 EMP's Analysis and Content

How does the 2025 EMP align with and support other energy and climate planning efforts?

The 2025 EMP is a key deliverable from the OOS, building on more than 17 years of energy-related studies and recommendations. The development of the EMP is intended to provide a long-term view of Metro's diverse array of facilities, energy uses and strategic plans to analyze and map impacts for infrastructure, energy procurement and energy management.

The EMP is a comprehensive and integrated plan that forecasts energy demand across the Agency to guide future energy planning recommendations and investments in support of the goals established in related planning and policy documents. The EMP incorporates energy forecast data into a comprehensive Excel-based modeling tool that includes both building- and meter-level energy consumption data. The EMP uses this information, combined with strategic energy planning best practices and observations across Metro's existing operations, to develop a series of action-oriented and phased recommendations to guide future strategic energy management. The EMP is intentionally designed to be dynamic resource with analyses that can and should be easily updated as Metro plans and implements recommendations.

In 2020, Metro's Board of Directors adopted the agency's 10-year strategic sustainability plan, Moving Beyond Sustainability (MBS). MBS is Metro's transformative vision to reduce the Agency's environmental impacts, address the climate crisis and create a more equitable and resilient Los Angeles County. In MBS, Metro committed to achieving two targets related to energy resource management:

1. Reduce energy consumption by 17% at facilities from the 2030 Business as Usual Scenario.
2. Increase onsite renewable energy generation to 7.5 megawatts (MW).

While MBS includes several strategies and actions intended to drive the achievement of those two targets, the EMP offers a holistic and integrated analysis capturing all of Metro's current and projected future energy usage, as well as a series of concrete recommendations intended to help drive the achievement of those targets. All energy demand and renewable energy strategies outlined in this EMP are thus also reflected in MBS.

Metro's Board adopted the agency's Climate Action and Adaptation Plan (CAAP) in 2019, which outlined thirteen specific measures toward the achievement of two GHG emissions targets:

1. Reduce total GHG emissions by 79% by 2030 (from 2017 baseline).
2. Achieve net-zero emissions by 2050.

In 2020, these CAAP targets were folded into MBS, reinforcing Metro's commitment to these emission reduction goals. In addition to the strategies and actions included in MBS, this EMP address strategies related to Metro's fleet and building electrification efforts, as well as carbon-free electricity procurement, to help drive Metro's achievement of its 2030 and 2050 GHG emissions targets.

The EMP incorporates energy-related impacts, plans and goals from a comprehensive set of planning and guidance documents including Moving Beyond Sustainability (MBS) Plan, Vision 28, Long Range Transportation Plan (LRTP), Equity Toolkit development and the CAAP.

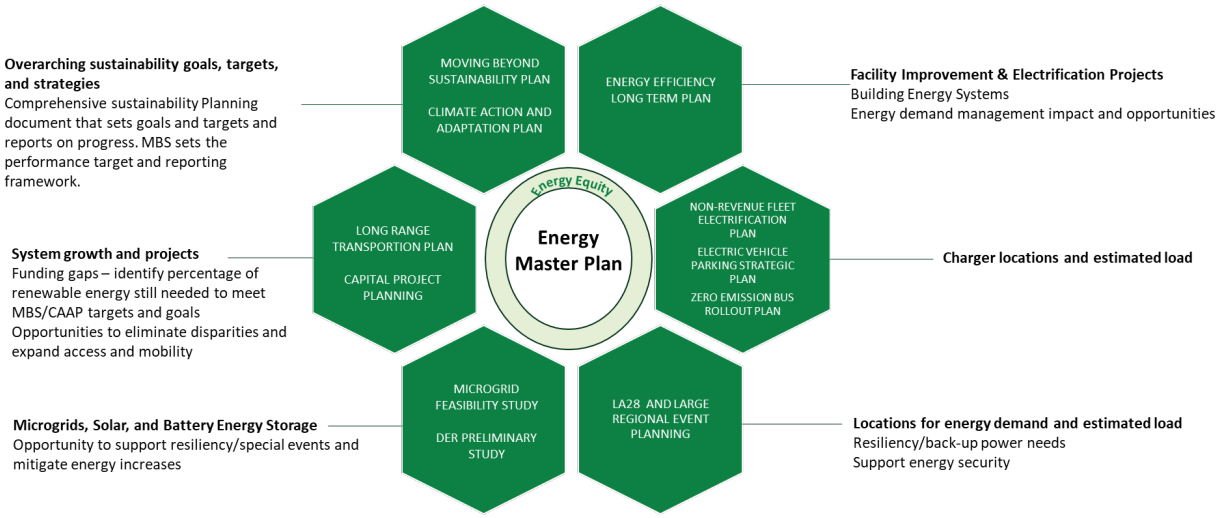


Figure 1: Energy Master Plan – Related Planning Integration

What are the goals and expected outcomes guiding the development of the 2025 plan?

Key outcomes from the development of Metro's 2025 EMP include an estimation of future total electrical energy demand (by year, demand source, and grid location), identification of potential energy constraints and opportunities for energy management, and engagement with key stakeholders. The goals of the EMP also include providing operational recommendations based on industry best practices to support Metro's future energy management, equity, resiliency and decarbonization goals.

GOALS	EXPECTED OUTCOMES – 2025 IN PROCESS	FUTURE OUTCOMES
Visibility Into Energy Investments: Identify sources of energy growth and potential supply constraints	Energy demands + energy capacity: Track and document current, planned, and future investments to identify source and location of energy consumption, peak demand, and opportunities to address energy equity.	Develop Geographic Information System (GIS) based tools.
Alignment Across Planning Efforts: Ensure alignment in data and assumptions across other related planning efforts	Agency-wide energy modeling incorporating assumptions and progress from Moving Beyond Sustainability (MBS) Plan, CAAP and capital planning.	Create standard operating procedures for more frequent and cost-effective updates.
Adaptable and Resilient Energy Planning: Data base/energy data can be updated annually as assumptions and energy needs change	Identify pathways and best practices for energy infrastructure investments to support resiliency and climate goals.	Communicate Metro's leadership in energy planning to gain state and community support.
Stakeholder and Partner Engagement: Stakeholder engagement to ensure we have support for operationalization of energy planning recommendations	Communication plan to share energy planning insights with key stakeholders.	Coordinated and more frequent engagement with utilities, community partners and regionals planning agencies.
Commitment to Energy Equity: Incorporating energy equity lens into the planning document	Incorporate CBOs and community feedback	Expand SC to increase member diversity and development of process to engage and partner on community energy projects earlier in the process.

Table 2: Energy Management Plan Goals and Expected Outcomes

What has changed between the last formal EMP and today? What are internal challenges impacting energy management?

Since the initial 2010 Energy Management and Conservation Plan (ECMP) was adopted in 2011, a lot has changed at Metro and at the state and federal level, impacting future energy planning. [5] Over the last 15 years, California has continued its clean energy leadership by developing 100% clean electricity standards, decarbonization goals and investing in light and heavy-duty vehicle electrification and infrastructure. As the energy market has transformed, challenges, such as long and costly lead times to replace aging transmission and distribution energy infrastructure, are creating constraints for scaling clean energy adoption. The acceleration of extreme climate events and resiliency requirements also add challenges at the same time as the federal government funding for clean energy projects has been curtailed.

The ECMP identified energy conservation opportunities, electric consumption and future renewable energy screening criteria and projected significant load growth due to new lines and extensions. The ECMP also projected an increase in energy usage from 2010 to 2020 showing Metro could expect a 90% increase in energy usage over that period.[6]

Advances in technology can deliver enhanced capabilities and efficiency but can also create unintended vulnerabilities as assets, organizations, and system users/customers become increasingly connected in a digital world. Paired with increased social, economic, and political instability, critical energy and government facilities can be targets for any number of bad actors, foreign or domestic, who have aims to contribute to that instability and cause harm. It is imperative that Metro incorporate energy security into evaluations and planning that protect current assets and operations and can adapt to an evolving threat and technological landscape. These plans also must synchronize holistically with the organization's efficiency, safety, and climate goals.

In addition, since 2010, the Agency has developed more than 20 energy technology studies analyzing the potential for energy efficiency, solar and microgrids (see Appendix A for list of studies) as well as foundational energy-related plans. A snapshot of several guiding plans and how they impact energy planning are outlined below.

GUIDING PLANS	IMPACT AND CONSIDERATIONS FOR FUTURE ENERGY PLANNING
10-year Sustainability Strategic Plan Moving Beyond Sustainability (MBS)	> Documents Metro's energy resource and GHG emission reduction goals and achievements —including the rollout Zero Emissions Buses (ZEBs), enrollment of electric accounts in the Clean Power Alliance (CPA), targets to increase on-site renewable energy generation, reduce electricity use, and improve overall air quality. This plan translates the high-level targets into actionable strategies, timelines, and investments that integrate renewable energy, energy efficiency, fleet electrification, and utility coordination across Metro's portfolio.

[5] *See Appendix D for summary of ECMP 2010-2020 energy forecast*
[6] *https://libraryarchives.metro.net/DB_Attachments/110930_ECMP.pdf*

GUIDING PLANS	IMPACT AND CONSIDERATIONS FOR FUTURE ENERGY PLANNING
Climate Action and Adaptation Plan (CAAP)	> Outlines strategies to reduce greenhouse gas emissions, improve climate resilience, and address environmental justice by integrating climate considerations into transportation planning, capital projects, and operations. The EMP operationalizes CAAP goals by delivering the clean energy infrastructure—such as renewable power, battery storage, energy efficiency, and resilient systems —needed to decarbonize Metro's operations, support zero-emission fleets, and ensure facilities remain functional and climate-resilient in the face of increasing heat, grid disruptions, and extreme weather. > Notes that power outages are expected to increase in the coming decades due to climate change. These outages disrupt bus, light rail, and subway services. Backup generators provide some power to critical assets but cannot support larger-scale system power loss. Power loss can leave subways and light rail inoperable, prevent electric buses from charging, and disrupt critical communications and operations systems. > Provides actions for Metro to reduce risks due to extreme heat and power outages (adapted from 2023 Climate Risk Analysis).
Electric Vehicle Parking Strategic Plan	> Blueprint for cost-effective and efficient investments in electric vehicle charging infrastructure. Charging goals provide insight into future electric energy needs.
Zero Emission Bus Master Plan and Updates	> Timeline for bus electrification and associated load electric growth load.
All Hazards Mitigation Plan	> Assessment of potential vulnerabilities across Metro's expansive network, including a range of natural and climate change-induced hazards like drought, sea level rise, extreme heat, flooding, and wildfires. This assessment encompasses not only physical infrastructure, including rail lines, stations and maintenance facilities, but also vital support systems, such as power supplies, communication networks and emergency response protocols. (Source Metro website)
ECO 2.0 Study	> Assessed cost-benefits and prioritizations for Metro's CAAP recommendations. Solar and traction power energy storage investments identified as having positive net present value.

GUIDING PLANS	IMPACT AND CONSIDERATIONS FOR FUTURE ENERGY PLANNING
Equity Toolkit	> Provides resources to better understand, assess and improve equity outcomes in communities. The datasets, equity indicators, training, and other resources support staff in assessing equity in projects. It also provides information about the important role Metro plays in fostering equitable, resilient and thriving Los Angeles communities. It can deepen understanding of equity-related topics and enhance communication with internal teams, external partners and communities.
Cost-Benefit Framework and Mitigation of potential fiscal cliff	> Provides a framework for consistent cost-benefit analyses and the need for mitigation to lessen the impact on Metro's budget.

Table 3: Guiding Plans and Their Impacts on Future Energy Planning

In addition to these guiding documents, Metro has made significant progress since 2010 in the development of new energy pathways, implementing solutions that reduce greenhouse gas emissions and increase renewable energy usage. The table below details Metro's accomplishments.

AREAS OF FOCUS	KEY ACHIEVEMENTS
Implementation of Clean Energy Pathways and energy savings	> 12 energy efficiency projects completed (recent replacement of Division 11 and 22 HVAC units and the chillers at Gateway Building). > Numerous capital projects in development with energy efficiency, and energy infrastructure features, LEED Certifications. > Cost savings recommendations identified: Fuel switching via heat pumps (HVAC) + remote building monitoring/metering to help reduce on-site visits by A/C techs.
Vehicle and Fleet Emissions Reductions	> In 2013, Metro became the first transit agency to operate electric vehicle chargers. > Installation of 126 Level 2 EV charging ports for non-revenue and public charging. 191 expected by December 2025. > Developed a Long-Range Transportation Plan (LRTP). > Adoption of engine replacements with near-zero emissions for Bus Fleets. > Achieved 65% GHG emissions reductions vs. 2017 baseline fuel by switching diesel to Compressed Natural Gas (CNG). > Zero-emission bus implementation at Division 8 / G (Orange) Line and J (Silver) Line.
Clean Energy Supply: Progress towards 100% renewable	> ~46% of Metro's 2024 energy supply was renewable. > 100% supply of Renewable Natural Gas (RNG) for CNG Buses. > Solar PV O&M Program Operational – 2.6 MW installed at seven facilities.

AREAS OF FOCUS	KEY ACHIEVEMENTS
Zero Emission Bus Master Plan and Updates	> Timeline for bus electrification and associated load electric growth load.
Data Management	> Watchwire, a cloud-based energy and sustainability management software, was implemented to aggregate all utility usage and spend data into one platform.
Resiliency	> Metro conducted a 2022 Climate Risk Screening of top vulnerabilities identified in the 2019 CAAP, noting the ways in which buses, light rail, subway, employees, and riders may be impacted by climate change. In 2023, Metro combined the climate risk screening results with adaptation options from the All Hazards Mitigation Plan, which focuses on making climate change and emergency management an agency-wide consideration.

Table 4: Metro's Key Achievements Since 2010

What internal challenges impact energy management?

Going forward, in addition to the constraints facing the broader energy and climate environment, there are internal Agency challenges that impact energy management going forward. Several of the challenges highlighted below are already in the process of being addressed. COVID-related disruptions—though rare and difficult to plan for—had a significant impact on Metro's energy planning and implementation. Capital projects were delayed or paused due to workforce limitations and supply chain disruptions. Site work was postponed, and revenue losses, coupled with emergency spending priorities, led to budget reallocations to support core transit services. Reduced building occupancy and ridership resulted in irregular energy consumption patterns, which complicated tracking and forecasting. Staff turnover and hiring challenges further stalled progress, setting back energy management goals. These disruptions led to deferred maintenance and upgrades of energy systems.

While the pandemic caused setbacks, it also underscored the need for energy resilience, remote monitoring capabilities, and flexible systems. The transition to remote work improved flexibility and demonstrated that complex planning, analysis, and coordination could be conducted effectively in a remote or hybrid environment.

The challenges around developing standardized cost-benefits metrics were addressed by Metro during the development of this plan beginning with the February 2025 Board Motion to standardize cost-benefit analysis. Follow-up coordination between the OOS and Metro's finance team has already begun. Opportunities to incorporate energy impacts and resiliency cost-benefits into Metro's standardized approaches are more fully outlined in the recommendations section. Additionally, the OOS is actively working to identify innovative sources of funding to ensure Metro can cost-effectively maintain its clean energy leadership and add needed energy resiliency to critical operations.

Coordination has already begun to engage on workforce development opportunities including ways to engage Metro's facilities management and external training partners to support energy technology implementation.

Data and information management is a critical component of strategic energy management along with cybersecurity and so the current challenges are important to highlight and are addressed more thoroughly in the energy planning recommendations. Lastly, communicating energy management planning opportunities with partners is important to find cost-effective and collaborative energy management solutions.

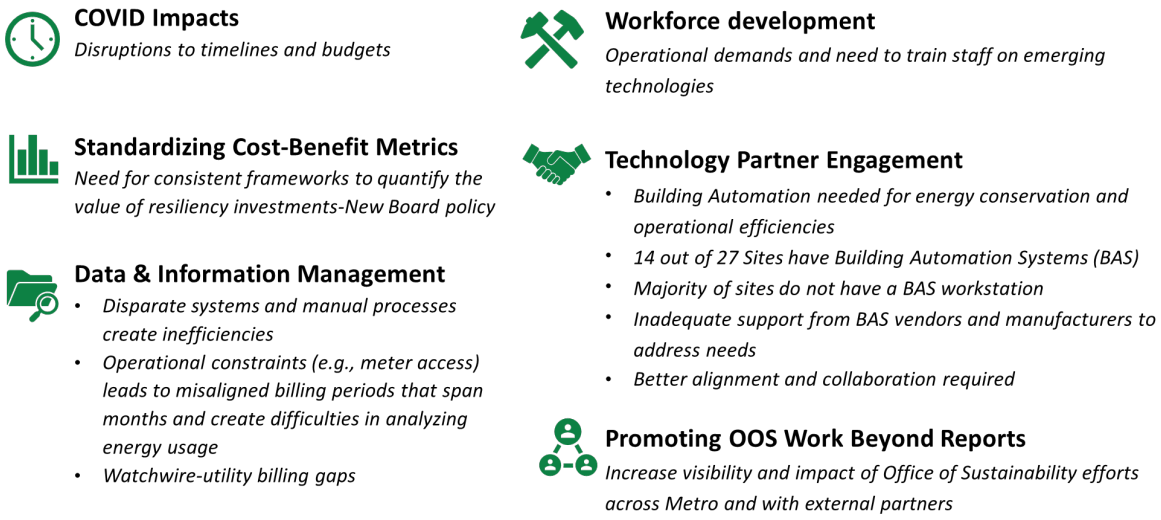


Figure 2: Internal Challenges Impacting Energy Management

What are best practices for large energy users in the development of strategic energy management plans?

Strategic energy management continues to evolve with the rapid pace of clean energy technology deployment. Many large energy users, including transit agencies, ports and airports, have committed to ambitious net zero carbon emissions goals. To achieve these targets, most of these organizations like Metro have incorporated fleet, vehicle, building and energy electrification and on-site clean energy generation as the fastest ways to decarbonize their operations. Moreover, to mitigate the impacts of climate events, these energy users are looking for ways to pair on-site clean energy generation with back-up energy storage systems to provide resiliency for their energy needs. Many large energy users like Metro have developed Hazard Mitigation plans to identify locations and critical operations most vulnerable to climate change. The output from these plans helps prioritize energy storage and on-site energy generation investments.

BEST PRACTICE	RECOMMENDED ACTION
Centralize and expand role of energy management function	> Ensure proactive energy management coordination across the organization with clear ownership and governance. Coordinate energy management with IT/OT functions to support cybersecurity and energy security requirements.
Develop clear goals and key performance indicators	> Define what success looks like and align teams with measurable outcomes.
Data-informed decision making	> Understand desired outcomes first — let that drive data collection and analytics needs.
Utility Engagement	> Plan and communicate early with utilities to reduce the risk of energy constraints. Maintain continuous engagement to mitigate potential energy demand constraints.
Dynamic Planning	> Integrated data and information management to manage evolving energy demands.
Phased and Systematic Approach to Technology Deployments	> Leverage pilots for new emerging technologies. Adapt through continuous feedback and scale. Utilize insights from early adopters in fuel switching and electrification.

Table 5: Best Practices for Large Energy Users in Developing Strategic Energy Management Plans

The National Renewable Energy Lab (NREL), National Academies of Science, Engineering and Medicine as well as early adopters of zero-emission and transit electrification including other transit agencies and airports and ports have important lessons learned that inform the recommendations outlined in this report. A full listing of energy planning best practices and use cases that informed the development of the EMP are included in Appendix F.

As large energy users begin their electrification journey - through installations of solar PV systems, vehicle charging and building heating and cooling fuel switching - they are faced with challenges such as energy supply and distribution constraints, siloed planning, competing goals and a lack of integrated data management. These distributed resources and end-users also create security challenges. While dispersed generation and users are considered lower-value targets, they also do not receive the same level of protection as consolidated resources and therefore create multiple points of vulnerability that can be exploited to cause harm to the centralized systems to which they are connected. Addressing these organizational realities and the incorporating change management will ensure a greater likelihood of success and enable more cost-effective deployment of energy management solutions. The increasing adoption of advanced energy hardware and software technologies also requires new levels of understanding and energy technology fluency, creating an opportunity to expand workforce training and broaden the technology partner ecosystem. This educational need becomes even more critical as communication standards become more complex, and cybersecurity needs increase as more distributed energy assets are deployed.

Proactive conversations with electricity providers are critical to help identify and mitigate potential energy constraints. These engagements are also valuable in identifying alternative solutions to new substations, which are costly, time-consuming, and often have negative impacts on local communities.

Taking a dynamic approach to planning is also considered a best practice, given the rapid pace of electrification and the need to develop flexible adaptation pathways and conduct “what if” scenarios that inform decision-making as the market and technology provider landscape evolves. It is also recommended that agencies develop a systematic approach to the deployment of energy management and energy resiliency technologies to accelerate results and maximize cost-effectiveness.

How much energy does Metro consume?

As part of the current energy demand modelling, the EMP characterizes current energy end uses, current renewable energy supply, on-site renewable energy generation as well as existing capacity constraints.

Calendar year 2024 was established as the baseline for Metro's current energy demand assessment. Data for this assessment was obtained through Metro's Watchwire platform, which was implemented in 2024 to centralize and aggregate utility bills from Metro's seven utility providers. The platform provides energy usage, demand, and associated costs.

As a newly implemented platform and process, some data for the 2024 calendar year was incomplete. Some of these gaps were due in part to inconsistent billing from utility providers and instances where utilities were unable to access meters, resulting in missing or delayed billing records. To address these gaps, in the absence of data, energy usage data was manually populated using available utility 15-minute utility interval data and costs were estimated using weighted average utility rates. This was done to provide a complete 2024 baseline of energy usage, with 2024 serving as the baseline and foundational year for modelling and projection purposes.

A utility capacity analysis was also conducted to assess the ability of existing infrastructure to support anticipated future electrical load growth. To inform this analysis, available utility power capacity planning maps from SCE and LADWP were used to identify local constraints and infrastructure characteristics, such as feeder capacity and substation load thresholds. These maps provide preliminary insight into potential areas of concern where existing infrastructure may already be constrained or where load growth may trigger the need for upgrades. Utility account data was used to map Metro's existing service and infrastructure to identify areas with potential energy supply constraints. In certain scenarios, a single account may be served by multiple utility feeds, and the evaluation was based on visual inspection and the relative proximity of the feeds as indicated on the maps. These sites may require further coordination with the utilities for verification. This analysis will inform future planning, helping to identify sites where further utility coordination or detailed engineering review may be required.

What are the uses of energy?

Metro's largest end uses of energy in 2024 were from rail propulsion or traction power which accounted for 65% of Metro's electricity usage (217,512 MWh) in 2024 with facilities comprising the next largest share of electricity at 20% (65,052 MWh). Facilities electricity consumption includes all divisions, Terminals and building locations. For natural gas usage, bus fueling comprises 97% (35M Therms) of natural gas usage. For bus fueling the natural gas supply is 100% RNG. The remaining 3% of natural gas end uses are facilities' HVAC and hot water heating. Data on Metro's electricity and natural gas consumption was obtained from Watchwire. Going forward this platform will function as the system of record for energy usage and expenditures.

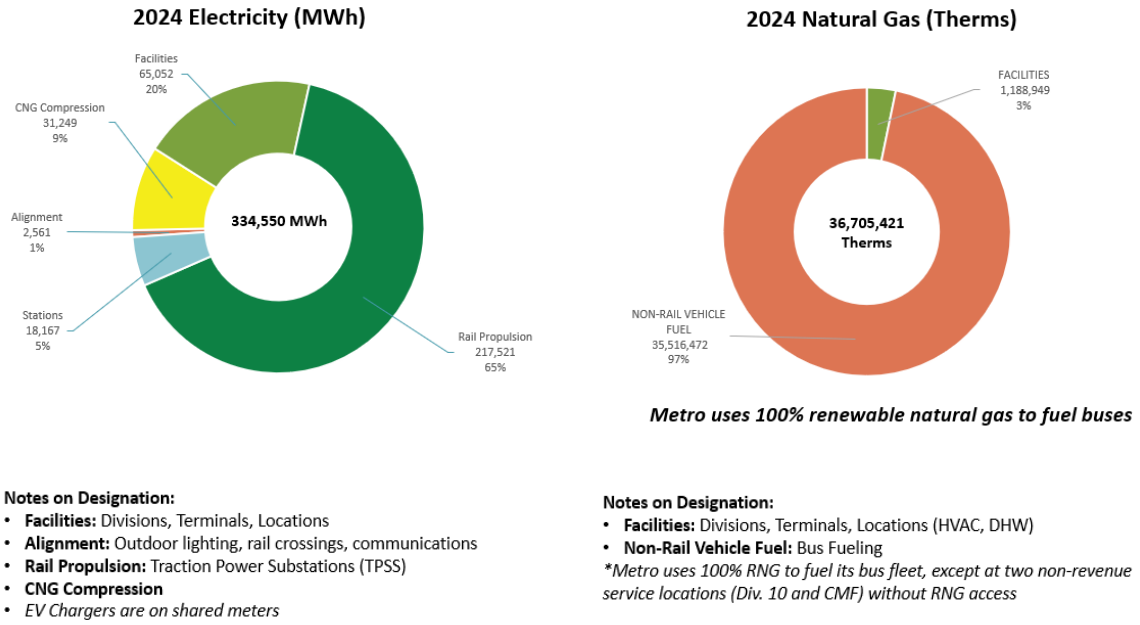


Figure 3: Metro's 2024 Energy Usage

How clean is Metro's energy supply content?

Metro's current electric energy supply mix is 46% renewable energy. Metro's internal goal is to have 100% of its electric energy supply coming from renewable energy sources by 2035 as recommended in the CAAP. To meet this goal, Metro has the option of generating 100% clean energy on-site through solar or other renewable technologies such as wind or fuel cells or through the purchase of 100% renewable energy products from utilities.

Metro is working toward a 100% renewable electricity portfolio. Currently, 46% of Metro's total electricity portfolio comes from renewable sources. This includes two main components: on-site PV and renewable energy purchased from utility partners. Metro has installed 2.6 MW of on-site solar PV to date, contributing toward its 7.5 MW installation goal. In addition, Metro purchases 100% renewable electricity for specific meters served by the CPA.

Metro procures energy from several utility partners, each with varying options to opt-up to higher renewable energy content electricity products. For selected SCE accounts that are in the CPA service area, Metro can choose to opt-out of SCE for energy procurement and receive service from CPA, although SCE remains the transmission and distribution utility for CPA accounts. California's utilities have been increasingly greening their energy supply as part of state law. California's renewable portfolio standard (RPS) was established in 2002 by Senate Bill (SB) 1078[7] with the initial requirement that 20% of electricity retail sales must be served by renewable resources by 2017. The program was accelerated with SB 350[8] and SB 100[9] implementation and the RPS was increased to 60% by 2030 and requires the state's electricity to come from carbon-free resources by 2045.

[7] *Renewables Portfolio Standard (RPS) Program*
[8] *Clean Energy and Pollution Reduction Act - SB 350*
[9] *SB 100 Joint Agency Report*

Metro can increase both its on-site energy generation and expand the percentage of 100% renewable energy it receives from utility partners. Both options are described in the recommendations section (3.2 Clean Energy Supply Recommendations).

ENERGY UTILITY	NUMBER OF ACCOUNTS	2024 ANNUAL ENERGY USAGE (GWH)	2024 CALENDAR YEAR ESTIMATED ENERGY SPEND	CURRENT RENEWABLE ENERGY % SUPPLY MIX[10]	RENEWABLE POWER OPTIONS
City of Pasadena Water and Power	17	10.5	$2M	36%	100% - available now
LAWDP	248	208	$43M	40%	Choose mix from 20% to 100% renewable supply – available now
SCE Base rate Not eligible for CPA	81	46	$12M	38%	None - program closed indefinitely
SCE Base Rate Eligible for CPA – previously opted out	27	28	$8M	38%	Re-enroll in CPA's 50% or 100% clean power options
CPA[11] 50% renewable option	21	1.5	$0.4M	50%	Opt-up accounts to 100% Green Power
CPA[12] 100% Green option	47	36	$9M	100%	n/a already at 100%
Azusa Light and Water	19	4	$1M	29%	n/a
City of Glendale Water and Power/Vernon Public Utilities	3	0.04	$.001	23-35%	n/a
LA Metro on-site solar generation	7 systems; 2.6MW	1.75		100%	n/a
TOTAL	**463**	**335**	**$77M**	**46%**	**90% potential**

Table 6: 2024 Overview of Metro's Electricity Profile

Metro has seven solar PV systems installed across seven locations, totaling 2.6MW. Most of these systems are over 10 years old, with solar PV systems having an expected useful life of 30 years. Critical components such as string inverters typically last for 10 years and microinverters and central inverters can have 20 years before requiring replacement.

[10] *Based on 2023 published power content labels*
[11] *Based on 2023 published power content labels*
[12] *Community Choice Energy Option – CPA energy procurement with SCE energy delivery*

Metro's Solar PV O&M Program launched in 2014 to proactively address performance issues and provide technical training to Metro maintenance personnel at facilities that host PV systems to support maintenance and system monitoring. Since program inception, Metro has provided over 700 hours of training to 120 personnel on topics such as annual technical refreshers on system components, safety protocols, and maintenance procedures, including PV module cleaning, inverter testing, visual inspection of system components, and system performance monitoring.

Although Metro's Solar PV O&M program has been in place for over 10 years, system performance has been impacted by a combination of routine wear and environmental factors, such as windstorms, heavy rain, and recent wildfires. Ongoing monitoring of the system generation and site inspections have identified issues caused by water intrusion, which has affected key components including inverters, fuses, and combiner boxes, resulting in corrosion, electrical faults, and reduced output. COVID-related logistics challenges, including delays in site access and inspection schedules, along with funding constraints, further limited the agency's ability to address emerging issues in a timely manner, contributing to prolonged performance degradation at some sites. A phased remediation plan is underway and anticipated to be completed in 2026 to address both routine maintenance needs and damage from recent environmental events, with repairs prioritized to restore system reliability and performance. Expected operational performance gaps are based on modeled system output that accounts for the age and expected degradation of the system, rather than using nameplate capacity. More detailed recommendations on how to approach solar PV going forward are described in the recommendations section 2.2.

LOCATION	FUNCTION	SYSTEM SIZE (KW DC) AND (AGE YEARS)	2024 EXPECTED GENERATION (KWH)	2024 ACTUAL AND ESTIMATED GENERATION (KWH)	OPERATIONAL PERFORMANCE	ESTIMATED SYSTEM UNDER-PERFORMANCE – COST IMPLICATIONS	2024 PV CONTRIBUTION TO SITE LOAD
Division 8	Bus Maintenance	247 (19)	339,533	254,226	75%	$18K	5%
Division 11	Bus Maintenance	266 (9)	354,621	247,2202	70%	$24K	9%
Division 15	Bus Maintenance	247 (19)	339,533	125,684	37%	$47K	4%
Division 18	Bus Maintenance	437 (17)	648,851	465,1552	72%	$41K	1%
Terminal 19	Regional Bus Station	89 (12)	128,056	106,020	83%	$6K	6%
Division 24	Rail Maintenance	178 (8)	235,956	97,0192	41%	$35K	1%
Central Maintenance Facility (Loc. 30)	Bus Maintenance	1,172 (15)	1,553,268	454,2152	29%	$243K	6%
Totals/ Average		**2,636**	**3,599,818**	**1,749,560**	**49%**	**$414K**	

Table 7: Metro's On-site Renewable Energy Supply

Are there any existing energy supply concerns?

2024 utility capacity was reviewed as part of this EMP to identify existing and potential supply constraints. Based on the analysis of SCE and LADWP accounts, which provide 84% of Metro's current electricity supply, there are existing energy supply capacity concerns at three bus divisions and 76 accounts have been identified as potentially having no additional service capacity. An additional 14 accounts are flagged with limited capacity concerns. The most critical locations to evaluate are identified in the table below and include ZEB facilities, which are expected to experience significant load growth due to increased fleet electrification, and EV charging stations, which are projected to see moderate to high demand as electric vehicle adoption rises and the non-revenue fleet transition evolves. Other sites with lower projected growth may include TPSSs, passenger stations, or signals and controls and may warrant attention based on specific operational needs. These accounts should be included in the utility outreach conversations outlined in the recommendations section.

LOCATION	UTILITY PROVIDER	LOAD GROWTH CONSIDERATIONS
Atlantic Station Parking Garage	SCE	EV Chargers
Division 3	LADWP	ZEB, Building Electrification, Non-Revenue and Employee EV Chargers
Division 5	LADWP	ZEB, Building Electrification, Non-Revenue and Employee EV Chargers
Division 13	LADWP	ZEB, Building Electrification, Non-Revenue and Employee EV Chargers
North Hollywood Station	LADWP	EV Chargers, LA28 Mobility Hub

Table 8: Locations with Potential Capacity Constraints

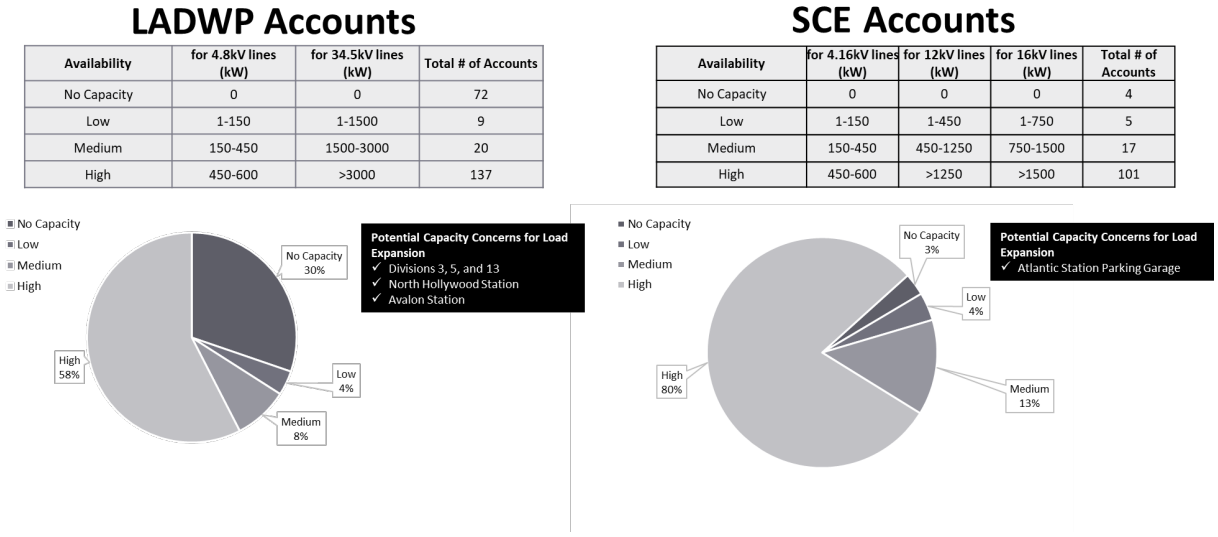


Figure 4: 2024 Utility Capacity

What approach to forecasting was used (data collection and methodology)?

Future Energy Demand

Methodology

Due to the increasing need for electricity across the Agency largely driven by bus electrification and climate goals, the future demand analysis evaluated how different electrical end uses are likely to contribute to peak demand across facilities. This peak demand analysis also informs site-specific strategies for decarbonization goals through electrification and distributed energy resource (DER) deployment. Because each end use of energy exhibits distinct daily load patterns -- solar generation peaks during midday, while ZEB charging often occurs overnight-- it was essential to disaggregate these end uses. Doing so allowed examination of how loads interact over a 24-hour period and assessment of their combined impact on system-wide and site-specific peak demand.

Summary of Future Projected Energy Cost Scenarios

ENERGY COST SCENARIO	2024	2030	2035	2050	MODELING ASSUMPTIONS
Forecast: Medium (Selected Base Case Scenario) 6% Annual Energy Cost Increase with No Cost Mitigation Strategies	$95M	$182M	$313M	$1.09B	> Models projected energy use increase based on existing capital plans, adopted strategic plans (e.g., EVPSP), and ZEB rollout > New TPSS stations for system expansion > Full ZEB roll-out by 2035 > Used 2024 actual costs and escalated 6% (medium scenario) to account for energy cost increases > Incorporates data from Metro operations, including building systems, EV charging, weather data, utility, peak demand, load patterns, and existing solar generation. > Ridership/operations data included.
Forecast: Low 3% Annual Energy Cost Increase	$95M	$156M	$229M	$520M	> Same as Base Case but assumes lower average annual energy cost increases (3%)
Forecast: Medium 8% Annual Energy Cost Increase	$95M	$201M	$384M	$1.77B	> Same as Base Case but assumes higher average annual energy cost increases (8%)
Forecast: Ultra-High 13% Annual Energy Cost Increase	$95M	$259M	$630M	$5.72B	> Same as Base Case but assumes higher average annual energy cost increases (13%)
Cost Mitigation Scenario vs. Base Case	$95M	$176M	$287M	$906M	> Full ZEB electrification by 2035 > 6% annual energy cost escalation > Solar fully implemented at all bus divisions where solar is technically feasible (64MW total) > Battery storage at 75% of TPSS sites > Energy efficiency measures implemented

Table 9: Future Projected Energy Cost Scenarios

How does the EMP determine future energy requirements?

To support this analysis, normalized average and peak 24-hour load shapes were developed for key end use categories: facilities, parking lots and garages, natural gas compression systems, transit stations, traction power systems, and alignment loads. These end-use profiles were created using high-resolution (15-minute interval) data available from 31% of modelled accounts. Although the dataset was partial, it was representative enough to serve as a strong basis for extrapolation.

Using monthly utility data from the calendar year 2024, load profiles were normalized to model current energy consumption and peak demand conditions at each property. Typical peak days were then estimated to identify load patterns across the system. The combination of normalized and scaled data offered both granularity and accuracy in understanding how energy is used and when peaks occur.

To forecast how emerging technologies and electrification strategies may impact energy use and peak demand in the future, we incorporated a wide range of additional data sources. These included typical meteorological year (TMY) weather data, EV Gateway charging session data, and ZEB ChargeSim reports, operational and implementation studies such as the EV Strategic Parking plan. A full list of assumptions is listed in Appendix D. These inputs were used to model the projected effects of space and water heating electrification, solar PV deployment, battery energy storage systems (BESS), EV charging, and ZEB charging.

To estimate energy costs increases, several sources including historical data from U.S. Federal Reserve Regional Energy Cost analyses and SCE historical rate information were used to develop low, medium, and high annual electric energy cost increase scenarios. Based on a review of historical rates and the ongoing need to upgrade California's energy distribution infrastructure to support electrification, as well as the unforeseen costs of climate impacts to the grid, four rate increase scenarios were developed: Low (3%), Medium (6%), High (8%) and Ultra-High (13%). The Medium case, reflecting a 6% projected annual energy cost increase, was selected as the Base Case for future cost projections. See Appendix D for historical data and sources.

The result is a comprehensive, facility-level view of both current and future energy demand dynamics. This approach supports the development of targeted, data-driven solutions for optimizing peak load management, improving resilience, and guiding cost-effective investment in clean energy technologies.

What are the drivers of cost?

Future Energy Demand Findings

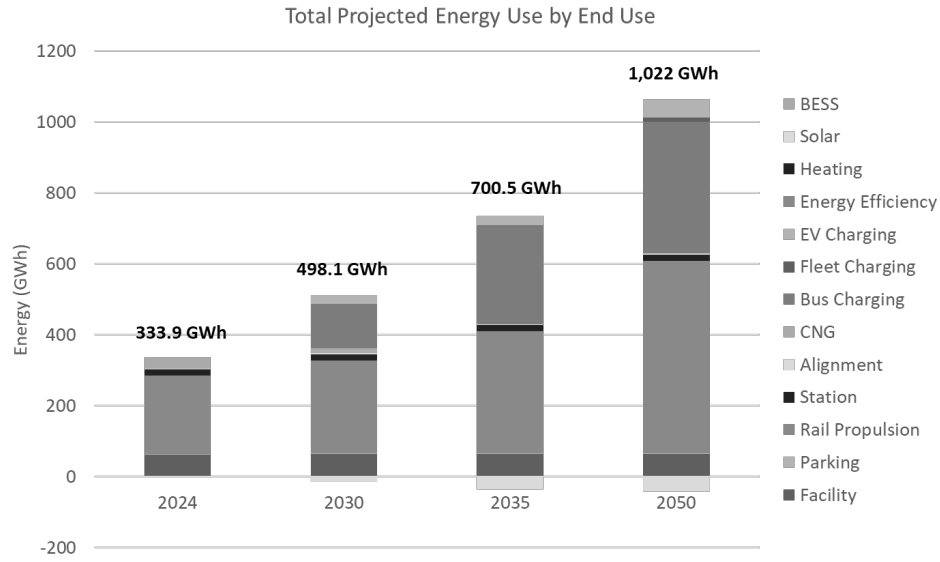
We identified key drivers of system wide energy growth as well as some opportunities to mitigate the load increases through the deployment of Energy Efficiency and Distributed Energy Resources. Rail propulsion emerged as the dominant end use across all modeled years, accounting for the largest share of total electricity consumption through 2050. Rail propulsion is projected to grow steadily over time, reflecting service expansions and ridership increases.

Bus charging was identified as the most rapidly growing end use, with significant demand acceleration expected through 2035. This trend aligns with the phased electrification of the bus fleet and the progressive installation of charging infrastructure across operating divisions. As electric bus adoption scales, charging will become a major contributor to both total energy consumption and peak demand, particularly at depots and facilities with high vehicle throughput.

> **Rail propulsion** is the dominant energy consumer throughout all years, with steady growth each year.

> **Bus charging** shows rapid growth through 2035, aligned with the phased deployment of fleet electrification and charger installation across operating divisions.

Electricity demand, primarily driven by electrification of the bus fleet and system expansion, is forecast to increase from 334 GWh in 2024 to over 1,000 GWh by 2050, representing a 200 percent increase.



Bus charging is currently occurring in 2024; however, it is served by shared meters, and the load cannot be isolated at this time.

Figure 5: Total Projected Energy Use by End Use

How much can Metro expect to pay for energy in the next 25 years?

Key findings indicate that Metro's energy profile will undergo significant transformation between 2025 and 2050. Current energy costs of $95 million are projected to rise substantially over this period.

When accounting for utility rate escalation and inflation, total costs could range from $520 million under a low-rate scenario (3% average annual increase) to $1.77 billion under a high-rate scenario (8% average annual increase) by 2050.

An ultra-high escalation scenario (13% average annual increase) was also evaluated. While this rate reflects historical increases observed with SCE from 2019-2024, it does not represent Metro's broader utility portfolio. Although a 13% trajectory is considered unlikely, it highlights the potential risks of relying on volatile utility rates and underscores the importance of adopting strategies to mitigate cost exposure.

To support planning and analysis in modeling for future fiscal years, Table 10 presents a range of utility cost escalation scenarios. These scenarios are based on historical trends[13], recent

[13] *Historic energy price increase trends over the last 20 years are summarized in Appendix D*

projections, and guidance from Metro's procurement department, providing a comprehensive view of potential utility rate increases. Each scenario is accompanied by a rationale to explain its basis and relevance.

Scenario	Rationale
Low (3%)	Represents the historical average annual increase for all utilities in the LA region over the last 10 years. This scenario assumes a conservative growth rate based on long-term trends.
Medium (6%)	**This represents SCE's historical annual increase from 2014-2024. This aligns with the current guidance provided by Metro procurement for FY26 planning. This scenario was selected as the Base Case for this analysis because it balances historical trends and future projections, making it the most realistic choice for planning purposes.**
High (8%)	Represents the average annual increase for all utilities in the LA region during the period of 2019-2024.
Ultra-High (13%)	Reflects SCE's average annual increase during the 2019-2024 period. This scenario assumes an aggressive growth rate and does not accurately reflect Metro's broader utility portfolio which includes several utilities throughout the LA region.

Table 10: Utility Cost Escalation Scenarios

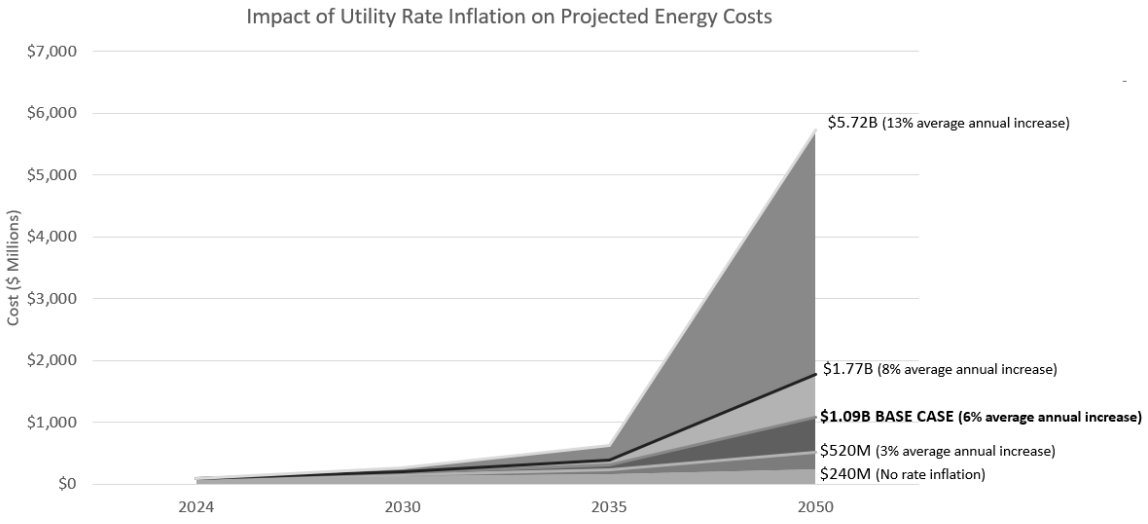


Figure 6: Impact of Utility Rate Inflation on Projected Energy Costs

Base Case Scenario

The Base Case projects Metro's total net energy costs to reach approximately $1.1 billion by 2050, assuming a continuation of current energy price increase trends of approximately 6% and the implementation of Metro's already funded or planned initiatives. Key assumptions underlying this scenario include:

- **Escalating Electric Energy Costs:** Annual electric energy and natural gas prices are assumed to rise by an average of 6% year-over-year, consistent with long-term historical utility cost trends.
- **Existing and Funded Solar Projects:** Only currently operational and fully funded solar projects are included. That totals 2.6MW of existing installed solar capacity and 1.5 MW of already planned solar. No additional solar capacity beyond those existing and already planned systems are assumed in this Base Case.
- **ZEB Fleet Rollout:** The scenario includes the full implementation of Metro's ZEB plan by 2035, which significantly increases electricity demand due to fleet electrification.
- **New TPSSs:** Energy needs related to the build-out of new TPSS to support expanded service and electrification are accounted for.
- **Non-Revenue Fleet Electrification:** The electrification of Metro's non-revenue vehicle fleet, as outlined in strategic planning documents, is assumed to proceed as planned.
- **EV Charging Expansion:** Deployment of electric vehicle charging infrastructure for public and employee use is included, as identified in strategic planning documents such as the Electric Vehicle Parking Strategic Plan.
- **Projected Annual Energy Costs:** To determine projected energy cost increases, historical energy prices were analyzed, and four average annual rates increase scenario estimates were developed: Low (3%), Medium (6%), High (8%) and Ultra-High (13%). The medium scenario of 6% was selected as the Base Case and used to project future energy costs. A summary of historical rate increases can be found in Appendix D.

While the Base Case reflects an ambitious electrification agenda aligned with Metro's sustainability commitments, it also results in a steep increase in electricity consumption and associated costs without corresponding cost control mechanisms. A full list of assumptions used in the future energy forecast are detailed in Appendix D.

The projected increase in Metro's energy costs is driven by two factors: higher electricity usage and rising electricity prices. The charts below illustrate the sources of Metro's future energy costs and show much of the projected increase is due to consumption growth versus higher energy prices. The vast majority, $851M of the projected $1.1B spend in 2050, stems from rising energy prices and the compounding effect of those increases. This Base Case estimates accounts for existing and planned solar PV, providing a modest offset to utility energy costs. As discussed in the mitigation scenario in the next section, expanding on-site solar generation presents an offers Metro an opportunity to hedge against energy price inflation and to create on-site generation that can be paired with energy storage to support operational resiliency.

The two primary utilities, LADWP and SCE, will continue to provide most of Metro's electrical power through 2050 with demand growing roughly proportionally by utility provider as shown in the graph below.

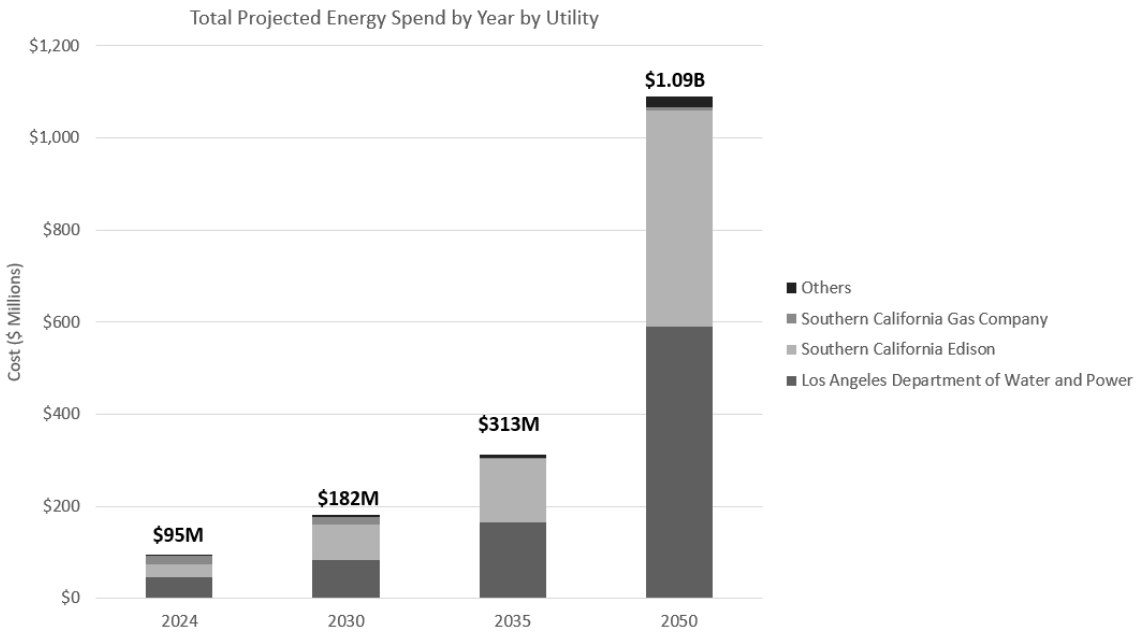


Figure 7: Total Projected Energy Spend by Year by Utility

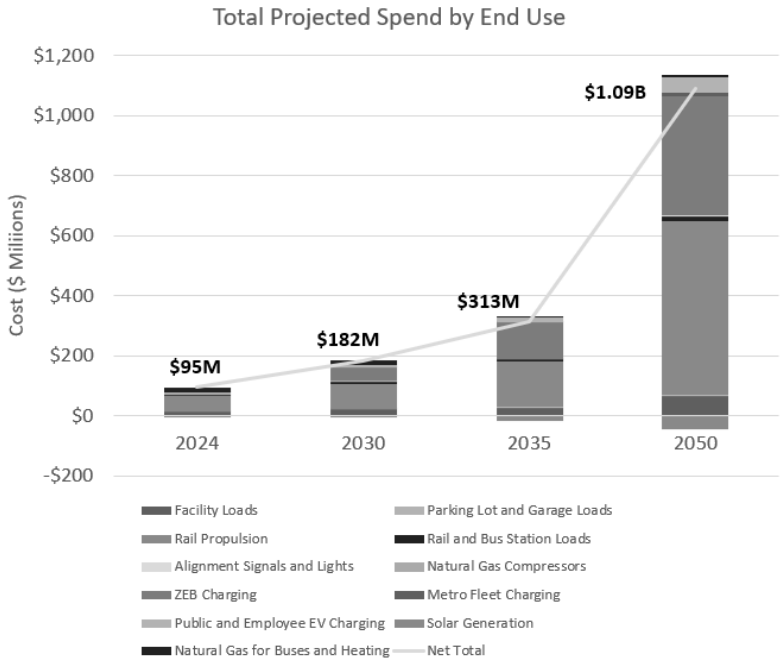


Figure 8: Total Projected Spend by End Use

Projected Energy Costs: Breakdown Due to Price Inflation and Energy Usage

The table below presents projected total energy costs for 2050 under different utility rate escalation scenarios. These scenarios illustrate the impact of utility rate escalation and inflation on Metro's total energy costs, while assuming energy usage remains constant across all scenarios. The table breaks down the projected costs into two components:

- **Energy Usage:** The portion of costs attributed to energy consumption growth.
- **Utility Rate Escalation & Inflation:** The portion of costs driven by rising utility rates and inflation.

The table highlights the contribution of each component to the total costs, emphasizing the significant role of utility rate escalation in driving future energy expenditures. This analysis underscores the importance of proactive energy planning and cost mitigation strategies to manage the agency's long-term financial impacts.

Year 2050 Cost Scenarios	2050 Energy Usage (2024 Energy Rates)	Utility Rate Inflation	Total 2050 Costs
LOW 3% average annual increase	$240M (46%)	$280.4M (54%)	$520.1M (100%)
MEDIUM **6% average annual increase** **(Selected as the Base Case)**	**$240M** **(22%)**	**$850.8M** **(78%)**	**$1.09B** **(100%)**
HIGH 8% average annual increase	$240M (14%)	$1.53B (86%)	$1.77B (100%)
ULTRA-HIGH 13% average annual increase	$240M (4%)	$5.48B (96%)	$5.72B (100%)

Table 11: Projected 2050 Energy Costs: Contributions from Energy Usage and Utility Rate Inflation

What opportunities are there to mitigate energy costs and support Metro's fiscal responsibility?

Projected Energy Costs: Mitigation Opportunities

Two comparative scenarios that illustrate Metro's projected energy expenditures through 2050 were developed. A Base Case as presented in the previous section and a Cost Mitigation Opportunity Scenario described below. This mitigation scenario was developed to assess the potential cost-benefits of additional energy technologies investments.

Opportunity Scenario

Metro can reduce its overall 2050 electric energy spend or operating expenditures by approximately $220M per year in 2050 —a 20% maximum reduction relative to the Base Case— through the strategic implementation of renewable energy, energy storage, and efficiency measures. This opportunity scenario assumes the following additional actions:

- **Expanded Solar Deployment:** Building on existing commitments, Metro could expand their onsite solar capacity to meet its 7.5 MW target and pursue installation of additional solar PV across all viable facilities and parking structures. The total technical potential for solar across all of Metro's facilities is estimated to be 64MW[14] to be confirmed based on feasibility assessments as part of the energy technology implementation recommendations described in Section 3.2.
- **Energy Efficiency Upgrades:** Implementation of the energy efficiency measures identified in the Energy Efficiency Long-Term Plan (EELTP), including lighting retrofits, HVAC improvements, and process optimization across facilities.
- **BESS:** Battery storage would be installed at 75% of new and existing TPSS sites, allowing for peak shaving, demand response participation, and improved resilience during outages or grid stress periods.
- **Advanced BASs:** Deployment of more sophisticated building energy management systems (BEMS) to optimize load control, manage HVAC and lighting schedules, and reduce unnecessary energy consumption during non-operational hours.

Together, these strategies not only reduce long-term operating costs, but also mitigate exposure to energy price volatility and enhance operational reliability. The analysis suggests that proactive investment in on-site generation, storage, and efficiency can deliver substantial lifecycle cost savings while aligning with Metro's climate and resilience goals.

Adding additional solar where feasible across Metro's operations represents the most cost-effective opportunity to reduce utility energy demand and provide a hedge against energy cost increases. With electricity rates compounding much faster than inflation, from an investment perspective, the rapid escalation means that each kWh offset by solar generation avoids a higher future expense. We are conservatively modeling future electricity rates at roughly half their recent growth rates (past 5 years), and in line with the 10-year average in Los Angeles. If the rates continue to increase at beyond our Medium scenario of 6% annually, the benefits seen from solar installations would be greater.

While the analysis presented here is based on a portfolio-wide view, actual NPV results for individual facilities can vary significantly depending on site specific factors such as ground composition, roof structural integrity, and interconnection cost. These types of costs cannot be

[14] *DER Preliminary Study. See Appendix J for a summary of additional solar deployment opportunities.*

precisely estimated until a system design is completed, and a utility interconnection application is filed. This is why taking a site-specific approach is important and is why we have created a prioritization of sites in this analysis.

Impact of Clean Energy Technologies on Annual Energy Spending: Cost Mitigation Opportunity Scenario

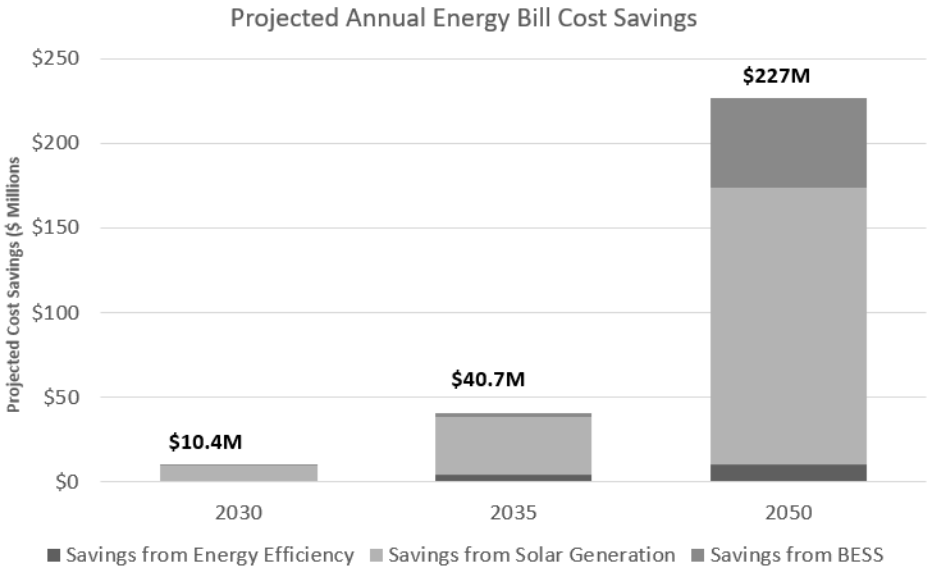


Figure 9: Projected Annual Energy Bill Cost Savings

To more fully understand the cost benefits of these mitigations, determining the net present values which include capital outlays, on-going operations and maintenance costs as well as energy savings are summarized in the table below and detailed in Appendix D. All three mitigations measures have been analyzed and are projected to generate a positive net present value (NPV) for Metro.

MITIGATION SCENARIO	NET PRESENT VALUE - 2050
Energy Efficiency – Implement Energy Efficiency Long Term Plan Recommendations	$2,413,617
Solar – Additional 61MW at Bus Divisions and Where Solar is Technically Feasibility	$171,940,480
Battery – 75% TPSS	$31,387,167

Table 12: Net Present Value of Cost Mitigation Investments

Net Present Values of Additional Solar and BESS for Traction Power Support

Net Present Value of Additional Solar

The EMP estimated the net present value of any additional solar investments. The chart below shows the net present value in 2050 of an additional 60MW of solar (for a total of 64MW) installed at 136 Metro sites. This shows that after factoring in both operating and capital expenditures Metro receives a positive benefit from additional solar[15].

[15] *NPV analysis based on ECO 2.0 and EMP rate forecasts*

SOLAR PV NET PRESENT VALUE	2050
Present Value of Capital Costs	($44,308,580)
Present Value of Maintenance and Repair Costs	($6,382,779)
Present Value of Energy Costs	$222,631,7839
Net Present Value	**$171,940,480**

Table 13: Net Present Value of Solar PV

Net Present Value of Battery Storage at Traction Power Substation Locations

A similar analysis was conducted for adding battery energy storage at TPSS sites. This shows that after factoring in both operating and capital costs, Metro receives a positive benefit from BESS at TPSS[16].

TPSS BESS NET PRESENT VALUE	2050
Present Value of Capital Costs	($21,528,464)
Present Value of Maintenance and Repair Costs	($23,251,353)
Present Value of Energy Costs	$76,266,984
Net Present Value	**$31,487,167**

Table 14: Net Present Value of TPSS BESS

The energy forecasting tool developed to provide the analyses in this plan can be used to dynamically forecast additional scenarios and to incorporate the energy impacts of new operational plans as they are approved.

[16] *NPV analysis based on ECO 2.0 and EMP rate forecasts*

Using Peak Demand Analyses to Prioritize Site-level Opportunities for Energy Resiliency

Beyond the opportunity scenario, Metro also has the option of adding BESS to key bus divisions in addition to solar PV that was already added under the Opportunity Scenario. The cost-benefit of doing this is being developed as part of pilot that's underway analyzing DER feasibility and cost-benefits. Analyzing peak electrical load demand is part of the Div-18 analysis to help determine the appropriate mix of additional energy management and energy storage technologies. The EMP analyzed peak load across all of Metro's divisions to help determine which sites to prioritize. A list of bus sites prioritized based on resiliency is listed as part of Recommendation 3.2.

The ramifications of not only bus charging, but also rail propulsion, on the peak load and energy consumption of each Division positions these sites as the highest priority for solar, energy efficiency, and BESS offsets. Division-18 is already being evaluated for cost-benefit of resiliency and energy management technologies with analysis completed by late Fall 2025.

Going forward, the Excel-based modeling tools used to develop the EMP forecasts are agnostic as to a consultant and available to be used to easily update the models and peak load analysis for prioritized divisions as new information becomes available. This analysis can also support utility conversations regarding capacity constraints and help identify the solar and battery system sizes needed.

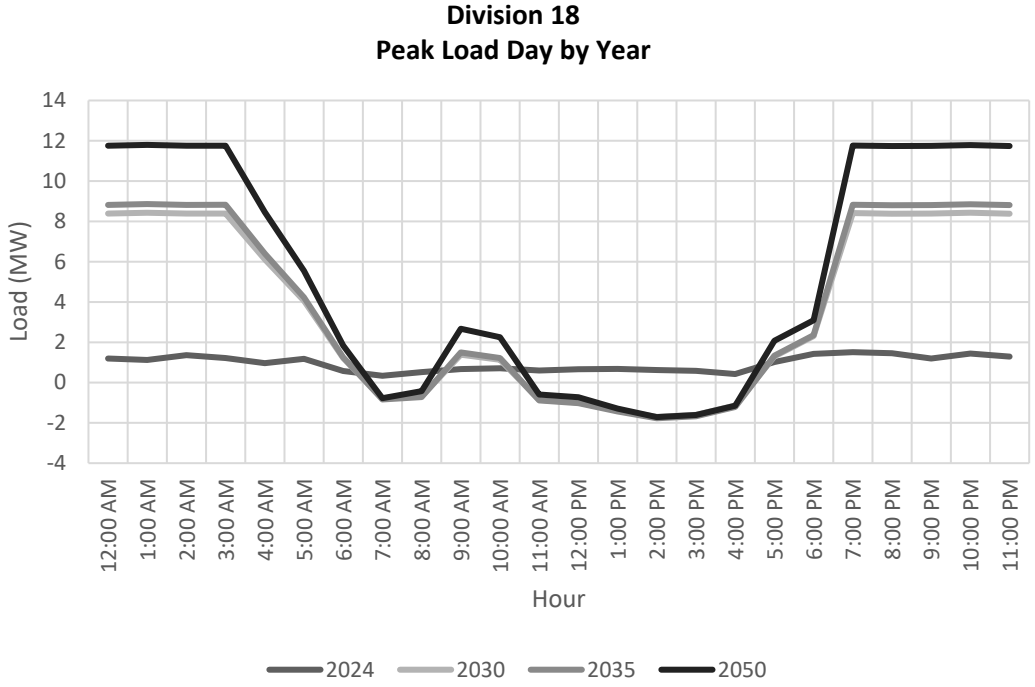


Figure 10: Division 18 Peak Load Day by Year

As outlined in the recommendations section, a full cost-benefit analysis (including installation, post installation maintenance costs and avoided customer damage costs due to resiliency measures) would need to be completed for each of the prioritized divisions. The Division 18 DER pilot will be developing this full cost-benefit analysis to be completed by December 2025. Based on the projected results from this pilot, Metro will be able to update these cost-benefit projections and better estimate the impact at scale across Metro's operations.

Energy Planning Recommendations

This section addresses the following questions:

What is an appropriate and achievable action plan based on future energy needs and where Metro is today?
How can Metro cost effectively invest in resiliency?
What combination of People + Processes + Technology are needed?
How should Metro engage with internal and external stakeholders to support energy planning?
What are the expected outcomes for continuous improvement?

Actions in Context

There are competing goals, market realities and organizational constraints that need to consider as part of Metro's future approach to energy planning. Many of these action plan recommendations require a degree of organizational change to more cost effectively manage energy costs and provide resiliency benefits going forward. The primary filters used to develop an appropriate and achievable action plan is based on next steps that can support Metro's organizational goals, operational requirements as well as energy and environmental leadership goals.

AGENCY GOALS	OPERATIONAL REQUIREMENTS	ENERGY AND ENVIRONMENTAL LEADERSHIP GOALS
> Customer Service > Safety > Security > Service > Reliability	> Cost effectiveness-mitigate fiscal cliff and support cost-benefit analysis standardization > ZEB roll-out > New Maintenance Divisions > New Bus and Rail Lines > Workforce Development > Community Engagement > Continuity of Operations	> Increase onsite renewable energy generation to 7.5 MW by 2030 > Reduce GHG emissions by 79% by 2030, zero emissions by 2050 > Reduce energy consumption by 17% at facilities vs. business-as-usual trend

Table 15: Metro's Agency Goals, Operational Requirements, and Leadership Goals

Recommendations Overview

The EMP recommendations include a snapshot of key planning activities and expected outcomes over the next 5-8 years. A detailed implementation plan with key performance metrics for the next 12-18 months is included in the proceeding Implementation section.

The recommendations focus on four priority areas of opportunity, informed by Metro's internal energy and climate goals, industry best practices, and needs for cost-effective resiliency and energy management technologies to support critical operations. The priority areas of recommendations are:

1. **Coordinated Energy Planning:** Create an energy management steering committee led by the OOS to increase energy planning collaboration and information sharing. Strengthen proactive communications with utility partners and developing standard operating procedures to better support internal planning and energy data management.
2. **Resilient and Clean Energy Supply:** Take advantage of existing opportunities more quickly to increase energy supply mix to meet Metro's renewable energy and GHG reduction goals through energy partnerships. Shore up existing on-site renewable energy generation assets and expand on-site solar to decrease energy operating costs and bolster resiliency.
3. **Energy Technology Implementation and Workforce Development:** Implement a phased and site-level technology deployment strategy to comprehensively and cost-effectively support resiliency and energy management goals. Identify opportunities for feasible expansion of solar and batteries to provide energy resiliency. In parallel, increase energy technology literacy across key functions within Metro and collaborate with the Workforce and Talent Development team to identify any additional future skill gaps due to emerging energy management and resiliency technologies.
4. **Stakeholder Engagement:** There are many important stakeholders who can support and benefit from Metro's energy planning efforts. In addition to outreach to utilities, more proactive collaboration with CBOs and local partners can strengthen Metro's energy portfolio through joint resiliency projects and workforce development opportunities.

Sequence of Recommendations

The EMP organizes these recommended actions into a phased approach for implementation of Phase 1 activities. Outlining what future phases beyond the next 18-24 months could achieve is summarized below to highlight the critical building block function of Phase I recommendations. This section of the EMP further outlines a proposed plan of action based on four recommended focus areas for Phase 1 activities.

PHASE 1 (FISCAL YEAR [FY] 2026-2027)	PHASE 2 (FY 2028-2029)	PHASE 3 (FY 2029-2030)
RECOMMENDATION 1.0: ENERGY MANAGEMENT PLANNING		
Recommendation 1.1: Develop centralized energy planning steering committee and establish report out requirements and key performance indicators **Recommendation 1.2:** Socialize EMP with utilities and energy regulatory agencies as part of on-going engagement. **Recommendation 1.3:** Develop SOPs and process requirements (International Organization for Standardization [ISO] 50001 Process Requirements; develop SOPs for energy projects technology implementation) **Recommendation 1.4:** Build data and information management backbone (interval data, submetering, BAS integration, IT needs) **Recommendation 1.5:** Update energy demand forecast based on new capital projects	Further develop data and energy management capabilities Develop capital plans for additional IT/information management needs	Expand energy management IT staff and software as more distributed energy assets and energy technology come online
RECOMMENDATION 2.0: ENERGY SUPPLY		
Recommendation 2.1: Accelerate 100% renewable energy supply **Recommendation 2.2:** Develop more robust solar expansion and O&M system **Recommendation 2.3:** Essential use designation (work with utilities to confirm rotating outage group IDs and exemption for critical accounts)	Deeper utility engagement: joint project identified, planned for and costed out to support resiliency needs and mitigate costs	Deploy joint utility projects

PHASE 1 (FISCAL YEAR [FY] 2026-2027)	PHASE 2 (FY 2028-2029)	PHASE 3 (FY 2029-2030)	Phase 2 (FY 2
RECOMMENDATION 3.0: ENERGY TECHNOLOGY IMPLEMENTATION AND WORKFORCE DEVELOPMENT			
> **Recommendation 3.1:** Develop high level internal education on energy technology; build on existing Metro, Cerritos College and ATU EV charging maintenance program to identify additional technical training needed for resiliency (solar + batteries + energy management systems) > **Recommendation 3.2:** Prioritize and evaluate high impact sites for energy technology and resiliency investments > **Recommendation 3.3**: Develop resiliency components of cost-benefit analysis framework and identify opportunities for innovative funding mechanisms	> Implement resiliency and energy management at prioritized sites > Develop planning for next phase of prioritized sites > Identify opportunities for advanced technology pilots (e.g., virtual power plants [VPP], islanding capabilities, participation in wholesale energy markets) > Integrate training on software technology for building operators	> Implement energy management system at critical sites > Pilot advanced energy technologies > Plan for vehicle/building-grid (planning with utility for vehicle expert potential at select locations) > Continue training building operations to maintain, optimize, and troubleshoot systems	
RECOMMENDATION 4.0: STAKEHOLDER ENGAGEMENT			
> **Recommendation 4.1:** Expand SC to include more community equity focused organizations > **Recommendation 4.2:** Leverage Community Partners as workforce enablers (skills and job creation) > **Recommendation 4.3:** Socialize energy goals and constraints, identify resiliency co-funding opportunities and needs with regional energy partners. > **Recommendation 4.4**: Communicate progress and community benefits of clean energy and energy resiliency investments.	> Co-develop new training programs > Identify co-development projects > Incorporate community engagement as a metric for new contracts	> Implement co-development projects	

Table 16: Phased Plan of Action for Recommendations

Recommendation 1.0: Energy Planning

Metro's energy program, now 20 years old, is led by the OOS, which oversees energy planning for the agency. Since the inception of these energy and climate programs, Metro has expanded operations and introduced new leadership focused on unifying the Agency. Future energy planning presents an opportunity to align the agency around a single, cohesive strategy aimed at reducing energy costs and increasing resiliency.

Standard Operating Procedures

Looking ahead, energy management and proactive planning will become increasingly critical due to the dynamic energy and climate environment, Metro's extensive utility meters, and energy-dependent capital projects. To address these challenges, formalized processes and Standard Operating Procedures (SOPs) and coordination are needed to more proactively connect divisional level needs and future energy impacts.

Example SOPs to Establish:

> Develop a process for determining the appropriate energy supply product (e.g., 100% renewable energy) for new electric meters, while accounting for added costs.

- Develop a process for coordinating with the utility to ensure that new meters are assigned a rotating outage ID to exempt them from outages, where applicable.
- Create guidelines for selecting energy supply products and integrating resiliency cost benefits into capital project planning.

By formalizing these processes, Metro can ensure consistency, accountability, and alignment with its broader energy and resiliency goals.

Internal Coordination and Governance

Since the approval of Metro's ECMP in 2011, the OOS has been coordinating across Metro on energy management and is best positioned to continue overseeing this function with continued support internally to continue leading annual energy forecasting, utility engagement and development of data and information management platforms. Strengthening internal coordination will be essential to proactively manage energy needs moving forward.

Key Opportunities:

- Strengthen existing partnerships (e.g., OOS, Watchwire, Procurement) to standardize utility data as the system of record.
- Establish an annual review of utility energy supply products to optimize cost-effectiveness and align with budget/rate cycles.
- Building on this existing collaboration, Metro could consider formalizing agency-wide coordination and data sharing through the formation of an Energy Steering Committee, led by OOS, to:
    - Coordinate agency-wide data sharing and SOP implementation.
    - Develop agendas for utility and regulator engagement e.g., California Air Resources Board [CARB], CPUC, Department of Energy [DOE]).
    - Report annually on energy key performance indicators (KPIs).
    - Recommend data and IT requirements to support advanced energy management and resiliency solutions.

Phased Data & Information Management:

- Initial phase: utility bills, interval data, solar system monitoring, consumption analysis. This initial data management function could be supported by the OOS and the Energy Steering Committee.
- Future phases: integration with building automation, load flexibility, ZEB charging, and microgrid systems.

Looking forward, effective coordination between energy planning and IT resources will be critical to supporting advanced technologies. Figure 11 shows how data management needs increase for each of the different phases of energy technology deployment.

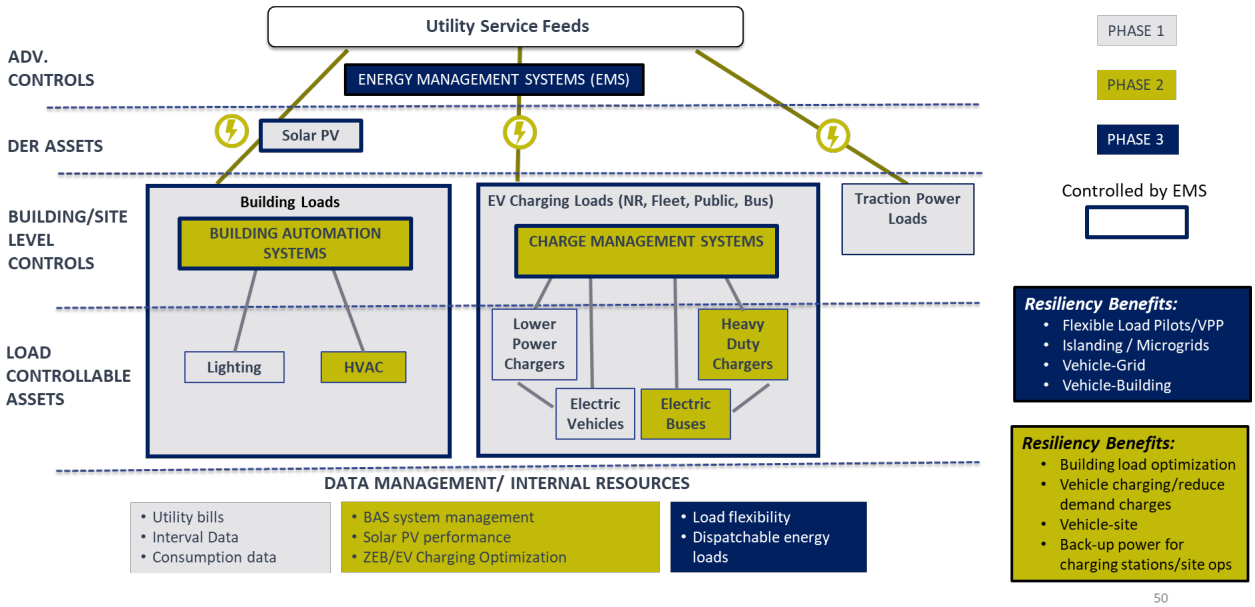


Figure 11: Data-driven Technology Management

The energy technology landscape is increasingly complicated and interactive, as Figure 11 illustrates. Multiple hardware and software technologies interact to help optimize energy usage through building and EV charging load management, optimize EV charging through charge management and optimize resiliency through energy management and control systems.

Focusing on Phase 1 of these recommendations, Table 17 describes the expected outcomes and key performance indicators.

RECOMMENDATION 1.0: FORMALIZE ENERGY PLANNING FUNCTION AND COORDINATION	EXPECTED OUTCOMES: PHASE 1 (FY 2026-2027)	KEY PERFORMANCE INDICATORS
> **Recommendation 1.1:** Develop centralized energy planning steering committee and establish reporting requirements and key performance indicators. > **Recommendation 1.2:** Socialize EMP with utilities and energy regulatory agencies as part of on-going engagement. > **Recommendation 1.3:** Develop SOPs and process requirements (ISO 50001 process requirements), develop SOPs for energy projects technology implementation. > **Recommendation 1.4:** Build data and information management backbone (i.e., interval data, submetering, BAS integration, IT needs, etc.). > **Recommendation 1.5:** Update energy demand forecast based on new capital projects or plans.	> **Develop Centralized Energy Data and Planning Tools** • Annual reporting monitoring/evaluation (verification of energy usage, energy constraints and environmental benefits) • Proactively address evolving data and process requirements • Align efforts and optimize use of division-level resources > **Better Utility Coordination and Planning** • Identify utility, state and federal support for proactive energy planning. • Foster stronger, long-term utility relationships • Gain better visibility into and planning for co-funding resiliency and energy cost-mitigation opportunities. > **Maximize opportunities and cost effectiveness of assets and investments (PV, EVSE, batteries, BAS)** • Cost + energy + resiliency benefits more easily communicated • Asset management visibility O&M • Avoid stranded or underutilized assets (immediate) • Load flexibility/shave peak demand costs (future)	> Energy planning steering committee established, meets regularly > Watchwire platform is the system of record > Annual reviews of energy spend, utility rate schedules and SOPs conducted with a report out on recommendations

Table 17: Summary of Energy Management Planning Recommendations

Recommendation 2.0: Resilient and Clean Energy Supply

Recommendation 2.1: Accelerate 100% Renewable Energy Supply

Existing Energy Supply from Utilities

As outlined in the current energy demand section, 46% of Metro's electricity is sourced from 100% renewable energy. California utilities continue to transition to cleaner energy sources in compliance with California Renewable Portfolio Standard (RPS), which mandates that 60% of the state's energy supply must come from renewable sources by 2030. Another driver is Senate Bill 100 (SB100), which establishes the goal of achieving 100% carbon-free energy by 2045. Therefore, Metro could accelerate its own renewable energy supply goal of 100% by 2035, as proposed in the CAAP, by increasing the number of utility accounts that receive 100% clean energy products. There are several options for consideration, summarized in Figure 12.

			Scenario 1 – Mix of 50% and 100%			Scenario 2 - 100% Green Power			Scenario 3 – Cost Optimization		
	2024 Annual Energy Spend	Current Renewable Energy[1]	Green Power Option	Annual Incremental Cost	Additional Annual Avoided GHG Emissions (MT CO2e)[1]	Green Power Option	Annual Incremental Cost	Additional Annual Avoided GHG Emissions (MT CO2e)[1]	Green Power Option	Annual Incremental Cost	Additional Annual Avoided GHG Emissions (MT CO2e)[1]
City of Pasadena Water and Power (PWP)	$2.4M	35.8%	**100%**	$169,953	3,980	**100%**	$169,953	3,908	**100%**	$169,953	3,908
LADWP	$45.3M	39.5%	**50%**	$3.1M	23,582	**100%**	$6.2M	47,163	No changes	N/A	N/A
SCE Base Rate *CPA Eligible, previously opted-out*	$7.6M	37.6%	**Re-enroll (27) accounts in CPA at 100%**	$846,770	6,306	**Re-enroll (27) accounts in CPA at 100%**	$846,770	6,306	No changes	N/A	N/A
CPA – Clean Power (50%) *(CPA Supply/SCE Delivery)*	$0.4M	50.0%	**Remain at 50%**	0	0	**Opt (21) accounts up to 100%**	$16,065	227	Add (6) accounts	$321,115	-74
CPA – Clean Power (100%) *(CPA Supply/SCE Delivery)*	$9.4M	100.0%	**Remain at 100%**	0	0	**Remain at 100%**	0	0	Opt (6) accounts down to CPA Clean Power (50%)	-$491,068	0
TOTAL				**$4.1M (5% increase)**	**33,867 (49% reduction)**		**$5.6M (9% increase)**	**57,676 (84% reduction)**		**$0**	**3,907 (6% reduction)**
TOTAL Utility Portfolio Renewable Energy	**45.9%**			**60%**			**91%**			**47.4%**	

[1]*Based on 2023 Power Content Labels*

Figure 12: Options for Increasing Renewable Energy Supply

Metro has the option in the next year to increase its utility clean energy supply from 46% to between 47%-90%, with annual costs ranging from $0 (cost neutral option at 47%) to $5.6M/year (90% renewable supply). Moreover, the greenhouse gas emissions reductions benefits are significant and range from a 6% to 84% reduction.

Recommendation 2.2: Develop More Robust Solar Expansion and O&M System

Existing Solar PV Systems

To ensure the long-term performance and reliability of Metro's existing solar PV systems, it is recommended that necessary repairs and system improvements be incorporated into the existing Distributed Energy Resource Capital Project, an approved capital improvement project, or establish a new capital project. This proposed capital project should address deferred maintenance needs and upgrading aging infrastructure that is contributing to underperformance. System components such as inverters, combiner boxes, and fuses have been compromised by environmental stressors, including water intrusion, corrosion, and fire-related damage—highlighting the need for targeted system improvements.

Rather than continuing with reactive repairs, this proactive capital investment approach would establish a funding mechanism to replace outdated or failing PV components with modern, high-efficiency equipment. For example, at the Central Maintenance Facility, aging central inverters would be removed and replaced with distributed string inverters, increasing system resiliency, simplifying maintenance, and improving energy output. These upgrades would also bring systems into compliance with current safety and electrical codes. A detailed summary of proposed PV system repairs and upgrades is provided in Appendix G.

To support long-term solar performance, comprehensive O&M planning is necessary. The OOS will develop and manage a comprehensive O&M plan that defines clear roles, responsibilities, and protocols to ensure accountability and foster ownership across departments—supporting a culture of continuous improvement in line with ISO 50001 standards. The pursuit of ISO 50001

certification will further provide a structured framework for tracking performance, identifying opportunities for improvement, and establishing standardized processes that ensure consistent, data-driven maintenance. Integrating solar PV systems into Metro's Enterprise Asset Management System (EAMS) will integrate these generation assets into Metro's proactive maintenance scheduling, performance tracking, and lifecycle planning. To achieve all of this, dedicated investments in the O&M program as well as workforce development will be necessary. for.

Future Solar PV Systems

In alignment with Metro's long-term sustainability and energy resilience goals, it is also recommended that the Agency expand its total installed solar capacity to 64 MW by 2050—an increase of 60 MW beyond the 4 MW already existing or planned. For new solar PV systems, it is critical to embed long-term O&M strategies, as described in the previous section, into the project development phase to prevent repeating the challenges faced with legacy systems. Integrating these strategies into the project development phase will help avoid current deficiencies, extend the productive life of future solar assets, and preserve the long-term value of past investments. This proactive approach ensures alignment with the agency's broader energy and resilience goals.

Pathway to 100% Renewable Energy Supply

Based on Metro's goal of achieving a 100% renewable energy supply by 2035, the agency can pursue two main strategies: Install additional on-site Solar PV and increase procurement of 100% renewable energy from utility providers. Based on 2024 information, Metro could purchase all available 100% renewable energy options from utilities, which would enable it to reach a 90% clean energy supply mix in the near term—well ahead of schedule. To close the remaining gap and achieve 100% renewable energy, Metro would need to install approximately 17 MW of additional on-site solar PV.

Recommendation 2.3: Increase Resiliency of Energy Supply

As part of strategic energy planning, Metro has several opportunities to engage more proactively with its utility partners to support resiliency needs and meet its clean energy and environmental goals. Since 2001, Metro's rail system has undergone significant expansions with the addition of the E Line, connecting downtown Los Angeles to Santa Monica, the "Pasadena Metro Blue Line" (now known as the A Line), and the K Line Extensions.

Metro is currently working on a plan to increase the number of meters designated as "essential use" so that Metro's critical operations, including rail, bus and operational facilities, are exempted from rotating or planned outages during periods of high energy demand. These conversations have already been initiated with utilities.

CPUC Decision 01-08-071 (2001) Adopted Rail Safety and Carriers Divisions granted exemptions for certain sections of Metro's rail tracks from rotating outages (exclusive rights-of-way, ballasted tracks, underground sections, tunnels, aerial structures, and control centers). Refer to Appendix I for the list of sites included in this CPUC Decision.

Increasing "essential use" designations will be even more critical as Los Angeles prepares to host the 2028 Olympic and Paralympic Games and key matches of the 2026 FIFA World Cup. Uninterrupted transit operations are vital to supporting mobility, safety, and emergency response throughout the region.

SCE accounts are the priority for "essential use" meters and coordination among internal Metro stakeholders (e.g., Procurement, Real Estate, Operations) should verify the list of accounts and their end uses. Once this verification is complete, Metro can begin engagement with utilities to confirm the rotating outage group ID and determine whether accounts are exempt.

Additionally, Metro should work with utilities to establish a process for managing new meters as they come online and explore the possibility of receiving approval for accounts to gain exemption on a rolling basis. The OOS is coordinating with Government Relations to determine the best approach for addressing this in discussions with the utilities. The next steps will involve addressing LADWP accounts, which will follow a similar process, informed by lessons learned during the management of SCE accounts.

Focusing on Phase 1 of these recommendations, Table 18 describes the expected outcomes and key performance indicators.

RECOMMENDATION 2.0: OPTIMIZE CLEAN ENERGY SUPPLY TO MEET CLEAN ENERGY GOALS AND RESILIENCY NEEDS	**EXPECTED OUTCOMES: PHASE 1 (FY 2026-2027)**	**KEY PERFORMANCE INDICATORS**
> **Recommendation 2.1: Accelerate 100% Renewable Energy Supply** • Green energy product opt-up • Utility product recommendations > **Recommendation 2.2: Develop More Robust Solar Expansion and O&M System** • Phased remediation system to address routine maintenance and repair existing damage • Develop PV system replacement and asset management operating procedures • Determine contracting mechanism to use for expanded solar deployment > **Recommendation 2.3: Increase Resiliency of Energy Supply** • Work with the utilities to confirm rotating outage group IDs and exemption for critical accounts	> Receive exemption from rotating outages for Metro's accounts > Improve operational resiliency > Cost effectively increase Metro's renewable energy supply from utilities from the current 45.9% toward 100% > Repair solar PV systems to get back to expected production, saving an estimated $400K per year in avoided utility costs > Optimize current solar investments and establish cost-effective O&M approach as a backbone for future solar system deployments	> Document savings on avoided utility costs > Overall system-wide average PV solar systems operational efficiency increases from 49% to at least 70% > Metro receives expanded essential use designation at critical facilities > O&M plan for solar is cost-effective and allows for desired workforce participation in system maintenance

Table 18: Summary of Energy Supply Recommendations

Recommendation 3.0: Energy Technology Implementation and Workforce Development

As Metro enters a more energy constrained environment, where resiliency is also an increasing need, it is important to re-evaluate planning for future energy-related technologies and implementation. Going forward, agency-wide deployments of a single technology, such as solar or building controls, may not be as cost-effective or efficient compared to taking an integrated

and phased approach at a site level. This comprehensive site level approach would allow for optimization of the interactive benefits of critical energy-management technologies and provide best practices and learnings that can be leveraged across other divisions.

A comprehensive approach at a site level would involve auditing and documenting the existing technologies, operational needs and future technology opportunities that could support energy management and resiliency for that location. An evaluation of the requisite skills and workforce development needs should inform the planning process. After collection and synthesis of existing conditions, an energy technology roadmap should be developed for each location, and include an initial detailed cost-benefit analysis with the resiliency and environmental benefits. The cost-benefit analysis should also identify innovative funding and/or cost mitigation opportunities to support the implementation of the energy technologies at that site. This approach supports both Metro's standardized CBA framework and identifies early in the technology feasibility and planning stages any opportunities for cost mitigation.

Once a site's energy technology roadmap, cost-benefit and funding analysis are finalized, and a capital development plan has been approved, Metro can repeat the process again for additional sites.

To support this comprehensive approach, the energy technology recommendations fall into three subcategories:

1. Internal education and workforce development
2. Site prioritization process for technology investment screening and implementation of additional solar and energy storage
3. Incorporating the cost-benefits of resiliency into Metro's standardized Cost Benefit Analysis

Recommendation 3.1: Advance Internal Education and Workforce Development

The implementation of the EMP will have wide-reaching implications for the agency's workforce of 12,108 employees, including 10,100 represented by labor unions. As the EMP initiates a major transition to electrified fleets, renewable energy systems, building automation, and advanced data infrastructure, new skills training and education are needed for deploying, maintaining and operating energy-related assets such as zero-emission buses, electric vehicle charging stations, solar PV systems and batteries/energy storage systems.

Additionally, as Metro implements the EMP, the scale and complexity of anticipated energy capital projects will have significant implications for labor, particularly under the agency's existing Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council. These impacts are critical to understanding how the energy transition can advance workforce development, ensure equitable job access, and uphold union standards. Trainings and certifications relating to energy management, energy storage and high voltage equipment, such as EV charging stations, have already been identified as part of Metro's ZEB Workforce Development Statement of Work. Further, Metro's Talent and Workforce Development team has an existing partnership with Cerritos College to support more career pathways for electricians and electrician helpers. This partnership can be leveraged to identify additional skill gaps and priority sites for energy management technology beyond the ZEB workforce development plan.

Energy efficiency measures are the backbone of any energy management investments and empowering the facilities and maintenance staff in leading this planning would also serve as an

opportunity to identify resource and training needs in advance of future energy technology deployments. The opportunities for energy efficiency improvements as outlined in the Energy Efficiency Long Term Plan (EELTP) would be a great opportunity for facilities and maintenance staff to develop and lead the implementation planning with support from the OOS.

Figure 13 below highlights where education and workforce development opportunities can be aligned with the agency's energy strategy, ensuring that Metro's staff is trained to operate, maintain, and optimize these systems.

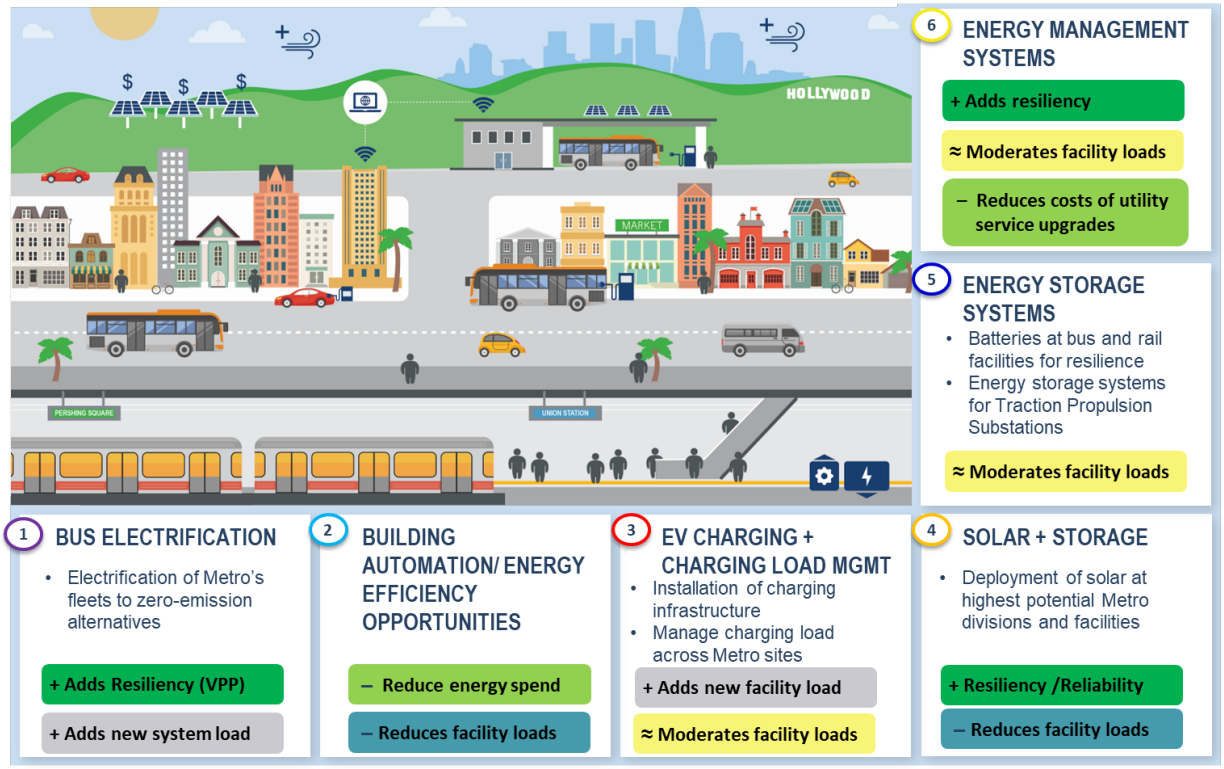


Figure 13: Energy Education - Workforce Development Opportunities

Functional Technical Training/Job Transition Opportunities

There are many specialized training and re-training needs to be addressed so that Metro's workforce can fully participate in the Agency's energy transition. Below are a few gaps to close in Metro's workforce:

> **Bus and rail operators represented by SMART** (5,197 members) will need training on the operational nuances of zero-emission buses and potentially automated charging systems. As Metro expands micro transit services, these operators may also be called upon to operate diverse vehicle types and use real-time energy monitoring tools.

> **Mechanics and service technicians represented by the ATU** (2,695 members) will be among the most directly impacted. As internal combustion engine vehicles are phased out, mechanics will need to acquire skills in high-voltage electrical systems, battery management, and digital diagnostics.

> **Transportation and maintenance supervisors** (AFSCME, 858 members) will play a critical leadership role in managing cross-functional energy infrastructure projects and coordinating

building-level energy efficiency initiatives. Their involvement in strategic planning and implementation will be vital for successful system integration.

- **Custodial and clerical employees** (TCU, 1,126 members) **and security guards** (Teamsters, 224 members) will be indirectly affected by changes to facility operations, schedules, and building access related to energy upgrades and construction timelines.

As more skill gaps are identified, Metro can leverage existing partnerships with Cerritos College and LA Trade Tech to further develop new certifications and training to support energy technology deployments.

Metro could also consider developing a series of energy-related internal education modules, beginning with foundational concepts and progressing toward advanced energy management and control technologies. A structured, phased approach will ensure that the workforce builds skills in parallel with Metro's evolving clean energy initiatives. This approach will:

- Strengthen internal coordination and collaboration across the agency.
- Inform procurement documents by embedding technical understanding into requirements.
- Enhance vendor engagement through shared knowledge and expectations.
- Build awareness of both physical and cyber risks associated with electric mobility and infrastructure – equipping staff with strategies for proactive mitigation.

Figure 14 below illustrates a phased learning progression. Early phases emphasize core concepts (EV basics, building automation, energy security), while later phases introduce more complex systems (charging load management, energy management systems, cybersecurity for e-mobility). This approach supports upskilling of the workforce while preparing the Agency to manage increasingly more integrated and sophisticated energy systems.

PHASE 1	PHASE 2	PHASE 3
EV 101 > Basics of EV and EV charging > Best practices for charging implementation > Metro's EV policy **BAS** > Computer-based system to control the building systems (e.g., heating, ventilation, air conditioning, lighting) **Energy Security and Cybersecurity** > Introduction to physical and cyber risks due to electric mobility and infrastructure connections (understanding of threats and vulnerabilities and best practices and mitigations)	**EV Charging Load Management Systems** > EV charging load management software – electricity infrastructure, charge stations, and EV communications > Load balancing systems – instruct EV chargers to deliver the right amount of energy and help offset peak demand at the charging site level, in on-site battery storage, and within campuses **Cybersecurity – e-mobility** > IT/OT strategies > Use of AI to proactively detect and manage risks	**Energy Management System** > Collection of hardware and software to monitor and control energy usage > Connects to building automation, charging management and other distributed energy resources such as solar PV, energy storage, and microgrids Advanced systems capable of supporting VPP operations (dispatching of energy, responding to real time energy prices)

Figure 14: Internal Education Topics - Recommendations

Recommendation 3.2: Implement Technology Investments - Site and Technology Prioritization

Opportunities to expand on-site clean energy generation, reduce energy costs, leverage the positive cash flow benefits of solar, and enhance resiliency through energy storage for critical operations fall into three key categories, as introduced in the Future Energy Demand Opportunity Scenario section:

- **Recommendation 3.2.1 Bus Division Resiliency Upgrades:** Develop a technology roadmap, implementation plan, and full cost-benefit analysis for integrating solar, energy storage, energy management, and building automation at prioritized bus sites summarized in the following section.
- **Recommendation 3.2.2 TPSS Energy Storage Implementation:** A pilot project is in progress to evaluate the potential of implementing energy storage at Division 11's yard TPSS, with study completion anticipated by Fall 2025. This pilot will help define the project scope, delivery pathway, and associated benefits to support broader deployment.
- **Recommendation 3.2.3 Long-Term Solar Expansion Across Metro Sites:** Expand solar-only installations across Metro's portfolio to increase clean energy generation and reduce energy costs.

A full listing of Solar PV and energy storage potential is listed in Appendix J.

Recommendation 3.2.1: Bus Division Resiliency Upgrades

Implementing a phased and site level technology deployment to support resiliency and energy management goals would yield significant advantages for Metro. Metro would screen its sites/divisions to prioritize a more comprehensive energy technology deployment plan that could include multiple technologies rather than a single measure. Focusing holistically at a site or division level would enable faster technology deployment as Metro would have the ability to validate technology viability, scalability, interoperability, user experience, and energy savings before scaling to other prioritized sites. This approach also allows for:

- Building internal understanding of technology communication standards to ensure equipment can work together effectively (part of internal education).
- Prioritizing open standards and protocols (e.g., BACnet, OpenADR, Open Charge Point Protocol) to ensure compatibility across different systems and manufacturers.
- Evaluating vendor support more effectively, including factors like regular software updates, feature enhancements, and long-term service agreements.

Metro would screen and prioritize based on the following criteria:

- **Existing energy demand and energy constraints:** Prioritize sites with high or diverse energy loads, where power disruptions would have greater operational impact and where resiliency improvements would be most beneficial.
- **Operational Fit and Cost-Effectiveness of Solar System Types:** Evaluate the feasibility and relative cost-effectiveness of different solar configurations (e.g., rooftop, carport, or superstructure) based on site layout, structural capacity, and operational requirements.
- **Resiliency Needs:** Assess whether the site serves a continuity-of-operations function, and identify climate-related risks (e.g., wildfire, flooding, extreme heat) that could impact energy reliability.

- **Existing and planned technology:** Consider the presence or planned deployment of solar PV, building energy management systems, and electric vehicle charging infrastructure to identify integration opportunities.
- **Community Equity Considerations:** Incorporate input from hyper-local community partners to ensure equitable investment and community benefit in historically underserved areas.

Applying these technology screening criteria for Solar and BESS deployments and energy management across Metro's bus division portfolio would result in this prioritization:

SITE NAME	SITE FUNCTION	PEAK DEMAND (KW)	ANNUAL CONSUMPTION (GWH)	SERVICE FEED	PROJECTED FUTURE ENERGY SUPPLY CONSTRAINTS	EXISTING PV KW DC	EXISTING PV INSTALL YEAR	EXISTING + PLANNED + ADDITIONAL PV KW	BESS	BESS INSTALL YEAR	ZEB CHARGING	EV CHARGING	EQUITY FOCUSED COMMUNITY	BUS COOP DESIGNATED BACKUP LOCALTION	CURRENT CLIMATE RISK SCREEN (HEAT FLOOD, LANDSLIDE) POWER OUTAGE IS A CASCADING IMPACT
Division 18	Bus	1.51	6.73	SCE	No	437	2007	2,399	N/A	N/A	2028	25 employee ports, 2025, 136 kW non-revenue fleet	Yes		No
Division 9	Bus	1.61	6.30	SCE	No	0	N/A	1,458	N/A	N/A	2026	27 employee ports, 2029, 129 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 8	Bus	2.97	5.16	LADWP	No	247	2005	5,035	N/A	N/A	2034	15 employee ports, 2028, 82 kW non-revenue fleet		Yes	Yes - Heat
Division 7	Bus	1.14	4.53	SCE	No	0	N/A	1,467	N/A	N/A	2028	Seven employee ports, 2027, 127 kW non-revenue fleet t		Yes	Yes - Heat
Division 2	Bus	1.96	4.10	LADWP	No	0	N/A	435	N/A	N/A	2032	15 employee ports, 2028, 82 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 5	Bus	1.64	4.09	LADWP	No	0	N/A	2,308	N/A	N/A	2030	15 employee ports, 2028, 61 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 3	Bus	1.07	3.40	LADWP	No	0	N/A	2,251	N/A	N/A	2034	15 employee ports, 2028, 61 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 15	Bus	1.28	3.37	LADWP	No	247	2005	3,505	N/A	N/A	2035	15 employee ports, 2027, 124 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 1	Bus	1.47	3.02	LADWP	No	0	N/A	1,458	N/A	N/A	2032	20 employee ports, 2026, 47 kW non-revenue fleet	Yes	Yes	Yes - Heat
Division 10	Bus	1.41	2.11	LADWP	No	0	N/A	2,896	N/A	N/A	N/A	15 employee ports, 2026, 530 kW non-revenue fleet	Yes		Yes - Heat

Table 19: Metro Bus Division Solar PV + BESS Prioritization Screening

Metro has an existing DER Capital project that will evaluate opportunities for BESS at Division 18. The results from this pilot will be shared later in the fall of 2025. The outcomes will include a technology implementation plan, accompanied by a comprehensive cost-benefit analysis, to determine the most appropriate technology investments in on-site generation, on-site energy storage, and energy management technologies to cost-effectively enhance resiliency. For Division 18, the site roadmap could look like this:

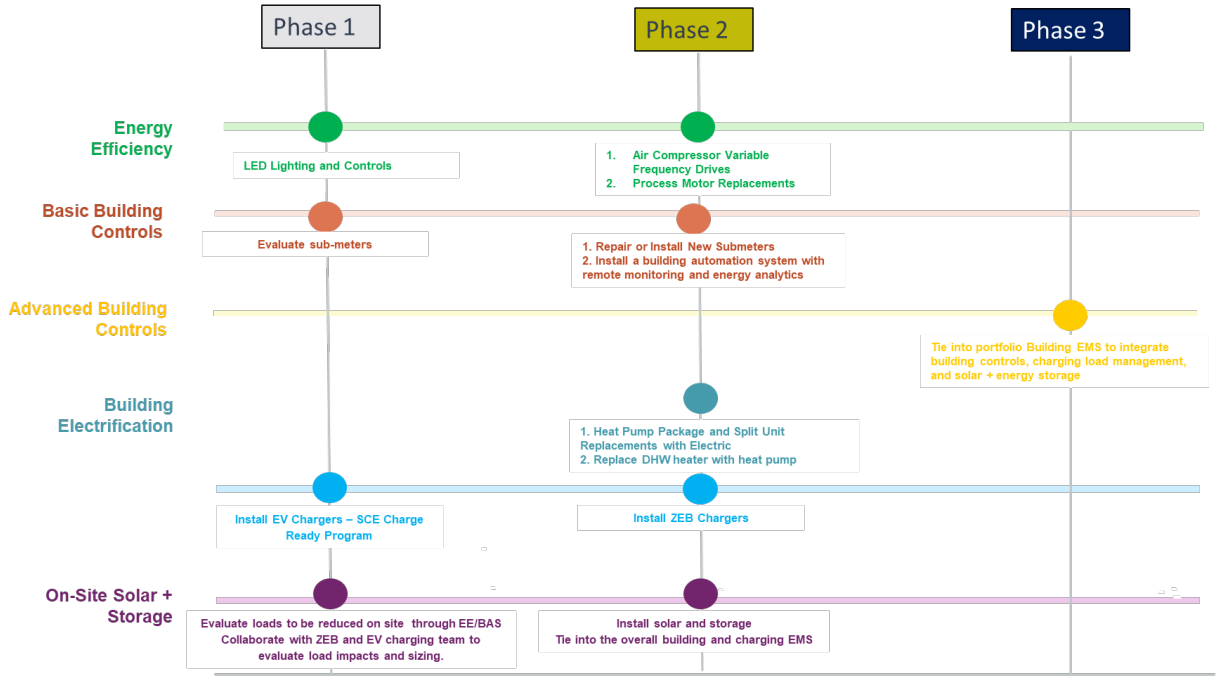


Figure 15: Division 18: Phased Technology Deployment Example

Site-level Technology Implementation Expected Outcomes: Division 18 Pilot

A key benefit of developing a comprehensive site technology roadmap would allow for the planned integration of solar and batteries (energy storage) as zero-emission bus infrastructure is being developed. Some of the benefits of integrating solar with bus charging infrastructure include:

- **Cost Efficiency:** Combining solar installation with bus charging infrastructure minimizes capital costs by leveraging shared resources (e.g., trenching, electrical connections).
- **Integrated Design:** Coordinated planning and installation reduce redundancy, cutting costs on labor, permitting, and project management.
- **Enhanced Return on Investment (ROI):** Solar power can directly offset charging costs, reducing long-term operational expenses.
- **Future-Proofing:** Integrating renewable energy with EV infrastructure aligns with sustainability goals and future energy demands.
- **Resiliency:** When combined with energy storage or other generating assets, solar can provide some backup power for bus chargers.
- **O&M:** Provides an opportunity to upskill maintenance personnel. Involving staff at the beginning stages of project development builds ownership, supports long-term maintenance

responsibility, and ensures O&M training and budgeting are integrated into the project costs.

Recommendation 3.2.2: TPSS Energy Storage Implementation

Building on previous microgrid and energy storage initiatives to support traction power, it is estimated that up to 75% of Metro's TPSS sites have potential for BESS. A full list of these sites is in Appendix J. Currently, a pilot project is underway, building on earlier studies that explored reliable and resilient power solutions for critical rail propulsion systems.

Earlier studies focused on a conceptual microgrid design, which included a DC-connected wayside energy storage system. During this phase, an energy storage system was evaluated to address low substation bus voltages and the capture of excess regenerative braking energy from trains. These studies aimed to enhance resiliency, sustainability, and economic efficiency while addressing low voltage issues caused by three-car trains. These issues required either a new TPSS or non-wire alternatives (NWA), such as a DC-connected BESS.

Operational changes, such as updates to operating plans or the planned addition of rail cars, along with TPSS growth and capital projects, have introduced new deficiencies in the wayside system. As a result, the earlier load flow analysis is no longer accurate. As part of a DER Capital project, an updated analysis of BESS potential at TPSS sites is currently in progress. This pilot will include a revised power load flow analysis to evaluate the current operating plan, identify the weakest points in the system, and model the projected benefits of implementing a BESS at the pilot location, Division 11, including determining its optimal size. The pilot is expected to conclude by December 2025. During this time, the project team will collaborate with Metro Wayside Engineering Staff to identify other potential weak points across Metro's rail network, assess the feasibility of BESS deployments, conduct cost-benefit analyses, and develop a standardized implementation plan for rolling out BESS across all suitable TPSS sites.

Recommendation 3.2.3: Long-Term Solar Expansion Across Metro Sites

In addition to Metro's existing 2.6 MW of solar and 1.5 MW of planned solar, as well as the solar that can be paired with batteries at critical bus divisions, Metro has the opportunity to expand solar installations at other locations, bringing the total potential solar capacity to 64 MW. These locations would include Rail Maintenance Divisions, Park and Rides, and Passenger Stations. The list of sites with solar potential can be found in Appendix J. It is recommended to prioritize the development of a more robust solar O&M framework before initiating this expansion. The additional solar capacity is estimated to be planned and developed beyond the initial 12–18 months of the EMP implementation plan. This timeline would also allow for determining the appropriate project delivery structure (e.g., PDBOM, PPA, or other) based on Phase 1 EMP implementation activities and the outcomes of the Division 18 pilot.

Recommendation 3.3: Resiliency Cost Benefits and Funding Mechanisms

On February 27, 2025, Metro's Board approved a motion to direct the CEO to develop a standardized cost-benefit analysis framework, using U.S. DOT analysis or a comparable methodology, for all Metro capital projects to help inform the agency's a more data-driven and transparent decision-making process for projects Metro advances. In addition to implementing Metro's standardized cost benefit framework, there are several cost-benefits as they relate to implementing the EMP recommendations and future resiliency-related investments that should be included as part of the Agency's standardized process:

- **Costs of Energy:** Reductions or increases in energy spend, including determining if any projects would require energy distribution upgrades if the project site is currently energy constrained or could become energy constrained as a result of that project.
- **Cost-benefits of Energy Storage to Provide Resiliency:** These benefits can accrue both to Metro and also community partners and include capital costs of energy resiliency, O&M costs, and quantifiable benefits of avoided costs in loss of operations or other losses due to energy supply interruptions. There are several tools that can be leveraged to support more robust resiliency cost-benefits estimates including NREL's Customer Damage Function Calculator[17]. This tool has an easy to use interface that would allow Metro to estimate the total costs associated with critical loads in the event of an outage including equipment damage, cost of back-up power and fuel, staff productivity losses and operational losses.
- **Cost-benefits to Community Partners in Line with Equity Toolkit Indicators**: Recommendation that projects that fall under EMP implementation include an early directional assessment of equity indicators and community co-benefits. This directional assessment during the planning phase would serve as an early screening opportunity to improve the efficiency of community feedback and also expand opportunities for co-benefits.
- **Cost-benefits of Carbon Reductions:** Include cost-benefit of carbon reductions and any associated environmental benefits.

A key next step would be for Metro to determine the appropriate place in the existing cost-benefit framework to and develop a process to standardize the EMP-related additional cost-benefit analyses. The OOS is already working together with Metro's finance team to coordinate on this standardized approach.

Funding Mechanisms

To support the implementation of the proposed on-site solar PV, TPSS energy storage and targeted deployment of solar + batteries at key bus divisions, Metro may need to develop a dedicated EMP Capital Annex or explore adding Solar PV to the DER existing Capital Project.

Given Metro's operating budget constraints and the challenging federal funding climate for clean energy investments, it is imperative to explore innovative approaches to mitigate cost outlays for clean energy and resiliency. Funding opportunities that are currently being investigated include:

- **Revisiting opportunities for Power Purchase Agreements (PPA), third-party ownership models, Energy-as-a-Service (EaaS), and Public-Private Partnership (P3) approaches** to finance and deploy distributed energy resources. To improve the effectiveness of future procurement efforts, Metro should develop a more robust outreach and engagement plan ahead of any solicitations. This will help ensure a sufficient number of qualified responses and increase competition. Additionally, some distributed energy resource (DER) providers are interested in integrating electric vehicle (EV) charging infrastructure into the asset mix of PPAs, offering a potential pathway to co-locate renewable energy and EV charging as part of a comprehensive, third-party financed solution.
- **Exploring opportunities to include funding for operations and maintenance costs of planned distributed energy assets**, such as EV charging infrastructure, solar PV systems,

[17] *Calculator | CDF | Results*

battery storage, and future microgrids—within progressive design-build-operate-maintain (PDBOM) contracts. To support long-term performance and workforce development, staff training requirements can be integrated into the procurement process. A phased implementation plan should also be developed to gradually increase agency-led support for O&M as internal capacity grows and cost-effectiveness improves.

> **Strategies to support funding for new solar and storage opportunities** could include adding solar and BESS in the ZEB design-build contract and could studied as part of the Division 18 DER pilot described above. Metro could also align its park and ride locations with EV charger projects and also consider mobile charging needs in support of LA28 or to provide additional EV charging capacity that can be flexibly and cost-effectively deployed as EV charging needs change.

> As part of the utility engagement process, particularly when discussing energy constrained locations and the need for essential use designations, Metro should **explore opportunities for utility co-funding**. This includes advocating for the extension or expansion of existing community microgrid programs and other distributed energy funding initiatives, even if those programs are currently fully subscribed. Proactive engagement may also help influence future program design and prioritization criteria to better align with the agency's resiliency and electrification goals.

A summary of current funding opportunities and funding mechanisms is detailed below.

	Solar	BESS	EV Charger Public	EV Charger NR Fleet & Employee	EV Charger ZEB	Electric Bus	CNG Buses
Debt-based Opportunities for Assets							
PPAs	X	X					
Loans (TIFIA, I-Banks)[1,2]	X					X	
Infrastructure Financing Districts *(funds up to Cx, does not fund O&M)*	X	X	X	X	X	X	X
Leases	X	X		X		X	X
Advertisement based charging (Volta model)			X				
Revenue Based Opportunities for Assets							
Carbon Credits[3]			X	X	X		
Tax Credits[4]		X	X	X	X	X	X
Grants		X	X	X	X	X	X
Wholesale Market	X	X			X		
Delivery Methods Opportunities							
P3s	X	X	X	X	X	X	X
PDBOM	X	X	X	X	X	X	X
Fleet-as-a-service, Charging-as-a-service	X	X	X	X	X	X	
Resiliency-as-a-service, Energy as a service	X	X	X	X	X	X	X
Other Innovative Operating Considerations							
Right sizing fleet				X		X	X
Renegotiate supplier contract						X	X

1. https://www.ibank.ca.gov/climate-financing/sectors-of-focus/

2. https://www.transportation.gov/buildamerica/financing/tifia

3. https://ww2.arb.ca.gov/news/carb-announces-latest-lcfs-updates-will-be-implemented-next-month

Increased stringency and reporting/verification requirements effective July 1, 2025. Current forward price curve for LCFS is $57 in Q4 25, increasing to $65 in Q4 2027 (as of July 22, 2025).

*4. Tax Credits: *indicates that this would need to be a partnership with a private entity as there is no tax credit for government agencies directly*

Figure 16: Summary of Current Funding Opportunities and Mechanisms

Next Steps

Recommendation 3.0 covered a wide range of topics and identified on-site generation and resiliency opportunities at nearly every Metro site. To support a phased and focused implementation approach, the priorities for the next 12–18 months will center on critical bus sites and TPSS resiliency support. These priorities include developing a comprehensive energy management roadmap, conducting cost-benefit analyses, creating an implementation schedule, making key decisions, and assessing the technology provider landscape. Additionally, lessons learned from DER and BAS pilots will be incorporated to inform the broader implementation plan and guide decision-making for FY27 activities.

RECOMMENDATION 3.0: TECHNOLOGY IMPLEMENTATION AND INTERNAL EDUCATION	EXPECTED OUTCOMES: PHASE 1 (FY 2026-2027)	KEY PERFORMANCE INDICATORS
> **Recommendation 3.1: Energy Education** • **Recommendation 3.1.1:** Develop internal education series on energy technology (e.g., open protocol communication standards, energy and cybersecurity • **Recommendation 3.1.2:** Build on Metro workforce, ATU and Cerritos College existing charging maintenance program to identify additional technical training needed for resiliency (solar + batteries + energy management systems) > **Recommendation 3.2: Prioritize and Evaluate High Impact Sites for Future Energy Technology and Resiliency Investments** • **Recommendation 3.2.1 (bus division resiliency upgrades):** Develop a technology roadmap, implementation plan, and full cost-benefit analysis for integrating solar, energy storage, energy management, and building automation at prioritized bus sites. • **Recommendation 3.2.2 (TPSS energy storage for resiliency):** Evaluate the potential of implementing energy storage across 75% of TPSS sites • **Recommendation 3.2.3 (long-term solar expansion across Metro sites):** Expand solar only installations across Metro's portfolio to increase clean energy generation and reduce energy costs. > **Recommendation 3.3: Resiliency Cost-Benefits and Innovative Funding Mechanism** • **Recommendation 3.3.1:** Include resiliency (avoided losses) benefits in standardized cost-benefits framework. • **Recommendation 3.3.2:** Identify appropriate capital planning pathways to support clean energy and resiliency investments. • **Recommendation 3.3.3:** Identify innovative funding mechanisms that can mitigate costs.	> Expanded workforce development opportunities that support equitable and just energy transition > Optimize and prioritize locations for resiliency investments > Increase cost-effectiveness through robust CBA at early planning stages > Increase effectiveness and responsiveness from technology RFPs (vendor screening) > Increase collaboration and effectiveness on technology implementation > Increase co-funding and cost mitigation on capital projects	> Address skill gaps requirements to maintain energy technology assets in a state of good repair > Training needs assessment and educational development plan created > Resiliency cost-benefit trade-offs are identified and quantified > Resiliency planned at critical sites > Higher quality vendor responses to energy technology management RFPs > Use of new funding mechanisms to support energy planning needs

Table 20: Summary of Technology and Workforce Development Recommendations

Recommendation 4.0: Stakeholder Engagement

Metro considers all who reside, work and travel within Los Angeles County to be stakeholders of our agency. Stakeholders play a crucial role in any Metro project. Listening and responding to community concerns through broad, equitable stakeholder engagement is foundational to achieving our mission of providing mobility and access to opportunity for all.

Metro's community partners will play an important role in the implementation of the EMP. Stakeholder involvement is critical to co-developing new training program curriculum, helping expand energy technology training and certifications and increasing the co-benefits for communities as Metro's invests more deeply in clean energy technologies and resiliency at their critical sites and divisions.

Based on feedback from the development of Metro's Equity Toolkit which will be finalized later in 2025, and also reinforced by a sampling of community partner feedback as part of the development of the EMP to enhance equitable outcomes include:

> Early collaboration

> Demonstrate collaboration benefits

> Facilitate collaboration across the project lifecycle

The recommended priorities for stakeholder engagement in support of energy planning are:

> **CBOs:** Strengthening relationships through proactive leadership and engagement with community partners around energy projects, energy technology co-benefits and opportunities for joint projects. This proactive engagement helps support the equity use indicator assessments which is included as part of the cost-benefit analyses in Recommendations 3.3.

> **Workforce Development Partnerships:** Target workforce development partnerships that can help Metro advance internal workforce development and create broader opportunities for community equity through workforce development.

> **Communicating Progress:** Ensuring that progress and community benefits are communicated on Metro's website and ESRI dashboards.

Recommendation 4.1: Community-Based Organizations

In addition to workforce development partnerships, Metro can expand collaboration with CBOs and the SC to support new workforce initiatives and help identify critical stakeholders and community co-benefits for more localized clean energy technology and resiliency investments. A summary of the community engagement process used for the development of the EMP is described in Appendix E.

Metro's SC could be expanded with the recommendation of adding an energy subcommittee and/or on-going energy planning standing agenda topic to support the EMP next steps. As part of the initial step of engaging with new organizations, The EMP project team conducted a stakeholder outreach process to gather insights and initial perspectives during the EMP development. The outreach process aligned with Metro's CBO Partnering Strategy[18] focusing on a primary goal of seeking CBOs to advise and consult on the EMP's scope and goals. It also was an opportunity for the project team to disseminate information to CBOs by raising awareness of

[18] *Metro CBO Partnering Strategy*

a forthcoming plan and solicit ideas for future Community Engagement approaches as the EMP moves to future implementation. The organizations that were surveyed for the EMP were also invited to join the SC.

Metro Energy Master Plan CBO Recommendations

Each of the five CBO interviews and subsequent surveys generated substantive feedback and insightful commentary. The collective insights summarized below fall into six general categories for ongoing consideration by the EMP project team.

Engage Communities Early and Meaningfully

All five participating CBOs provided some version of the feedback to engage with local communities earlier in planning processes. Early engagement was cited as an effective way to identify options and solutions that result in greater mutual benefits from Metro planned projects or initiatives. Overall, the insights shared emphasized that it is disempowering for community members and local CBOs to be invited into planning processes after decisions have been made. One participant cited "plan fatigue" to describe how communities receive notification of a completed plan where there is no opportunity to comment or help shape outcomes.

Energy Solutions Extend Beyond New Technologies

CBO participants shared clear, local perspectives on energy use, clean energy solutions and community experience during the interviews. One pointed out that energy planning is about land-use decisions, and it is critical to incorporate local level interests and advocacy positions with early engagement strategies. Given the breadth of topics the EMP addresses, the range of energy-related feedback was equally broad:

> There's no cleaner energy than walking or riding a bike.

> Expanding EV charging locations does not help with LA's car dependency.

> Consider community benefits for clean energy infrastructure: 1) appearance, 2) less disruptive and 3) co-benefits for a greater purpose.

> Electric bikes can fill the gap for longer trips and fitness benefits; Increased need for secure parking with more expensive e-bikes.

> Share clear cost versus benefit analyses of proposed energy related actions to demonstrate value and level of impact of any changes within communities.

> Consider co-locating planned electric vehicle charging with communities with nearby access to Metro trains and buses to reduce parking lot expansion and provide community co-benefits.

> Explore ways to support electric vehicle charging for multi-family and affordable housing developments.

> Focus on increasing bike lanes with seamless integration to other urban transportation interventions like Bus Rapid Transit lanes.

> Consider programs for e-bike / cargo e-bike opportunities for families as part of energy planning.

> Explore a climate/GHG public transit information source for riders like calorie counting for different transportation modes.

> Look at resiliency and reliability throughout the system. For example, conduit hardening and seeking to minimize copper and other theft that can occur with new clean energy technology.

Focus on Increasing Ridership for Reducing Energy Use

CBO participants shared recommendations for Metro to elevate increased ridership for existing public transit as a key strategy for energy reduction, sustainability and community health outcomes. These insights focused on behavioral changes over technology solutions:

> The ZEB focus is a disservice for existing transit options. It is better to get people onto the existing transit (trains/buses) system over more zero emission buses.

> Make buses feel exclusive as a higher tier of transportation than cars.

> Get bus passes into the hands of community members – increasing ridership is key.

> Stations need to be accessible for bikes, scooters, strollers and pedestrians to increase rider adoption.

> Consider bus route changes that intersect with existing community facilities/hubs.

> Fund bus shelters and make shelters specific to the communities to increase ridership (e.g. enhanced street art).

Workforce Development Partnerships Abound

Participating CBOs provided several recommendations around workforce development and training as part of building out local clean energy resources. These recommendations ranged from training youth for future careers to providing job opportunities to local communities to support ongoing maintenance of clean energy assets. Communicating through CBO partners was also highlighted as a key to success as they are the organizations doing the on-the-groundwork in communities. Many workforce training ideas were shared including:

> CBOs already offer workforce training programs to youth and people in transition. Proactive CBO partnerships can have mutual benefits for the energy transition.

> Engage young people in workforce development/job training opportunities for new technology (real, non-robot opportunities).

> Develop budgets for the maintenance of resources in underserved and "disadvantaged" communities.

> Focused workforce development with youth leadership and leverage student days for key technical topics (e.g., electrification process).

Access and Safety Remain a Top Priority

Metro's existing priority on safety and access was further reinforced throughout the interviews and survey follow-up. As one participant stated, "Metro is more useful when accessible and safer." Metro's First/Last Mile considerations were also highlighted as important in these comments:

> Ensure access to stations for cyclists (directly from bike lanes) and pedestrians alike.

> Install secure bike lockers / storage options. This is especially important with more expensive e-bikes.

> Explore how to "activate" stations – increasing safety with friendly community vibe or allowing street vendors in-station.

> Focus on bike path improvements over more parking lots.

Funding and Resources

Suggestions were also provided for funding and resource consideration to support enhanced CBO participation, project grant funding and programs and re-prioritizing funding towards projects that reduce car dependency, public transit and active transportation solutions.

> Budget for maintenance of resources in underserved and "disadvantaged" communities.

> Supporting communities with EV charging projects that add local value and maintenance workforce opportunities.

> Put money toward implementation projects over more planning.

> Explore funding that supplements limited city services.

> Budget for discretionary funding for CBOs to implement portions of LA Metro's energy planning.

> CBOs do the groundwork but need support to fully engage (e.g. grant writing help, project funding, and overhead capacity support that is limited within non-profit organizations).

Recommendation 4.2: Workforce Partnership Opportunities

The other critical stakeholder group supporting Metro's energy planning include community partners that can support internal education, technology partner engagement and also expand workforce development opportunities throughout Metro's service area through co-design of new training programs to ensure equity in access to advancement and also to support Metro's own labor management framework.

Metro's labor-management framework should be leveraged to:

> Establish **joint labor advisory committees** to guide workforce impacts and co-manage retraining resources.

> Expand existing partnerships with institutions like Cerritos College and LA Trade Tech to deliver **targeted technical certifications** in EV systems, solar PV, and energy management software.

> Use labor contract negotiations to **embed sustainability and energy transition language**, aligning job classifications and duties with the EMP's goals.

Construction Workforce Expansion and Skills Demands

The buildout of energy infrastructure is expected to increase demand for skilled trades such as electricians, laborers, HVAC technicians, solar PV installers, and control systems technicians. Through the PLAs mandated use of union labor and apprenticeship programs, Metro will be positioned to:

> Scale up its Helmets to Hardhats initiative for veterans.

> Expand opportunities for Local and National Targeted Workers, as defined by residency in economically disadvantaged areas.

> Provide thousands of hours of union apprenticeship work, of which at least 50% must be performed by Local Targeted Workers.

This alignment allows EMP projects to become a direct catalyst for career pathways in high-road green jobs, while reinforcing Metro's Construction Careers Policy. Each new capital project can serve as a training ground for future journeymen in the clean energy economy.

Equity, Inclusion, and Labor Protections

Under Metro's PLA, Metro is committed to equitable access to job opportunities for workers historically excluded from construction trades. This includes:

> Hiring a minimum of 40% of labor hours from Local Targeted Workers, with priority to residents living within five miles of the project site.

> Guaranteeing that at least 10% of labor hours are completed by Disadvantaged Workers (e.g., veterans, formerly incarcerated, single parents, or foster youth).

> Allocating 20% of labor hours to state-certified apprentices, ensuring long-term industry sustainability

Recommendation 4.3: Socialize energy goals and constraints with regional energy partners

Community engagement will also be part of Metro's ongoing conversation with utilities and regional energy partners including the LA 100 Plan advisory group. The LA100 Plan documents are updated periodically and incorporate community input through robust outreach and engagement. Sharing the EMP findings with other regional energy partners (e.g. SoCalREN, LA County) is also recommended to help identify resiliency co-funding opportunities and also to bolster support for conversations with utilities and state energy agencies.

Recommendation 4.4: Communicate Progress and Benefits of Energy Planning

A important tool to support more proactive engagement with Metro's riders, the general public and community partners involve planning for and prioritizing Metro's communications around energy usage, clean energy deployment and community co-benefits.

Some strategies that Metro could consider include:

> Development of a one-page fact sheet about the EMP post Board approval. This can be posted on the website along with the EMP report. Include visualization of metrics such as percent renewable energy, GHG reduction and capital projects in ways that are familiar with the public.

> Develop a "call to partner" targeting key regional energy planning and utility partners. Disseminate the fact sheet and EMP report to those partners from the CEO's office with an invitation and call to action around community projects and how we can scale our efforts more collaboratively.

> Leverage the SC to help communicate Metro's needs around innovative funding, make technology partners introductions and help expand project partner opportunities and support CBO engagement.

> Enhance the existing public-facing Metro Energy Dashboard to include the EMP fact sheet and report.

> Explore a way to include signage at upgraded facilities and EV charging stations to indicate clean energy or environmental benefits of projects.

RECOMMENDATION 4.0: EXPAND COMMUNITY-BASED AND WORKFORCE PARTNERSHIPS TO ACCELERATE AND STRENGTHEN ENERGY INVESTMENTS	EXPECTED OUTCOMES: PHASE 1 (FY 2026-2027)	KEY PERFORMANCE INDICATORS
> **Recommendation 4.1: Community Partners** • Expand SC to support energy goals; operationalize initial feedback from CBOs on energy planning > **Recommendation 4.2: Labor/ Workforce Development Partners** • Leverage community partners as workforce enablers (skills and job development) > **Recommendation 4.3: Regional Energy Partners** • Socialize energy goals and constraints, identify resiliency co-funding opportunities and needs > **Recommendation 4.4:** Communicate Progress and Benefits of Clean Energy and Energy Resiliency Benefits	> Extend co-benefits and cost sharing of resiliency investments > Operational approach to sharing and receiving best practices on energy technology implementation > Support workforce development and energy transition equity objectives > Increase community awareness of and engagement around energy planning and resiliency investments	> Equity considerations are developed as part of directional assessments during project planning > Community engagement is included as part of planning stage of energy-related project development > Job training partnerships expanded; training needs assessment and educational development plan created > Public facing materials about energy planning process are updated and easily available via Metro's website and other public-facing dashboards

Table 21: Summary of Stakeholder Engagement Recommendations

EMP Equity Impacts

EMP recommendations include the development of additional on-site clean energy generation, energy management and resiliency technologies at critical sites to provide local health benefits, and opportunities for continued workforce development partnerships. These recommendations will support long-term operational sustainability of the growing transit system, positively impacting Equity Focus Communities (EFCs), customers, and broader transit system users across LA County.

As part of the development of the EMP, the team engaged the Office of Equity and Race to develop a plan for community feedback to better understand the implications of the EMP strategies and recommendations. The team conducted a stakeholder outreach effort during the development of the plan with the goal of soliciting early perspectives from organizations across Metro's service area as to needs of – and insights from – local communities. This was primarily accomplished via interviewing five CBOs that had not previously engaged in other Metro sustainability or climate-related efforts. This engagement opportunity was posted through the CBO Database and aligned with Metro's CBO Partnering Strategy.

Several key recommendations were incorporated from this CBO outreach into the EMP including ongoing CBO engagement, exploring workforce development partnerships, and ensuring that energy equity indicators and benefits are communicated publicly via Metro's website and/or data dashboards.

To achieve equity objectives, the EMP recommendations include the integration of equity assessments in early project and program planning phases using the data and resources from the forthcoming Equity Toolkit, Community Demographic Profiles, and Metro's Cost Benefit Analysis for larger capital projects. The data and insights collected from these assessments are intended to support the ongoing evaluation and continual improvement of energy equity as part of Metro's Equity Platform.

Next steps in the implementation of equity objectives as part of energy planning will include an equity directional assessment for the Division-18 distributed energy resource feasibility plan. Community engagement will also be part of Metro's ongoing conversation with utilities and regional energy partners including the LA 100 Plan advisory group. The LA100 Plan documents are updated periodically and incorporate community input through robust outreach and engagement.

EMP Vehicle Miles Traveled Impacts

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.[19] Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports operational resiliency, environmental and sustainability goals and cost-effective energy management strategies. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

Implementation Plan and Proposed Performance Metrics

Schedule- what are the priorities for the next 12 months look like?
Who is responsible for implementation? How do various departments coordinate going forward?
What are the Key Performance Indicators?

The next steps to implement Metro's EMP will involve developing a comprehensive plan that addresses all four areas of recommendations, with clearly defined next steps, ownership, and deliverables. As the draft of this plan is shared and feedback is further incorporated, additional details and refinements are expected.

At a high level, the agency can anticipate the following over the next 12–18 months, as summarized in the high-level plan below. The OOS and the EMP Steering Committee will play critical stewardship roles in driving progress and providing ongoing updates. Support and collaboration from various Metro departments and functions—including Office of Management and Budget (OMB), Procurement, Capital Planning, Program Management, and FM—will be essential to advancing in a more strategic and proactive manner. Additionally, all capital project funding mechanisms will need to be identified and planned for.

Phased implementation of the plan will be key to ensuring a systematic and cost-effective roll-out, while also providing opportunities to incorporate lessons learned into future planning phases. Over the next 12–18 months, Metro's Board and leadership can expect to see progress in each of the recommended areas, laying a strong foundation and building confidence as the agency prepares for larger capital investments in resiliency, clean energy generation, and cost-effective energy management technologies.

The benefit of this approach is that it will create an opportunity for Metro to come together as an organization, working collaboratively toward a more resilient and cost-effective clean energy future. This strategy will foster greater buy-in, stronger collaboration, and a shared understanding of the energy-related opportunities ahead.

	RECOMMENDED ACTIONS	LEAD	FY 2026-2027 KPIS	TIMING	KEY MILESTONES/ DECISIONS
RECOMMENDATION 1.0: ENERGY MANAGEMENT PLANNING					
1.1	Develop Energy Management Steering Committee	OOS, Steering Committee	Meeting frequency and committee charter established		
1.1	Quarterly meetings	OOS	Identify participants	Begin Q4 2025	Kick-off November 2025
1.2	Socialize EMP with utilities and energy regulatory agencies.	OOS	EMP forecast and energy cost and resiliency concerns communicated to key utility and state energy partners.	Winter 2025-Spring 2026	Develop engagement plan with SCE/LADWP; share EMP forecasts and energy cost concerns
1.3	Develop SOPs and process requirements for energy project implementation	OOS	Technology roadmap and implementation schedule developed for prioritized energy management sites		
1.3	Develop capital project for EMP (solar O&M, additional solar)	OOS	Solar Capital Project Developed	Late Fall 2025-June 2026	Decision point late Fall 2025 on how to fund EMP implementation
1.3	Develop full checklist for all EMP projects CBA and site screening process	OOS	Sustainability and Resiliency cost-benefit factors for Construction projects developed	In progress	Begin process with current DER pilots. Draft checklist developed December 2025. Full screening process implemented by June 2026 with capital cost projections
1.4	Build backbone data and information management requirements	OOS	Gaps identified and plan developed; ESRI dashboards developed	June 2026	Additional costs
1.5	Update energy demand forecast (annual)	OOS	Data collection process and SOP included as part of EMP steering committee	Spring 2026	Updated forecast available and annual report delivered to Board in May/June 2026
RECOMMENDATION 2.0: ENERGY SUPPLY					
2.1	Report out on essential use designation	OOS	Essential use designation expanded to requested sites	In progress	Designation received January 2026
2.2	Present recommendation and outline the process for determining an increase in renewable energy supply content	OOS, Procurement	Decision point by January 2026	January 2026	Prior to Metro budget setting

	RECOMMENDED ACTIONS	LEAD	FY 2026-2027 KPIS	TIMING	KEY MILESTONES/ DECISIONS
2.3	Finalize plan for PV O&M repairs, replacement cycle, and EAMs	OOS	Solar O&M plan completed by December with additional costs to replace system components. Integrate PV systems into EAMS	In progress	On-boarding of replacement O&M provider, Fall 2025
2.4	Develop capital project for ongoing PV O&M and replacements	OOS	O&M strategy finalization milestone (date) Percent of systems addressed System replacement completion rate (%) Preventative maintenance completion rate (%) Generation vs. expected output (%)	January - March	Informed by O&M plan for existing systems
RECOMMENDATION 3.0: ENERGY TECHNOLOGY IMPLEMENTATION AND WORKFORCE DEVELOPMENT					
3.1	Internal education workshops	OOS	Establish quarterly workshops, energy security/cybersecurity workshop held	In progress	Launch first educational webinar, Fall 2025
3.1	Metro Workforce Development	OOS/Metro Workforce/FM	Develop skills gap assessment for resiliency technologies; Develop coordination plan with FM and Union Labor	January 2026	Additional skills and training needs identified as part of existing Cerritos College workforce training plan.
3.2	Develop Division 18 energy technology and resiliency roadmap and costing	OOS	Division 18 Energy Resiliency Roadmap and Cost-Benefit analysis completed	In progress	December 2025 report out on KPIs and expected outcomes
3.2	TPSS + BESS roadmap and costing	OOS	Traction Power Substation Energy Resiliency Roadmap and Cost-Benefit analysis completed	In progress	December 2025 report out on KPIs and expected outcomes
3.2	Prioritize and evaluate high impact sites for potential resiliency and energy technology implementation	OOS	Priority sites agreed upon	Begin after Division 18 pilot (early 2026)	Identify number of sites for next phase (2-4 sites)
3.2	Building automation pilot	OOS	Cost-Benefit of building automation and enterprise wide plan developed	In progress	December 2025, identify enterprise wide implementation plan and estimated O&M cost savings

	RECOMMENDED ACTIONS	LEAD	FY 2026-2027 KPIS	TIMING	KEY MILESTONES/ DECISIONS
3.3	Develop resiliency costing and incorporate into CBA process	OOS, Finance	Agency has standardized approach to energy technology investments and can capture cost-benefits of resiliency	Incorporate CBA output from Division 18 pilot in December 2025	Document and socialize recommendation framework for EMP projects
RECOMMENDATION 4.0: STAKEHOLDER ENGAGEMENT					
4.1	Expand SC with CBOs	OOS			
4.1	Operationalize CBO feedback into equity assessment screening	OOS, Finance	Equity directional screening used in FY 2026 DER pilot projects	In progress	Use Division 18 pilot as test case for expanded CBA
4.2	Expand community workforce development partnerships	OOS, Metro FM, HR	Socialize energy technology training and workforce development needs with community education partners	January 2026 formalize	Input from DER and BAS pilots
4.3	Socialize EMP and energy goals with community partners	OOS	SC updates; fact sheet creation; communications plan	Begin January 2026	By March 2026, fact sheet and community engagement blast
4.4	Communicate progress and community benefits	OOS, DER	Communications plan developed		
4.4	Expand website and ESRI dashboard	OOS	Website and dashboards updated	Begin January 2026	Create fact sheet by December 31, 2025
4.4	Signage proposed for existing DERs/charging stations	OOS, Marketing	Signage for EV charging stations and existing solar	Begin March/April 2026	Initial signage installed by June 30, 2026

Appendices

Appendix A: List of Completed and In-Process Studies

- 2011 – Energy Conservation and Management Plan
- 2011 – Renewable Energy Policy (Needs Update)
- 2012 – Climate Action and Adaptation Plan
- 2019 – Climate Action and Adaptation Plan
- 2019 – Microgrid Phase I Feasibility Study
- 2020 – Moving Beyond Sustainability Plan
- 2020 – Building Management Systems Assessment
- 2020 – Microgrid Phase II Report
- 2021 – ZEB Master Plan
- 2020 – ESFV Distributed Energy resources opportunity study
- 2022 – Electric Vehicle Parking Strategic Plan
- 2022 - All Hazards Mitigation Plan
- 2022 – Long Term Energy Efficiency Plan 2023-2033
- 2024 – Building Automation Integration Roadmap (In Process)
- 2025 – Moving Beyond Sustainability Plan – Update pending
- 2025 – Climate Action and Adaptation Plan – Update pending
- 2025 – In progress
    - Division 18 – Battery Storage to support ZEB roll-out
    - Battery Storage to support Traction Power (in progress)
    - Building Automation System pilot

Appendix B: Data Sources

1. 2023 Metro PV Performance Report (02.16.2024)
2. 2024 Metro PV Repair Approaches Report (04.29.2024)
3. Airport Metro Connector Completion.msg
4. All-Hazards Mitigation Plan (07.13.2022)
5. ChargeSim Analysis All Divisions Report (9.12.2023)
6. Clean Power Alliance Non-Residential Rates (07.01.2024)
7. East San Fernando Valley Transit Corridor TPSS
8. Eastside Transit Corridor Phase II Project
9. Electric Vehicle Strategic Plan 2023-2028 (May 2022)
10. ElectricNG_Water Meter Validation.xslx (06.25.2020)
11. Energy Efficiency Long Term Plan 2023-2033
12. Energy Master Planning Workshop Sustainability Council (03.11.2022)
13. EVGateway LA Metro EV Charging Activity Report
14. Firm Fixed Price Contract Between Los Angeles County Metropolitan Transportation Authority and Peacock Systems (03.21.2023)
15. FM – Projects List (11.22.2024)
16. Green Power for a Green L.A.™ Program | LADWP
17. Greenbutton
18. Interval Data Account Info.xslx
19. K(C) Line Extension to Torrance TPSS Sites
20. LA Metro DER Opportunities List.xslx (10.1.2021)
21. LA Metro Priority Locations for Distributed Energy Resources Memo (06.28.2021)
22. LA Metro Proposed Forecast Assumptions (11.05.2018)
23. LADWP: Power Capacity GIS Map
24. Los Angeles County LA Metropolitan Transportation Authority Office of the Inspector General “Is LA Metro Ready for Climate Change?” (07.18.2019)
25. Los Angeles County Metropolitan Transportation Authority Energy Efficiency Long Term Plan 2022-2032
26. Los Angeles County Metropolitan Transportation Authority Final Rollout Plan (March 2021)
27. Los Angeles County Metropolitan Transportation Authority Zero-Emission Vehicle (ZEV) Purchasing Policy (12.9.2024)
28. MCP LEED Energy Model SUB 00266 Summary Page
29. Metro 2020 Long Range Transportation Plan
30. Metro Climate Action and Adaptation Plan 2019
31. Metro DER CRITERIA-Master List.xslx (06.10.2021)
32. Metro Gold Line Foothill Extension – Submittal Review Form
33. Metro NR Fleet Vehicle Procurement Plan_Delay_2024.02.04.xslx
34. Metro Operating Divisions and Other Major Facilities (2016)
35. Metro Program Management Master Schedule (January 2024)
36. METROPOLITAN TRANSIT AUTHORITY November 2024 CPA Report
37. Microgrid Feasibility Study (July 2019)
38. Microgrid Feasibility Study Phase II (June 2020)
39. Moving Beyond Sustainability, Sustainability Strategic Plan (2020)
40. Utility Power Content Labels
41. Program Management Major Capital Projects Quarterly Schedule Report (September 2024)

42. Rooftop Solar Potential & Financial Assessment for Metro Facilities in LADWP (12.10.2021)
43. Rooftop Solar Potential for Metro Facilities in LADWP (July 2022)
44. SCE Capacity Constraints.xslx
45. Southeast Gateway Line Transit Corridor Traction Power System Traction Power Substation No. 17 Site Plan (03.06.2025)
46. Systemwide Baseline Change Notice (SBCN) (11.03.2021)
47. TPBC Doc Log #15983200-2021-10-13-A
48. Transmission Generation Interconnection Planning Regions (12.06.2010)
49. USG – Projects List (11.13.2024)
50. Washington Metropolitan Area Transit Authority Zero-Emission Bus Transition Plan (March 2023)
51. Watchwire
52. Westside Purple Line Extension Section 2 Century City Constellation Station
53. Westside Purple Line Extension Section 2 Wilshire/Rodeo Station Site Plan
54. Westside Purple Line Extension Section 3 Stations Tunnels, Cross Packages, & Track
55. ZEB Capacity Upgrade Forecast (7.10.2024)
56. ZEB Program Division Electrification Detailed Schedule
57. ZEB Upgrades.msg
58. ZEB Program Quarterly Update (01.16.2025)
59. Zeroing in on Zero-Emission Buses (February 2024)

Appendix C: Modeling Methodology

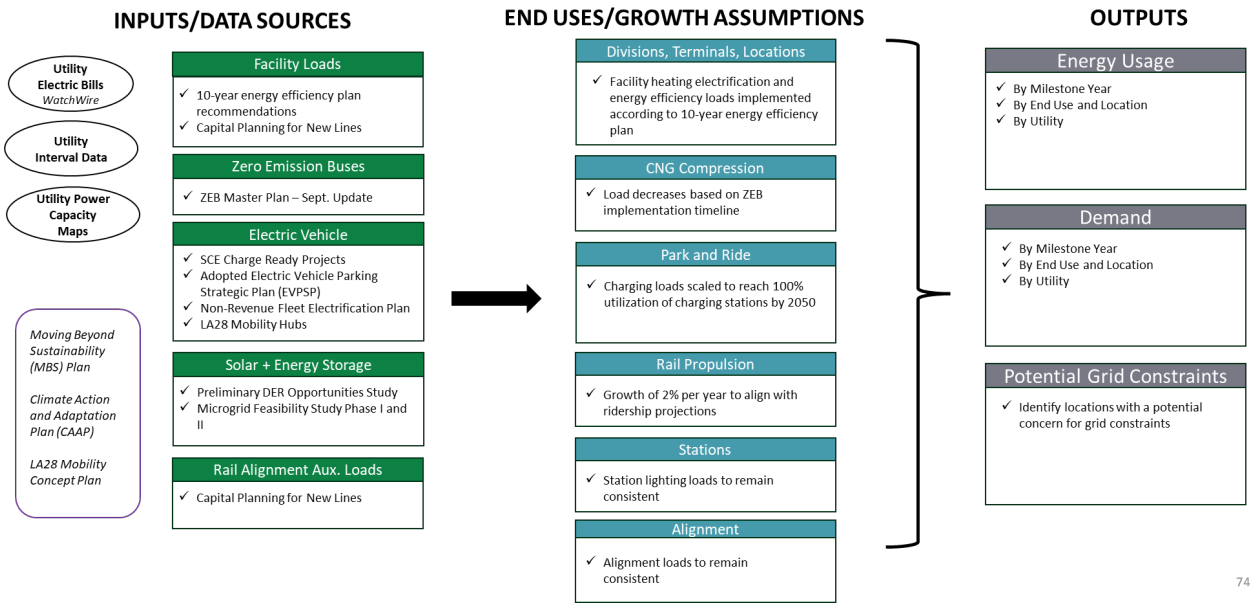


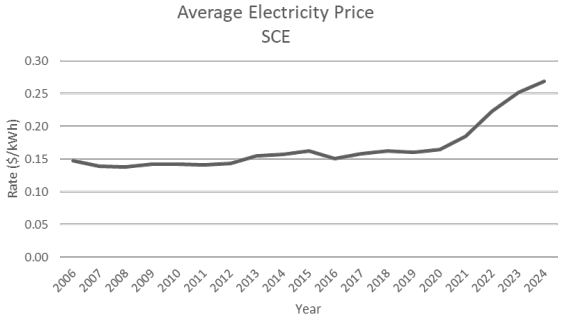
Figure 17: Modeling Methodology

Appendix D: Forecasting Assumptions

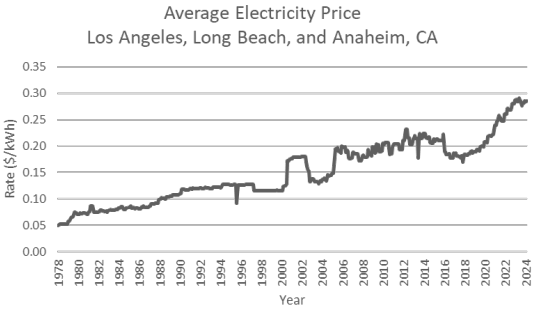
Utility Assumptions

> Assumed an overall 6% growth rate in utility costs, for electricity and natural gas. This was used based on historical average rate/inflation increases 3-13%.

Electric Energy Projected Cost Increases Due to Inflation and Rate Increases



5 years 2019-2024 13% annual increase
10 years 2014-2024 6% annual increase
18 years 3.4% annual increase



LA Region Average 2006-2024
5 years 2019-2024 8% annual increase
10 years 2014-2024 3.7% annual increase
20 years 2.8% annual increase

Figure 18: Average Electricity Prices

Sources:
https://fred.stlouisfed.org/series/APUS49A72610
https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-costs/historical-electric-cost-data/bundled-system-average
https://www.eia.gov/todayinenergy/detail.php?id=65284
https://www.latimes.com/california/story/2024-02-28/ladwp-and-edison-bills-are-rising-what-you-can-do-to-keep-the-price-down

Solar Assumptions

> Assumed solar installation capacity would follow the "METRO DER CRITERIA -Master List" file. Installation importance was determined using a weighted scoring system based on several factors outlined in the table below.

CATEGORY	WEIGHTING SCALE
Solar Rating	> One to four (Four most potential)
Utility Costs	> One to three (Three most expensive $/kWh)
ZEB and On-route Chargers Proximity	> Zero or two (has charger installation or not)
EVSE Employee Sites Priority	> Zero or two (has charger installation or not)
EVSE Park and Ride Priority	> Zero or two (has charger installation or not)
EFC	> Zero or one (in EFC area or not)

Table 22: Weighted Scoring System for Installation Importance

> Assumed solar PV installations would be evenly distributed through 2050 and would be installed at priority site first.

- Assumed a representative temperature and solar curve for each month, that are used in heating and solar calculations. The temperature and solar curves are averages from TMY3 weather data from the Los Angeles area.

Zero Emissions Bus Assumptions

- Assumed the zero-emission bus implementation schedule provided in "Attachment E – ZEB Program Division Electrification Detailed Schedule," as presented to the Metro Board in September 2024.
- Assumed zero emission bus charging demand would follow the schedule outlined in "ZEB Capacity Upgrade Forecast" obtained from Metro Bus Operations. The one exception is Division 9 which used a "back-of-envelope" calculation to assume demand load and is not finalized.
- Zero-emissions bus charging magnitude and daily charging schedules were assumed to follow "ChargeSim Analysis All Divisions Report".
- On route chargers were assumed to be installed from "ZEB Capacity Upgrade Forecast". The estimated opening year spans a two-year period; therefore, it was assumed that chargers would be implemented at half of the sites in the first year and the remaining half in the second year.
- Assumed a 2% growth rate in bus charging loads to account for growing ridership and future bus additions.

EV Charging Assumptions

- Assumed Park and Ride charging stations and employee charging stations would be installed according to the board adopted "EV Parking Strategic Plan – P&R and Employee Sites". For locations where installation has not yet been completed, the installation year was shifted forward by two years.
- Non-renewable fleet charging capacity and installation year came from "NR Fleet Electrification Plan."

Traction Power Substation Assumptions

- Assumed a 2% growth rate in rail propulsion loads to account for growing ridership and future rail additions.
- Assumed TPSS BESS would reduce 15% of TPSS's energy consumption and reduce peak loads by 7.5%.
- Assumed 75% of TPSS would have a BESS installed by 2050, with a linear installation growth from 2026 through 2050

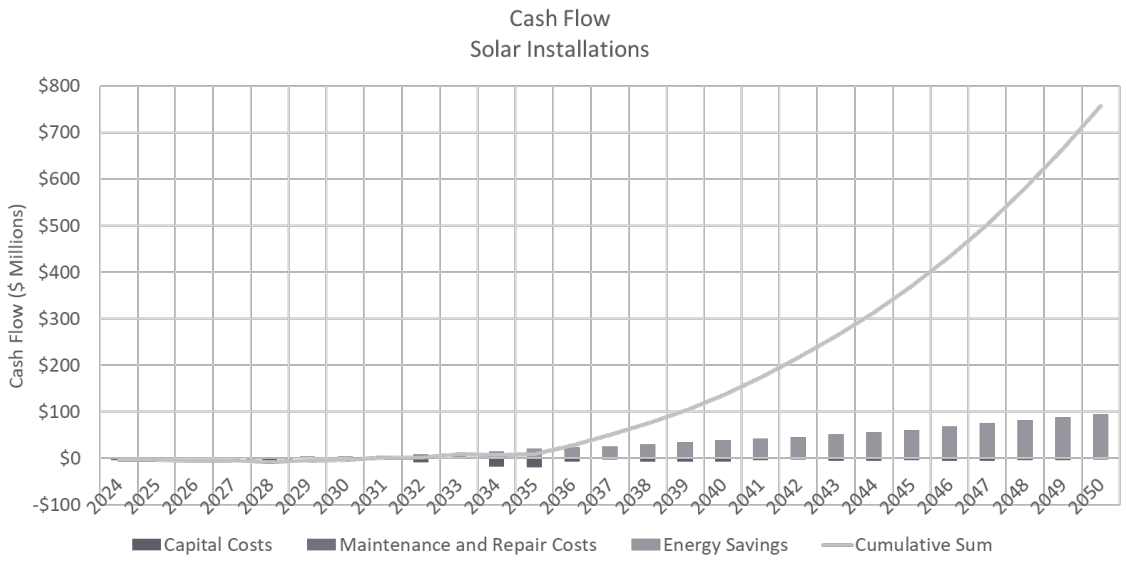


Figure 19: Cash Flow Analysis – Solar Installations

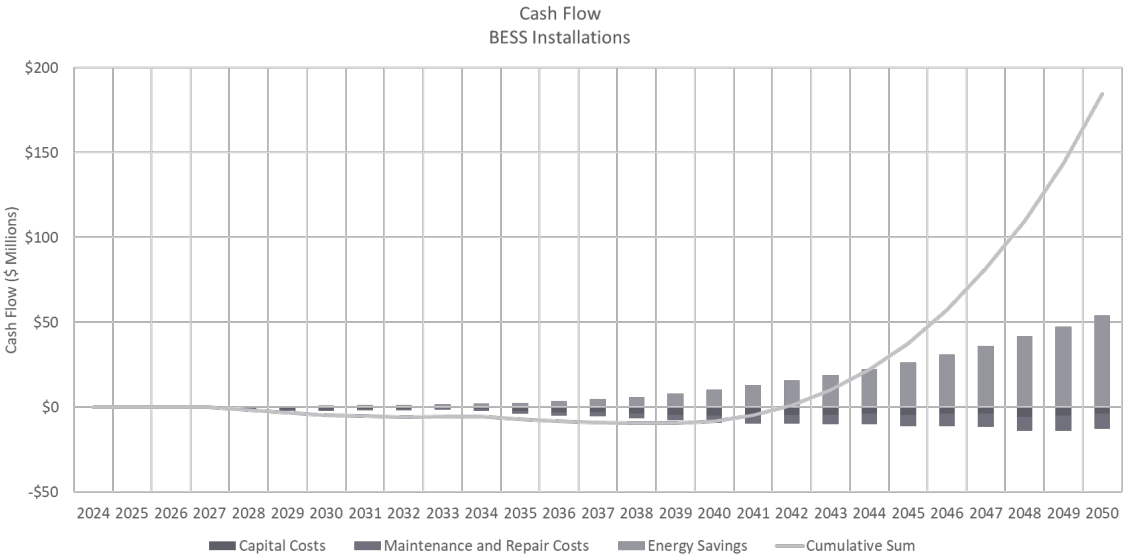


Figure 20: Cash Flow Analysis – BESS Installations

ECMP Energy Forecast 2010-2020 estimates

Metro's 2010 Energy Conservation and Management Plan projected a 90% increase in energy usage from 2010-2020. Energy cost forecasts were not provided in this report.

Table 2-4: Metro Electricity Usage Projections (kWh)

Year	Total	Inc	Existing	Expo 1	Gold Line Foothill 2A	Expo 2	Gold Line Foothill 2B	Crenshaw	Regional C
2010	177,375,129	0%	177,375,129						
2011	179,503,631	1%	179,503,631						
2012	204,112,511	15%	181,657,674	22,454,837					
2013	206,561,861	16%	183,837,566	22,724,295					
2014	223,966,825	26%	186,043,617	22,996,986	14,926,222				
2015	246,414,683	39%	188,276,140	23,272,950	15,105,336	19,760,256			
2016	249,371,659	41%	190,535,454	23,552,225	15,286,600	19,997,379			
2017	252,364,119	42%	192,821,880	23,834,852	15,470,040	20,237,348			
2018	283,158,863	60%	195,135,742	24,120,870	15,655,680	20,480,196	16,643,398	11,122,977	
2019	333,555,264	88%	197,477,371	24,410,321	15,843,548	20,725,958	16,843,118	11,256,453	46,998,495
2020	337,557,927	90%	199,847,099	24,703,245	16,033,671	20,974,670	17,045,236	11,391,530	47,562,477

Figure 21: ECMP Energy Usage Forecast 2010-2020

Appendix E: Stakeholders Consulted

Internal Metro Stakeholders

The following stakeholders were consulted and the draft analysis and recommendations were shared to receive feedback.

DEPARTMENT/FUNCTION	STAKEHOLDERS CONSULTED/INVITED	DATE(S) OF MEETING OR (EMAIL)
Office of the CEO	> Senior leadership team	> July 22, 2025 > Follow-up meetings: > August 11, 2025; August 18th; August 28th; September 15th
Procurement	> Theresa Arslanian > Joyce Percibali	> May 13, 2025
Facilities Operations	> Chris Limon > Eladio Salas > Errol Taylor > Thomas Haire > Ronald White	> May 13, 2025 > May 29, 2025
Bus Operations	> Michelle Quinn > Shaun Miller > Ryan Chan	May 12, 2025 July 31, 2025
Rail Operations	> Steve Moini > Marilyn Palacios > Diane Corral-Lopez > Christopher Reyes > Hector Guerrero > Leticia Solis > Kelvin Zan	March 11, 2025 May 27, 2025 May 27, 2025 (email)
Office of Equity and Race	> Jessica Medina > Kimberly Fisher > KeAndra Cylear-Dodds > Christopher Davis	January 15, 2025 March 10, 2025 August 13, 2025
Planning Department	> Allison Yoh	May 5, 2025 July 7, 2025
Government Relations	> Bernice Tato > Madeline Moore > Michael Turner	May 8, 2025 (email) May 13, 2025
Sustainability Council	> All members	January 2025 meeting

Table 23: Metro Stakeholders Consulted

Community Partner EMP Engagement Process

Sustainability Council

A high level summary of the EMP was shared at the January 2025 SC. SC members will be invited to provide more detailed at the end of August 2025 and their feedback will be incorporated into the final report. The OOS intends to include on-going energy master planning as a standing agenda item.

Community-Based Organizations

A request for information was sent to Metro's entire CBO database to select a small group for targeted feedback on how they would like Metro to engage with community organizations as the EMP is implemented. Five organizations were selected on the process described below. This initial feedback is intended to inform a more detailed plan of action about future engagement with community partners.

Actions, timeframe and outcomes from the EMP stakeholder engagement process included:

ACTION	TIMEFRAME	OUTCOME
Developed CBO opportunity announcement with objectives and budgets targeting 3-5 participants to receive a $500 stipend each.	March 3 – March 7, 2025	Opportunity announcement seeking compensated participation in a 1.5-hour interview and short follow-up survey.
Opportunity announcement posted on Metro CBO Database	March 11 – March 28, 2025	Received 15 responses from interested CBOs
Reviewed CBO responses against the following criteria: 1. Geographic range in Los Angeles County 2. Serving communities with an interest in, advocating for, or expanding energy related topics 3. Extending outreach beyond CBOs not normally engaged with on energy topics	March 24 – March 31, 2025	Invited 5 CBOs to participate in interviews
Conducted CBO interviews	April 14 – April 18, 2025	Project team conducted 5 CBO interviews. During the interviews, the team shared background on the EMP project, overarching goals for the EMP, other Metro resources, followed by a facilitated discussion, and questions and answers
CBO participants completed a short (6-question) survey	> April 15 – April 22, 2025	Collected additional insights, areas of interest for future partnership, and process feedback.
Stipend checks issued to CBO participants	> May 2, 2025	Confirmed stipend receipt

Table 24: EMP Stakeholder Engagement Actions, Timeframe and Outcomes

Appendix F: Best Practices – Reference Documents

SOURCE/DOCUMENT NAME	KEY TAKEAWAYS/RELEVANCE FOR METRO	LINK
A Guide to Energy Master Planning of High-Performance Districts and Communities - NREL	> Energy planning as a strategic comprehensive function > Need for utility engagement early in the process	A Guide to Energy Master Planning of High-Performance Districts and Communities - National Renewable Energy Laboratory
Foothill Transit Battery Electric Bus Evaluation: NREL Final Report (June 2021)	> Need to better coordinate ZEB delivery with charging infrastructure > Start discussions with utility partners early in the process to address demand and time-of-use charges > Need charger redundancy to avoid downtime > Develop a plan for how to provide service during an outage/emergency	NREL: Foothill Transit Battery Electric Bus Evaluation: Final Report
Electric bus charging infrastructure and microgrids: A grid edge case study Report | Wood Mackenzie	> Need to factor in operational costs > Diesel to electric has large fuel switching cost savings > Plan for depot charging with Microgrids for additional savings > AVTA followed a pattern similar to other transit agencies: Microgrids and other distributed energy resources are not often considered until after transit authority has gained experience with its first electric buses. Microgrid players may want to begin conversations with agencies during this key window after their first e-bus purchases, when potential customers are likely to be most open to learning about solutions.	Electric bus charging infrastructure and microgrids: A grid edge case study Report | Wood Mackenzie 4 Lessons From a California Transit Authority's Bus Electrification Rollout | Greentech Media
Accelerating Renewable Energy Development and Promoting Community Resiliency in Los Angeles County	> Two strategies to create greater community resiliency is through the deployment of distributed energy resources (rooftop solar paired with batteries at individual buildings) and community-level microgrids powered by renewable energy. > Ensure community benefits > Apply best practices and standards	190264.pdf
UCLA Luskin – Regional Needs Assessment (August 2021)	> Rising electricity demand across Southern California will challenge grid reliability, especially during peak summer hours > Increased high heat days forecasted in inland and low-income areas will put added strain on transit riders and infrastructure > Broad electrification efforts are expected to stress local distribution grids > Equity gaps in energy resilience highlight the need for targeted investments in disadvantaged communities	Southern California Regional Energy Needs Assessment

SOURCE/DOCUMENT NAME	KEY TAKEAWAYS/RELEVANCE FOR METRO	LINK
LA100 (NREL + LADWP)	> Electricity demand will rise 45-85% by 2045, mainly due to transportation and building electrification > Peak demand will shift to evening hours, especially with widespread EV adoption > Smart Charging and load shifting will be critical to managing costs and grid impacts > Transit agency coordination with LADWP is necessary to align charging needs with capacity > Pairing on-site solar and storage can improve resilience and energy cost control > Co-located solar and storage offers operational and cost advantages > Multiple pathways exist to reach 100% renewable energy by 2045 > All requiring large scale additions of solar, wind, geothermal, and storage > Resource adequacy and transmission reliability remain top priorities	https://www.nrel.gov/analysis/los-angeles-100-percent-renewable-study
SCE	> Net-zero by 2045 will help shape the energy landscape > SCE plans to deliver 100% carbon free electricity by 2045 > SCE forecasts 35% higher electricity demand by 2035 due to building and transportation electrification > Clean firm resources are prioritized to ensure reliable power for critical transit infrastructure, especially during evening and seasonal demand peaks	Net Zero Fact Sheet-2024
NASEM Report	> Net zero emissions by 2025 is feasible but contingent on early action and deep cuts across all sectors > Double clean electricity share to 75% by 2030 through solar, wind, nuclear, and hydro > Electrify 50% of new vehicle sales by 2030 > Reduce energy use in new buildings by 50% and old buildings by 30% by 2030 > Ensure equity and justice in deployment > Support workers and communities impacted by decarbonization > Retain grid reliability through fossil gas during transition	Accelerating Decarbonization in the United States
U.S. DOE/Energy Transitions Initiative	> Importance of phased approaches > Detail current landscape > Develop pathways > Stakeholder engagement > Develop Action Plans > Performance Metrics	Energy Transitions Playbook

Table 25: Best Practices Reference Documents

Appendix G: Summary of PV System Existing Conditions and Recommended Actions

SITE NAME	OBSERVATIONS	SHORT-TERM: RECOMMENDED REPAIRS/ACTION ITEMS	LONG-TERM, CAPITAL PLANNING (FY27): RECOMMENDED REPAIRS/ACTION ITEMS
Division 8	> Transportation Bldg. (8T): Online and generating with monitoring fully functioning > Maintenance Bldg. (8M): Remote monitoring is functional. All inverters are functioning besides inverter 6.	> Transportation Bldg. (8T): N/A > Maintenance Bldg. (8M): • Solar technician needs to investigate and repair the root cause of Inverter 6 faults • Replace Combiner Box 7 (serves Inverter 6) • Replace fuses for Strings 41 and 42 for further underlying issues. Install 10A fuse links on 13 combined strings 2	> Replace string inverters 1-11 as they fail > Remove and replace existing conduit and combiner box support sleepers with new elevated support systems (e.g., Durablok or equivalent UV-resistant, non-penetrating rooftop supports) to ensure proper cable management and structural integrity > Repair and replace all wire management components, including cable ties, clips, and trays, for conductors routed beneath PV modules and between modules and combiner boxes to ensure compliance with NEC standards > Replace all combiner boxes
Division 13	> All inverters are functioning but the Data Acquisition System (DAS) is not functional	> Remove old Sierra Wireless Raven XE Cell Modem and replace it with a new Semtech RV50X Cell Modem (includes 12 months of service)	> Rewire/relocate inverters 2-4 (string inverters on façade) > Begin budgeting for full Solectria center inverter replacement (estimated for 2030); replace as fails

SITE NAME	OBSERVATIONS	SHORT-TERM: RECOMMENDED REPAIRS/ACTION ITEMS	LONG-TERM, CAPITAL PLANNING (FY27): RECOMMENDED REPAIRS/ACTION ITEMS
Division 15	> Transportation Bldg. (15T): Remote monitoring is online with the exception of inverter 9. Some inverters are faulting, likely due to water infiltration during rain events > Maintenance Bldg. (15M): System is experiencing inverter faults and monitoring is offline. Evidence of water corrosion in a combiner box	> Transportation Bldg. (15T): • Solar technician needs to inspect and troubleshoot Inverter 9 • Combiner boxes serving inverters 8 and 10 should be replaced to address water ingress/faults • Large termination boxes that did not show signs of water ingress should be monitored annually. Any that develop leaks, corrosion on terminals, or ground faults should be replaced > Maintenance Bldg. (15M): • Install 10A fuse links on 13 combined strings • Metro IT needs to come on-site to troubleshoot why the cluster controller and inverters are not communicating with the network • Combiner boxes 6 and 7 need to be replaced	> Replace string inverters 1-11 as they fail > Remove and replace existing conduit and combiner box support sleepers with new elevated support systems (e.g., Durablok or equivalent UV-resistant, non-penetrating rooftop supports) to ensure proper cable management and structural integrity > Repair and replace all wire management components, including cable ties, clips, and trays, for conductors routed beneath PV modules and between modules and combiner boxes to ensure compliance with NEC standards > Replace all combiner boxes
Division 18	> The existing Fat Spaniel Communication Gateway is outdated and needs replacement to get communications back online	> Remove the old Fat Spaniel Communications Gateway and install new DAS with device monitoring, data storage, and maintenance for 5 years	> Replace Satcon central inverter with string inverters (roof and parking structure) > Possible shade structure(s) for string inverter(s) on building roofs

SITE NAME	OBSERVATIONS	SHORT-TERM: RECOMMENDED REPAIRS/ACTION ITEMS	LONG-TERM, CAPITAL PLANNING (FY27): RECOMMENDED REPAIRS/ACTION ITEMS
Terminal 19	> Modules are in good condition with some vegetation growth causing shading on the southern portion of the array. Overall, module shading (from vegetation, light poles) explains performance deficiencies reported on monitoring platform in all but 4 microinverters. > 4 microinverters are not functional; respective solar modules are not producing	> Remove vegetation overgrowth, where possible > Replace 4 Enphase microinverters (under warranty)	N/A
Division 24	> The conduit is incorrectly sized and causing the system to trip during operation	> The team is reviewing options to address the incorrectly sized conduit	> Rewire/run conduit to adequately accommodate system (under tracks) > Begin budgeting for full Solectria inverter replacement (approximately 2030); replace as fails
CMF	> Completed combiner boxer replacement training in May 2025. FM staff are completing the replacement of combiner boxes > The site has a history of internet access problems with the customer LAN	> Install four new cellular modems in the existing DAS boxes	> Design system with string inverters > Remove central inverters 1-4 and install string inverters > Replace combiner boxes, as needed

Table 26: Metro's Existing PV System Conditions and Recommended Actions

Appendix H: Glossary of Terms Used

TERM	DEFINITION
Building Automation System (BAS)	An integrated network of hardware and software designed to monitor, control, and optimize a building's mechanical, electrical, and plumbing systems. BAS typically manages systems such as HVAC (heating, ventilation, and air conditioning), lighting, security, and energy management, providing centralized control and automation to improve efficiency, comfort, and operational performance.
Charge Management	The control, monitoring and optimization of charging processes for electric vehicles. Charge management software efficiently manages charging times, controls energy loads, and optimizes charging during off-peak hours to minimize costs.
Distributed Energy Resources (DER)	Small-scale, localized energy systems that provide power to specific sites or operations. DERs include both energy generation and storage systems, which can be connected to electric grids or operate independently. Examples include solar PV systems, EV charging stations, microgrids and batteries for energy storage.
Electric Vehicle Supply Equipment (EVSE)	Charging stations that provide electric power to recharge electric vehicle batteries. EVSE facilities the transfer of electricity from the grid or other sources to the vehicle.
Electrification	The process of converting energy-consuming devices from non-electric sources to electricity, such as transitioning from gas-powered systems to electric-powered systems.
Energy Management System	A combination of software and hardware tools that manage and distribute energy flows between connected distributed energy resources (DERs) to optimize energy use.
Fuel switching	The replacement of technologies that consume one type of fuel (e.g., natural gas or diesel) with technologies that consume a different type of fuel (e.g., electricity). Examples include switching from diesel-powered vehicles to electric vehicles or replacing a natural gas heating system with an electric air-source heat pump.
Load Management	The active control and optimization of power consumption through software and automated systems to reduce energy costs and improve efficiency.
Microgrid	Small-scale power grid that operates independently to generate electricity for a localized area. Microgrids typically include some type of energy generation (e.g., solar PV, wind or fuel cells), energy storage and control software (microgrid controller) to manage energy distribution. Microgrids can function as part of a grid-connected system or an off-grid system, with defined electrical boundaries that allow them to act as a single controllable entity.

TERM	DEFINITION
Power Purchase Agreement (PPA)	A long-term contract between an energy generator and an energy user. Under a PPA, a third party installs energy assets, and the customer purchases the energy output from the system for a specified period.
Solar Photovoltaic (PV) system	A system of one or more solar panels combined with an inverter and other hardware that converts sunlight into electricity. Solar PV systems are considered renewable energy because their input source, the sun, is naturally replenished. They are also referred to as clean energy because the conversion process does not require carbon-based or fossil fuels. Solar PV systems can operate as part of a utility grid-connected system or an off-grid system.
Virtual Power Plant (VPP)	Systems that aggregate distributed energy resources to create a flexible energy network. VPPS use cloud-based software to connect to and manage energy use across multiple buildings or sites.

Table 27: Glossary of Terms

ABBREVIATIONS / ACRONYMS

BAS	Building Automation System
BEMS	Building Energy Management System
BESS	Battery Energy Storage System
CAAP	Climate Action and Adaptation Plan
CBO	community-based organizations
CNG	Compressed Natural Gas
COOP	Continuity of Operations Plan
CPA	Clean Power Alliance
CPUC	California Public Utilities Commission
DER	Distributed Energy Resource
EaaS	Energy-as-a-Service
EAMS	Enterprise Asset Management System
ECMP	Energy Conservation and Management Plan
EE	Energy Efficiency
EELTP	Energy Efficiency Long Term Plan
EFC	Equity Focused Communities
EV	Electric Vehicle
FY	Fiscal Year
GHG	Greenhouse Gas
HVAC	Heating, Ventilation, and Air Conditioning
ISO	International Organization for Standardization
KPI	Key Performance Indicator
LA28	2028 Summer Olympic and Paralympic Games
LADWP	Los Angeles Department of Water and Power
LRTP	Long Range Transportation Plan
MBS	Moving Beyond Sustainability
NPV	Net Present Value

NREL	National Renewable Energy Lab
OOS	Office of Sustainability
O&M	operations and maintenance
P3	Public-Private Partnership
PDBOM	Progressive Design Build Operate and Maintain
PPA	Power Purchase Agreement
PV	Photovoltaic
RPS	Renewable Portfolio Standard
RNG	Renewable Natural Gas
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SOP	Standard Operating Procedure
TPSS	Traction Power Substation
UPS	Uninterruptible Power Supply
VMT	Vehicle Miles Traveled
ZEB	Zero Emissions Buses

Appendix I: SCE Accounts with Essential Use Designation

PROPERTY NAME	ESSENTIAL USE DESIGNATION STATUS	EXEMPTION CRITERIA	TOTATING OUTAGE ID
Willow TPSS/Willow Street Station	CPUC Decision 01-08-071	Exclusive ROW, Ballasted Track	N001
Firestone TPSS/Firestone Station	CPUC Decision 01-08-071	Exclusive ROW, Aerial	N001
Wardlow TPSS/Wardlow Station	CPUC Decision 01-08-071	Exclusive ROW, Ballasted Track	N001
Florence TPSS/Florence Station	CPUC Decision 01-08-071	Exclusive ROW, Aerial	N001
Slauson TPSS/Slauson Station	CPUC Decision 01-08-071	Aerial	N001
Artesia TPSS/Artesia Station	CPUC Decision 01-08-071	Ballasted Track	N001
Compton TPSS/Compton Station	CPUC Decision 01-08-071	Ballasted Track	N001
Del Amo TPSS/Del Amo Station	CPUC Decision 01-08-071	Aerial	N001
Dominguez TPSS	CPUC Decision 01-08-071	Aerial	N001
Imperial TPSS	CPUC Decision 01-08-071	Ballasted Track	N001
Piru TPSS/Railroad Signals	CPUC Decision 01-08-071	Ballasted Track	N001
Crenshaw TPSS	CPUC Decision 01-08-071	Ballasted Track	N001
SANTA FE AVE TPSS (TPSS10/SFS125)	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
Wright Rd TPSS	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
Western Ave. TPSS (TPSS 85)	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
Vermont TPSS/Vermont-Athens Station (TPSS 6)	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
Long Beach TPSS	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
Hawthorne Bl TPSS/HAWTHORNE/LENNOX STATION	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
El Segundo TPSS	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
DIVISION 22 TPSS A (Hawthorne Yard TPSS)	CPUC Decision 01-08-071	Exclusive ROW	N001
Bellflower TPSS	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
Norwalk TPSS	CPUC Decision 01-08-071	Ballasted Track (Median)	N001

PROPERTY NAME	ESSENTIAL USE DESIGNATION STATUS	EXEMPTION CRITERIA	TOTATING OUTAGE ID
Lakewood TPSS	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
MARSH AV TPSS	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
Douglas TPSS (TPSS 19)/ Douglas Station	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
Paramount TPSS (TPS14/SFS145)	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
WILMINGTON TCCB	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
C LINE - MISCELLANEOUS SIGNALS, STOPS, LIGHTS	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
Division 11 TPSS and Facility	CPUC Decision 01-08-071	Ballasted Track, Aerial	N/A
DIVISION 22 TPSS B and Facility	CPUC Decision 01-08-071	Ballasted Track, Exclusive ROW	N001
REDONDO BEACH STATION	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
EL SEGUNDO STATION	CPUC Decision 01-08-071	Ballasted Track, Aerial	N001
CRENSHAW BLVD/I-105 STATION	CPUC Decision 01-08-071	Ballasted Track (Median)	N001
PARAMOUNT TC&B STATION	CPUC Decision 01-08-071	Ballasted Track (Median)	N001

Table 28: Metro SCE Accounts with Essential Use Designations

Appendix J: Summary of Metro Sites with Solar PV and BESS Potential

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
DIVISION 1	Bus	1.47	3.02	Los Angeles Department of Water and Power	No	0	N/A	1458	2032	1458	N/A	N/A	2032
DIVISION 10	Bus	1.41	2.11	Los Angeles Department of Water and Power	No	0	N/A	2896	2032	2896	N/A	N/A	N/A
DIVISION 11	Rail	1.97	8.60	Southern California Edison	No	0	N/A	837	2046	837	N/A	N/A	N/A
DIVISION 12	Facility	0.20	0.13	Southern California Edison	No	0	N/A	0	0	0	N/A	N/A	N/A
DIVISION 14	Rail	0.69	3.04	Southern California Edison	No	0	N/A	512	2047	512	N/A	N/A	N/A
DIVISION 15	Bus	1.28	3.37	Los Angeles Department of Water and Power	No	247	2005	3505	2035	3752	N/A	N/A	2035
DIVISION 16	Rail	0.01	0.04	Los Angeles Department of Water and Power	No	0	N/A	901	2043	901	N/A	N/A	N/A
DIVISION 18	Bus	1.51	6.73	Southern California Edison	No	437	2007	2399	2028	2836	N/A	N/A	2028
DIVISION 2	Bus	1.96	4.10	Los Angeles Department of Water and Power	No	0	N/A	435	2032	435	N/A	N/A	2032
DIVISION 20	Rail	3.37	11.88	Los Angeles Department of Water and Power	No	0	N/A	1022	2038	1022	N/A	N/A	N/A
DIVISION 21	Rail	0.71	2.59	Los Angeles Department of Water and Power	No	0	N/A	306	2045	306	N/A	N/A	N/A
DIVISION 22	Rail	1.48	5.03	Southern California Edison	No	0	N/A	452	2047	452	N/A	N/A	N/A
DIVISION 24	Rail	1.77	8.86	Southern California Edison	No	178	2016	1395	2047	1573	N/A	N/A	N/A
DIVISION 3	Bus	1.07	3.40	Los Angeles Department of Water and Power	Yes	0	N/A	2251	2034	2251	N/A	N/A	2034
DIVISION 4	NR Vehicle	0.20	0.41	Southern California Edison	N/A	0	N/A	1815	2039	1815	N/A	N/A	N/A
DIVISION 5	Bus	1.64	4.09	Los Angeles Department of Water and Power	Yes	0	N/A	2308	2030	2308	N/A	N/A	2030
DIVISION 7	Bus	1.14	4.53	Southern California Edison	No	0	N/A	1467	2028	1467	N/A	N/A	2028
DIVISION 8	Bus	2.97	5.16	Los Angeles Department of Water and Power	No	247	2005	5035	2034	5282	N/A	N/A	2034
DIVISION 9	Bus	1.61	6.30	Southern California Edison	No	0	N/A	1458	2026	1458	N/A	N/A	2026
A LINE C LINE - TRACTION POWER SUBSTATION - 1	TPSS					0	N/A	0	N/A	0	Yes	2035	
A LINE C LINE - TRACTION POWER SUBSTATION - 2	TPSS					0	N/A	0	N/A	0	Yes	2039	
A LINE E LINE - TRACTION POWER SUBSTATION - 1	TPSS					0	N/A	0	N/A	0	Yes	2031	
A LINE - TRACTION POWER SUBSTATION - 1	TPSS					0	N/A	0	N/A	0	Yes	2045	
A LINE - TRACTION POWER SUBSTATION - 10	TPSS					0	N/A	5	2046	5	Yes	2029	
A LINE - TRACTION POWER SUBSTATION - 11	TPSS					0	N/A	4	2048	4	Yes	2050	
A LINE - TRACTION POWER SUBSTATION - 12	TPSS					0	N/A	0	N/A	0	Yes	2038	
A LINE - TRACTION POWER SUBSTATION - 14	TPSS					0	N/A	4	2048	4	Yes	2041	
A LINE - TRACTION POWER SUBSTATION - 15	TPSS					0	N/A	4	2050	4	Yes	2037	
A LINE - TRACTION POWER SUBSTATION - 16	TPSS					0	N/A	6	2050	6	Yes	2041	
A LINE - TRACTION POWER SUBSTATION - 17	TPSS					0	N/A	9	2048	9	Yes	2036	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
A LINE - TRACTION POWER SUBSTATION - 18	TPSS					0	N/A	4	2046	4	Yes	2045	
A LINE - TRACTION POWER SUBSTATION - 19	TPSS					0	N/A	0	N/A	0	Yes	2045	
A LINE - TRACTION POWER SUBSTATION - 2	TPSS					0	N/A	0	N/A	0	Yes	2049	
A LINE - TRACTION POWER SUBSTATION - 20	TPSS					0	N/A	721	2043	721	Yes	2038	
A LINE - TRACTION POWER SUBSTATION - 21	TPSS					0	N/A	42	2048	42	Yes	2033	
A LINE - TRACTION POWER SUBSTATION - 22	TPSS					0	N/A	4	2046	4	Yes	2046	
A LINE - TRACTION POWER SUBSTATION - 25	TPSS					0	N/A	21	2048	21	Yes	2048	
A LINE - TRACTION POWER SUBSTATION - 26	TPSS					0	N/A	7	2047	7	Yes	2036	
A LINE - TRACTION POWER SUBSTATION - 28	TPSS					0	N/A	4	2050	4	Yes	2046	
A LINE - TRACTION POWER SUBSTATION - 29	TPSS					0	N/A	7	2049	7	Yes	2044	
A LINE - TRACTION POWER SUBSTATION - 30	TPSS					0	N/A	4	2049	4	Yes	2040	
A LINE - TRACTION POWER SUBSTATION - 33	TPSS					0	N/A	51	2048	51	Yes	2042	
A LINE - TRACTION POWER SUBSTATION - 34	TPSS					0	N/A	6	2046	6	Yes	2036	
A LINE - TRACTION POWER SUBSTATION - 35	TPSS					0	N/A	306	2045	306	Yes	2044	
A LINE - TRACTION POWER SUBSTATION - 36	TPSS					0	N/A	33	2046	33	Yes	2049	
A LINE - TRACTION POWER SUBSTATION - 37	TPSS					0	N/A	4	2045	4	Yes	2040	
A LINE - TRACTION POWER SUBSTATION - 38	TPSS					0	N/A	5	2048	5	Yes	2031	
A LINE - TRACTION POWER SUBSTATION - 39	TPSS					0	N/A	27	2046	27	Yes	2037	
A LINE - TRACTION POWER SUBSTATION - 6	TPSS					0	N/A	0	N/A	0	Yes	2032	
A LINE - TRACTION POWER SUBSTATION - 9	TPSS					0	N/A	0	N/A	0	Yes	2043	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 1	NEW TPSS					0	N/A	0	N/A	0	Yes	2040	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2041	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 3	NEW TPSS					0	N/A	0	N/A	0	Yes	2042	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 4	NEW TPSS					0	N/A	0	N/A	0	Yes	2043	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 5	NEW TPSS					0	N/A	0	N/A	0	Yes	2045	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 6	NEW TPSS					0	N/A	0	N/A	0	Yes	2046	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 7	NEW TPSS					0	N/A	0	N/A	0	Yes	2047	
AUTHORITY BILL PROJECT FOOTHILLS EXTENSION - 8	NEW TPSS					0	N/A	0	N/A	0	Yes	2048	
C LINE - TRACTION POWER SUBSTATION - 1	TPSS					0	N/A	0	N/A	0	Yes	2040	
C LINE - TRACTION POWER SUBSTATION - 10	TPSS					0	N/A	0	N/A	0	Yes	2038	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
C LINE - TRACTION POWER SUBSTATION - 11	TPSS					0	N/A	351	2043	351	Yes	2043	
C LINE - TRACTION POWER SUBSTATION - 12	TPSS					0	N/A	0	N/A	0	Yes	2042	
C LINE - TRACTION POWER SUBSTATION - 14	TPSS					0	N/A	5	2049	5	Yes	2041	
C LINE - TRACTION POWER SUBSTATION - 15	TPSS					0	N/A	918	2039	918	Yes	2028	
C LINE - TRACTION POWER SUBSTATION - 16	TPSS					0	N/A	0	N/A	0	Yes	2039	
C LINE - TRACTION POWER SUBSTATION - 17	TPSS					0	N/A	5	2050	5	Yes	2030	
C LINE - TRACTION POWER SUBSTATION - 18	TPSS					0	N/A	5	2049	5	Yes	2035	
C LINE - TRACTION POWER SUBSTATION - 2	TPSS					0	N/A	0	N/A	0	Yes	2039	
C LINE - TRACTION POWER SUBSTATION - 20	TPSS					0	N/A	6	2049	6	Yes	2042	
C LINE - TRACTION POWER SUBSTATION - 3	TPSS					0	N/A	0	N/A	0	Yes	2048	
C LINE - TRACTION POWER SUBSTATION - 5	TPSS					0	N/A	5	2046	5	Yes	2030	
C LINE - TRACTION POWER SUBSTATION - 6	TPSS					0	N/A	11	2048	11	Yes	2039	
C LINE - TRACTION POWER SUBSTATION - 7	TPSS					0	N/A	0	N/A	0	Yes	2043	
C LINE - TRACTION POWER SUBSTATION - 8	TPSS					0	N/A	0	N/A	0	Yes	2047	
C LINE - TRACTION POWER SUBSTATION - 9	TPSS					0	N/A	0	N/A	0	Yes	2028	
C LINE EXTENSION - 1	NEW TPSS					0	N/A	0	N/A	0	Yes	2034	
C LINE EXTENSION - 3	NEW TPSS					0	N/A	0	N/A	0	Yes	2036	
C LINE EXTENSION - 5	NEW TPSS					0	N/A	0	N/A	0	Yes	2038	
C LINE EXTENSION - 6	NEW TPSS					0	N/A	0	N/A	0	Yes	2039	
E LINE - TRACTION POWER SUBSTATION - 11	TPSS					0	N/A	23	2046	23	Yes	2043	
E LINE - TRACTION POWER SUBSTATION - 12	TPSS					0	N/A	0	N/A	0	Yes	2046	
E LINE - TRACTION POWER SUBSTATION - 13	TPSS					0	N/A	0	N/A	0	Yes	2048	
E LINE - TRACTION POWER SUBSTATION - 14	TPSS					0	N/A	5	2048	5	Yes	2034	
E LINE - TRACTION POWER SUBSTATION - 15	TPSS					0	N/A	4	2048	4	Yes	2047	
E LINE - TRACTION POWER SUBSTATION - 16	TPSS					0	N/A	5	2049	5	Yes	2041	
E LINE - TRACTION POWER SUBSTATION - 17	TPSS					0	N/A	0	N/A	0	Yes	2042	
E LINE - TRACTION POWER SUBSTATION - 18	TPSS					0	N/A	4	2048	4	Yes	2045	
E LINE - TRACTION POWER SUBSTATION - 20	TPSS					0	N/A	4	2048	4	Yes	2044	
E LINE - TRACTION POWER SUBSTATION - 21	TPSS					0	N/A	0	N/A	0	Yes	2037	
E LINE - TRACTION POWER SUBSTATION - 5	TPSS					0	N/A	5	2049	5	Yes	2047	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
E LINE - TRACTION POWER SUBSTATION - 6	TPSS					0	N/A	5	2049	5	Yes	2049	
E LINE - TRACTION POWER SUBSTATION - 7	TPSS					0	N/A	31	2049	31	Yes	2035	
E LINE - TRACTION POWER SUBSTATION - 8	TPSS					0	N/A	5	2049	5	Yes	2032	
E LINE - TRACTION POWER SUBSTATION - 9	TPSS					0	N/A	0	N/A	0	Yes	2050	
EAST SAN FERNANDO VALLEY - 1	NEW TPSS					0	N/A	1000	2027	1000	Yes	2040	
EAST SAN FERNANDO VALLEY - 10	NEW TPSS					0	N/A	0	N/A	0	Yes	2041	
EAST SAN FERNANDO VALLEY - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2042	
EAST SAN FERNANDO VALLEY - 3	NEW TPSS					0	N/A	0	N/A	0	Yes	2043	
EAST SAN FERNANDO VALLEY - 4	NEW TPSS					0	N/A	0	N/A	0	Yes	2044	
EAST SAN FERNANDO VALLEY - 5	NEW TPSS					0	N/A	0	N/A	0	Yes	2045	
EAST SAN FERNANDO VALLEY - 6	NEW TPSS					0	N/A	0	N/A	0	Yes	2046	
EAST SAN FERNANDO VALLEY - 7	NEW TPSS					0	N/A	0	N/A	0	Yes	2047	
EAST SAN FERNANDO VALLEY - 8	NEW TPSS					0	N/A	0	N/A	0	Yes	2048	
EAST SAN FERNANDO VALLEY - 9	NEW TPSS					0	N/A	0	N/A	0	Yes	2049	
EAST SIDE PHASE 2 - 1	NEW TPSS					0	N/A	0	N/A	0	Yes	2037	
EAST SIDE PHASE 2 - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2038	
EAST SIDE PHASE 2 - 3	NEW TPSS					0	N/A	0	N/A	0	Yes	2039	
EAST SIDE PHASE 2 - 4	NEW TPSS					0	N/A	0	N/A	0	Yes	2040	
EAST SIDE PHASE 2 - 5	NEW TPSS					0	N/A	0	N/A	0	Yes	2041	
K LINE - TRACTION POWER SUBSTATION - 1	TPSS					0	N/A	0	N/A	0	Yes	2050	
K LINE - TRACTION POWER SUBSTATION - 2	TPSS					0	N/A	61	2049	61	Yes	2035	
K LINE - TRACTION POWER SUBSTATION - 3	TPSS					0	N/A	0	N/A	0	Yes	2044	
K LINE - TRACTION POWER SUBSTATION - 4	TPSS					0	N/A	0	N/A	0	Yes	2038	
K LINE - TRACTION POWER SUBSTATION - 5	TPSS					0	N/A	0	N/A	0	Yes	2040	
K LINE - TRACTION POWER SUBSTATION - 6	TPSS					0	N/A	0	N/A	0	Yes	2029	
PLE 2 - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2028	
PLE 3 - 1	NEW TPSS					0	N/A	0	N/A	0	Yes	2029	
PLE 3 - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2030	
SEGL - 10	NEW TPSS					0	N/A	0	N/A	0	Yes	2036	
SEGL - 11	NEW TPSS					0	N/A	0	N/A	0	Yes	2037	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
SEGL - 13	NEW TPSS					0	N/A	0	N/A	0	Yes	2039	
SEGL - 14	NEW TPSS					0	N/A	0	N/A	0	Yes	2040	
SEGL - 15	NEW TPSS					0	N/A	0	N/A	0	Yes	2041	
SEGL - 2	NEW TPSS					0	N/A	0	N/A	0	Yes	2042	
SEGL - 3	NEW TPSS					0	N/A	0	N/A	0	Yes	2043	
SEGL - 4	NEW TPSS					0	N/A	0	N/A	0	Yes	2044	
SEGL - 5	NEW TPSS					0	N/A	0	N/A	0	Yes	2045	
SEGL - 6	NEW TPSS					0	N/A	0	N/A	0	Yes	2046	
SEGL - 7	NEW TPSS					0	N/A	0	N/A	0	Yes	2047	
SEGL - 8	NEW TPSS					0	N/A	0	N/A	0	Yes	2048	
SEGL - 9	NEW TPSS					0	N/A	0	N/A	0	Yes	2049	
EL MONTE TERMINAL	LOCATIONS					89	2024	550	2024	639	No	N/A	
CENTRAL MAINTENANCE FACILITY	LOCATIONS					1172	2024	0	2024	1172	No	N/A	
17TH STSMC STATION PARKING LOT	PARKING					0	N/A	31	2049	31	No	N/A	
26TH STBERGAMOT STATION	STATION					0	N/A	61	2049	61	No	N/A	
5TH ST STATION	STATION					0	N/A	31	2048	31	No	N/A	
A LINE E LINE - MISCELLANEOUS SIGNALS, STOPS, LIGHTS	ALIGNMENT					0	N/A	46	2049	46	No	N/A	
A LINE - MISCELLANEOUS SIGNALS, STOPS, LIGHTS	ALIGNMENT					0	N/A	27	2048	27	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 23	TPSS					0	N/A	5	2048	5	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 24	TPSS					0	N/A	237	2045	237	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 3	TPSS					0	N/A	60	2046	60	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 31	TPSS					0	N/A	38	2048	38	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 7	TPSS					0	N/A	5	2048	5	No	N/A	
A LINE - TRACTION POWER SUBSTATION - 8	TPSS					0	N/A	5	2046	5	No	N/A	
ALLEN STATION	STATION					0	N/A	23	2049	23	No	N/A	
AMC STATION	STATION					0	N/A	251	2025	251	No	N/A	
ANAHEIM ST STATION	STATION					0	N/A	31	2048	31	No	N/A	
ARCADIA STATION	SHARED					0	N/A	31	2049	31	No	N/A	
ARCADIA STATION	SHARED					0	N/A	31	2049	31	No	N/A	
ATLANTIC STATION	STATION					0	N/A	20	2048	20	No	N/A	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
AVALON STATION	STATION					0	N/A	405	2039	405	No	N/A	
AVIATIONLAX STATION	STATION					0	N/A	69	2048	69	No	N/A	
BALBOA STATION	STATION					0	N/A	665	2040	665	No	N/A	
BD LINE - TRACTION POWER SUBSTATION - 6	TPSS					0	N/A	24	2049	24	No	N/A	
BEVERLY GLEN - RADIO STATION	LOCATIONS					0	N/A	31	2049	31	No	N/A	
C LINE - TRACTION POWER SUBSTATION - 19	TPSS					0	N/A	7	2048	7	No	N/A	
C LINE - TRACTION POWER SUBSTATION - 4	TPSS					0	N/A	5	2048	5	No	N/A	
CANOGA STATION	STATION					0	N/A	548	2041	548	No	N/A	
CENTRAL MAINTENANCE FACILITY	LOCATIONS					1172	2009	0	N/A	1172	No	N/A	
CHATSWORTH STATION	SHARED					0	N/A	3053	2035	3053	No	N/A	
CHATSWORTH STATION	SHARED					0	N/A	3053	2035	3053	No	N/A	
COMPTON STATION	STATION					0	N/A	374	2050	374	No	N/A	
CRENSHAW BLVDI-105 STATION	STATION					0	N/A	31	2049	31	No	N/A	
DE SOTO STATION	STATION					0	N/A	18	2049	18	No	N/A	
DOWNTOWN SANTA MONICA STATION	STATION					0	N/A	76	2049	76	No	N/A	
E LINE - TRACTION POWER SUBSTATION - 10	TPSS					0	N/A	4	2048	4	No	N/A	
E LINE - TRACTION POWER SUBSTATION - 19	TPSS					0	N/A	4	2050	4	No	N/A	
E LINE - TRACTION POWER SUBSTATION - 22	TPSS					0	N/A	138	2049	138	No	N/A	
E LINE - TRACTION POWER SUBSTATION - 23	TPSS					0	N/A	4	2048	4	No	N/A	
EAST LA CIVIC CTR STATION	STATION					0	N/A	4	2048	4	No	N/A	
ECHO PARK DONALDSON LAYOVER	LOCATIONS					0	N/A	31	2050	31	No	N/A	
EXPOBUNDY STATION	STATION					0	N/A	46	2049	46	No	N/A	
EXPOCRENSHAW STATION	STATION					0	N/A	28	2049	28	No	N/A	
EXPOLA BREA STATION	STATION					0	N/A	139	2049	139	No	N/A	
EXPOSEPULVEDA STATION	STATION					0	N/A	336	2043	336	No	N/A	
EXPOUSC STATION	STATION					0	N/A	55	2050	55	No	N/A	
EXPOVERMONT STATION	STATION					0	N/A	23	2050	23	No	N/A	
EXPOWESTERN STATION	STATION					0	N/A	23	2050	23	No	N/A	
FILLMORE STATION	STATION					0	N/A	270	2046	270	No	N/A	
GRANDLATTC STATION	STATION					0	N/A	21	2048	21	No	N/A	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
HARBOR FWY STATION	STATION					0	N/A	164	2048	164	No	N/A	
HAWTHORNELENNOX STATION NORTH-WEST LOT	PARKING					0	N/A	577	2046	577	No	N/A	
HERITAGE SQUARE STATION	STATION					0	N/A	177	2040	177	No	N/A	
HIGHLAND PARK STATION	STATION					0	N/A	11	2048	11	No	N/A	
INDIANA STATION	STATION					0	N/A	15	2048	15	No	N/A	
IRWINDALE STATION PARKING GARAGE	PARKING					0	N/A	558	2044	558	No	N/A	
JEFFERSON LOOP - BUS LAYOVER	LOCATIONS					0	N/A	46	2048	46	No	N/A	
JEFFERSONUSC STATION	STATION					0	N/A	46	2050	46	No	N/A	
LA CIENEGAJEFFERSON STATION	STATION					0	N/A	221	2040	221	No	N/A	
LAKE STATION	STATION					0	N/A	28	2049	28	No	N/A	
LATTCORTHO INSTITUTE STATION	STATION					0	N/A	38	2049	38	No	N/A	
LAUREL CANYON STATION	STATION					0	N/A	12	2049	12	No	N/A	
LINCOLNCYPRESS STATION	STATION					0	N/A	280	2045	280	No	N/A	
LOCATION 110 - EAST LOS ANGELES CUST. SVC. CTR.	LOCATIONS					0	N/A	23	2050	23	No	N/A	
LOCATION 34 - VERNON YARD	LOCATIONS					0	N/A	413	2044	413	No	N/A	
LOCATION 55 - LOST AND FOUND	LOCATIONS					0	N/A	14	2045	14	No	N/A	
LOCATION 60 - RAIL OPERATIONS CONTROL	LOCATIONS					0	N/A	237	2045	237	No	N/A	
LOCATION 64	SHARED					0	N/A	237	2025	237	No	N/A	
LOCATION 66 - LIGHT RAIL MAINTENANCE OF WAY FACILITY	LOCATIONS					0	N/A	277	2048	277	No	N/A	
LOCATION 76 - HARBOR TRANSITWAY - CARSON	LOCATIONS					0	N/A	1922	2038	1922	No	N/A	
LOCATION 77 - HARBOR TRANSITWAY - PCH	LOCATIONS					0	N/A	30	2048	30	No	N/A	
MAPLE LOT - BUS LAYOVER	LOCATIONS					0	N/A	24	2048	24	No	N/A	
NORTH HOLLYWOOD STATION	STATION					0	N/A	1385	2034	1385	No	N/A	
PALM PLACE LOOP - BUS LAYOVER	LOCATIONS					0	N/A	31	2048	31	No	N/A	
PARAMOUNT TCB STATION	STATION					0	N/A	5	2048	5	No	N/A	
PICO-RIMPAU LOOP - BUS LAYOVER	LOCATIONS					0	N/A	61	2048	61	No	N/A	
PICOALISO STATION	STATION					0	N/A	45	2050	45	No	N/A	
PIERCE COLLEGE STATION	STATION					0	N/A	920	2044	920	No	N/A	
RESEDA STATION	STATION					0	N/A	671	2046	671	No	N/A	
RIO HONDO COLLEGE - RADIO STATION	LOCATIONS					0	N/A	15	2050	15	No	N/A	

Site Name	Site Function	Peak Demand (MW)	Annual Consumption (GWh)	Service Feed	Anticipated Energy Supply Constraints due to Future Growth	Existing PV kW DC	Existing PV Installation Year	Estimated PV kW DC	Estimated PV Installation Year	Existing + Currently Planned + Additional PV kW	BESS	BESS Installation Year	ZEB Charging
ROSCOE STATION	STATION					0	N/A	18	2050	18	No	N/A	
SAN FERNANDO VALLEY SERVICE SECTOR	LOCATIONS					0	N/A	46	2048	46	No	N/A	
SEPULVEDA STATION	ALIGNMENT					0	N/A	2850	2036	2850	No	N/A	
SHERMAN WAY STATION	STATION					0	N/A	511	2040	511	No	N/A	
SIERRA MADRE VILLA STATION	SHARED					0	N/A	53	2048	53	No	N/A	
SIERRA MADRE VILLA STATION	SHARED					0	N/A	53	2048	53	No	N/A	
SOUTH PASADENA STATION	STATION					0	N/A	14	2050	14	No	N/A	
SOUTHWEST MUSEUM STATION	STATION					0	N/A	31	2050	31	No	N/A	
TAMPA STATION	STATION					0	N/A	18	2050	18	No	N/A	
U.S.C. MEDICAL CENTER BUSWAY STATION	STATION					0	N/A	18	2049	18	No	N/A	
UNION STATION EAST	LOCATIONS					0	N/A	805	2042	805	No	N/A	
UNIVERSAL CITYSTUDIO CITY STATION	STATION					0	N/A	621	2040	621	No	N/A	
VALLEY COLLEGE STATION	ALIGNMENT					0	N/A	11	2042	11	No	N/A	
VAN NUYS STATION	STATION					0	N/A	763	2037	763	No	N/A	
WEST LA TRANSIT CENTER	LOCATIONS					0	N/A	11	2048	11	No	N/A	
WESTCHESTER VETERANS STATION	STATION					0	N/A	61	2050	61	No	N/A	
WILLOW ST STATION PARKING GARAGE	SHARED					0	N/A	755	2040	755	No	N/A	
WILSHIREVERMONT STATION	STATION					0	N/A	163	2049	163	No	N/A	
WILSHIREWESTERN STATION	STATION					0	N/A	129	2049	129	No	N/A	
WOODLEY STATION	STATION					0	N/A	37	2050	37	No	N/A	
WOODMAN STATION	ALIGNMENT					0	N/A	37	2049	37	No	N/A	
Division 13	DIVISION					266	2015	0	N/A	266	No	N/A	

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Item 2025-0801: Energy Master Plan
Adopt Metro's Energy Master Plan

Executive Management Committee
October 16, 2025

Metro

Key Findings

Metro's energy profile will undergo a significant transformation over the next 25 years.

> Electricity use is projected to increase 140% between now and 2050

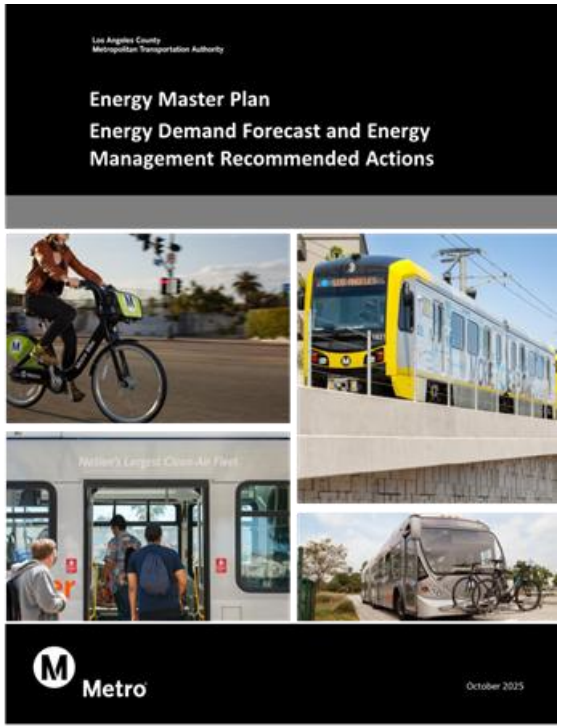
> Energy costs could escalate from $95M/year (2024) to $1BN (2050) due to higher consumption and continued rising energy prices

> Resiliency pressures will intensify as electrification expands into areas with known grid supply constraints and also due to changing climate

> Solar will continue to be a key technology to meet renewable energy goals, support resiliency and reduce energy costs

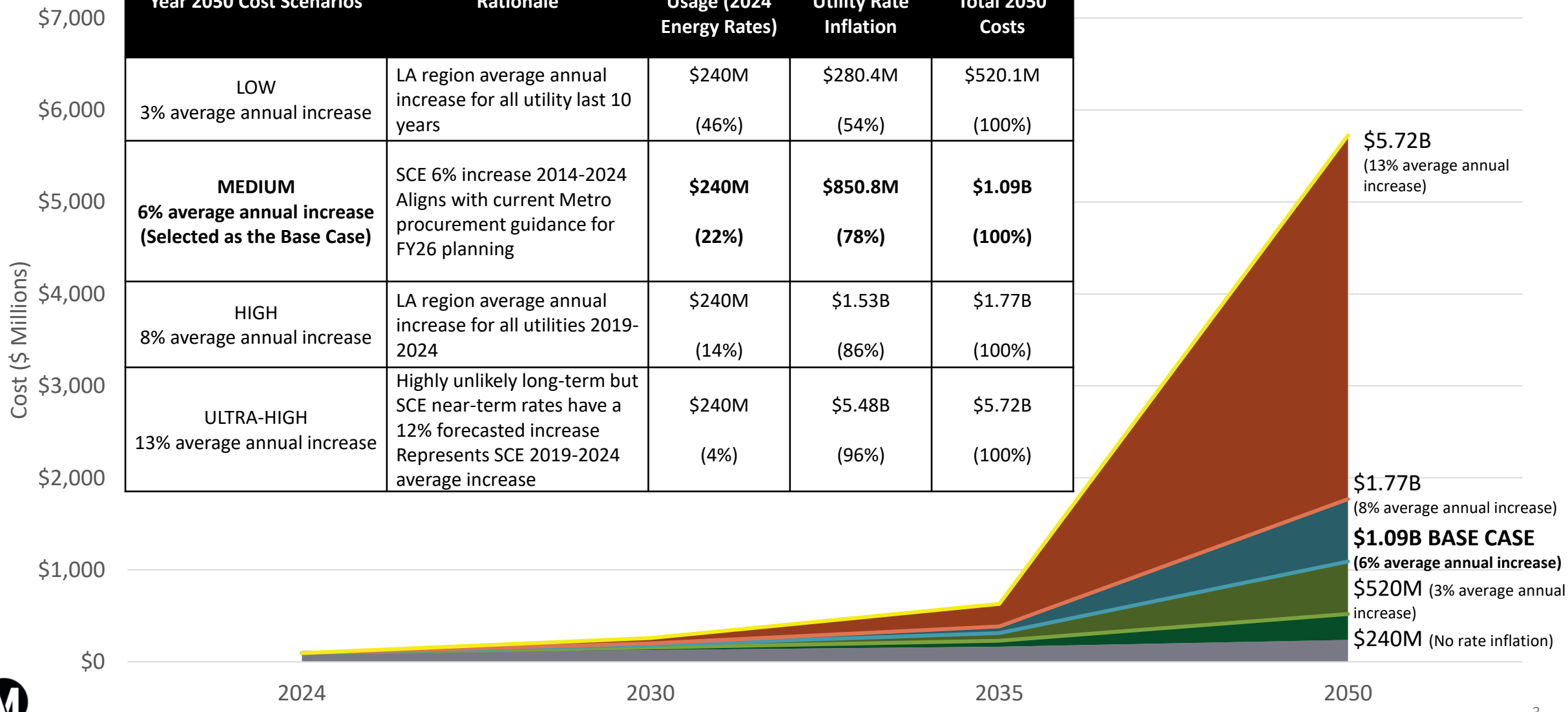
> Limited deployment of energy management and building automation currently reduces opportunities for energy cost savings

> Electrification and resiliency initiatives require new workforce training and education

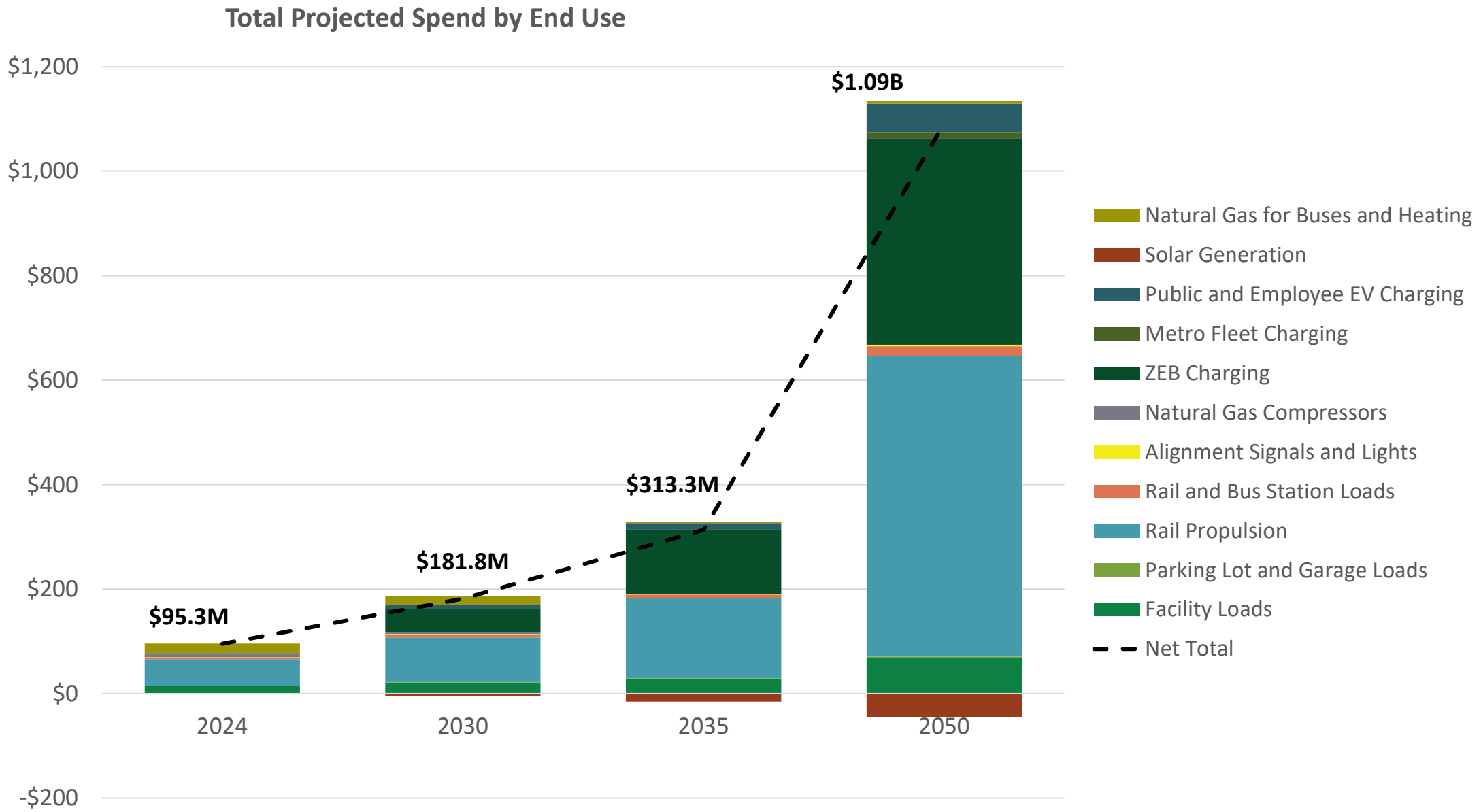


Projected Energy Costs: Impact of Rate Increases

Year 2050 Cost Scenarios	Rationale	2050 Energy Usage (2024 Energy Rates)	Utility Rate Inflation	Total 2050 Costs
LOW 3% average annual increase	LA region average annual increase for all utility last 10 years	$240M (46%)	$280.4M (54%)	$520.1M (100%)
MEDIUM **6% average annual increase** **(Selected as the Base Case)**	SCE 6% increase 2014-2024 Aligns with current Metro procurement guidance for FY26 planning	**$240M** **(22%)**	**$850.8M** **(78%)**	**$1.09B** **(100%)**
HIGH 8% average annual increase	LA region average annual increase for all utilities 2019-2024	$240M (14%)	$1.53B (86%)	$1.77B (100%)
ULTRA-HIGH 13% average annual increase	Highly unlikely long-term but SCE near-term rates have a 12% forecasted increase Represents SCE 2019-2024 average increase	$240M (4%)	$5.48B (96%)	$5.72B (100%)

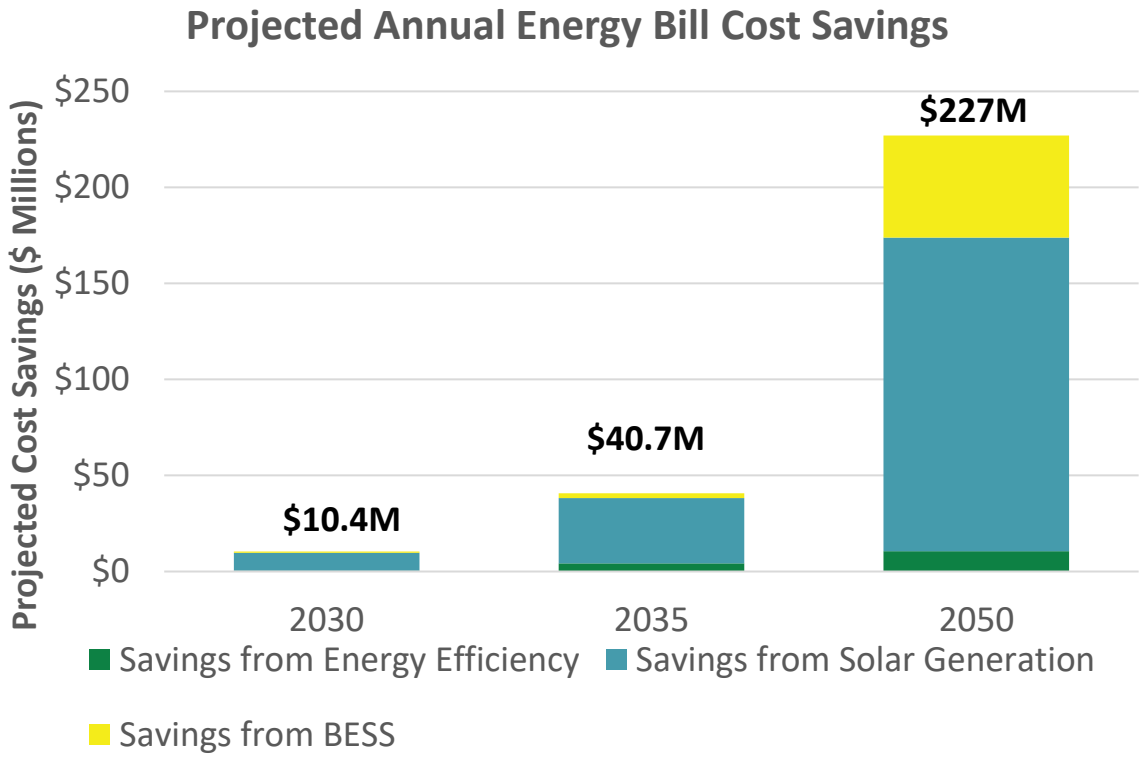


Base Case Forecast: Based on 6% annual rate inflation



Recommendations and Projected Energy Cost Savings

RECOMMENDATIONS	
Energy Planning	• Creation of energy management steering committee • Data and information management requirements to support annual energy forecasting, energy security and energy project impacts.
Energy Supply	• Increase cost-neutral utility supplied clean energy • Accelerate on-site renewable energy supply and strengthen O&M of existing systems. • Prioritize utility engagement to increase “essential use” designation at critical sites; proactively address energy costs; secure support for mitigation.
Energy Technology Deployment and Workforce Development	• **Develop comprehensive, site-level energy management plan to holistically and cost-effectively address energy and resiliency needs.** • Expand energy education to support technical training for resiliency and energy management technologies. • Webinars to socialize energy security and resiliency technologies.
Stakeholder Engagement	• Increase community-based organizations’ presence on sustainability council • Leverage regional and community energy partners for joint funding and workforce development • Communicate progress and benefits of energy planning



Development Process, Engagement & Path Forward

Data collection/data validation

Incorporate input to finalize analysis and draft plan



Plan goals socialization

- Sustainability Council
- Bus Ops
- Rail Ops
- Facilities Ops
- OER
- CBOs

Socialize draft recommendations and findings

- Office of the CEO
- Bus Ops
- Rail Ops
- Facilities Ops
- Procurement
- OER
- Planning
- Government Relations

Board approves plan

NEXT STEPS

Comprehensive Implementation Plan

> Define roles and responsibilities to ensure collaboration across Metro departments

> Establish measurable deliverables

> Conduct cost-benefit analysis to include resiliency considerations

> Utility engagement

Annual Report Out to the Board

> Provide updates on energy forecast updates and the cost-benefit impact of implemented measures.

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

File #: 2025-0791, **File Type:** Policy **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

SUBJECT: LOCAL SMALL BUSINESS ENTERPRISE (LSBE) PREFERENCE PILOT PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Local Small Business Enterprise (LSBE) Preference Program Pilot Final Report; and

B. APPROVING the Local Small Business Enterprise (LSBE) Preference Program.

ISSUE

On February 17, 2022, the Board approved a three-year pilot of the Local Small Business Enterprise (LSBE) Preference Program in response to Motion 31 (Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl (Attachment A). This report provides final results and analysis, including procurement data from FY23-FY25, and a recommendation to make the LSBE Preference Program permanent based on its demonstrated success.

BACKGROUND

To boost the local economy and expand access to Metro contracts for small and underutilized businesses, the Board approved the creation of the Local Small Business Enterprise (LSBE) Preference Program in response to Motion 31 (Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl. The program offers a 5% preference credit (bonus points) on non-federal negotiated procurements and a 5% price reduction, for evaluation purposes only, on competitive low-bid procurements greater than $100K with Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goals.

LSBE Designation

To qualify, a firm must be Metro-certified as an SBE, headquartered in Los Angeles County, and have conducted and managed all of its operations from that location for at least six months prior to

receiving LSBE designation. At the time of the program's rollout, firms originally certified as a Metro SBE that met the LSBE requirements were automatically granted the designation. The LSBE Preference Program applies to non-federally funded state and local solicitations.

Metro only grants LSBE designation to a firm that demonstrates it meets all eligibility criteria. Metro reserves the right to request additional information deemed necessary to determine if a firm meets the eligibility for the LSBE designation. Metro also reserves the right to conduct an on-site visit to verify eligibility or continued eligibility as an LSBE.

LSBE Program Applicability

The LSBE Preference Program applicability is outlined in Table 1 below:

Table 1 LSBE Applicability (Non Federal RFPs, RFQs, and IFBs)

Action Type	Threshold	LSBE Requirement	Preference Type	Preference Amount	Federal	Non-Federal
Request for Proposal (RFP)	>$100,000	LSBE Prime or Non-LSBE Prime that subcontract at least 30% of contract value with LSBEs	Bonus Evaluation Points	5% (or 5 pts. added to total score	No	Yes
Invitation for Bid (IFB)			Bid Price Reduction (For Evaluation Only)	5% bid price reduction		

DISCUSSION

Since its launch in August 2022, Metro's LSBE Preference Program has achieved strong outcomes. Following the passage of Assembly Bill 2271 (AB-2271) in January 2023, the program was expanded to cover state- and locally funded competitive low-bid procurements, resulting in measurable gains in both participation and impact. This expansion has positioned local small businesses to better compete for Metro contracts, advancing equity while strengthening the local economy. Together, these results underscore Metro's commitment to embedding equity in procurement, supporting local business growth, and fostering inclusive economic opportunity.

Program Trends and Performance

Throughout the three-year pilot (August 25, 2022 - June 30, 2025), DEOD has been tracking the number of solicitations issued with an LSBE preference and they have increased steadily, as reflected in Table 2 - Key Metrics below. From Requests for Proposals (RFPs) and Requests for Qualifications (RFQs) to Invitations for Bids (IFBs), LSBE participation is now more consistently and

strategically integrated into Metro's procurement process.

Table 2 - LSBE Program Key Metrics

LSBE Award Data	FY23	FY24	FY25	Total
RFPS solicited w/LSBE Preference	8	21	18	47
IFBS solicited w/LSBE Preference	1	6	4	11
RFQS solicited w/LSBE Preference	1	0	0	1
Total Solicitations with LSBE Preference	**10**	**27**	**22**	**59**
LSBE Primes	0	7	3	10
Non-LSBE Primes with ≥30% LSBE subcontracting	4	4	13	21
Non-LSBE Primes with ≤30% LSBE subcontracting	5	11	15	31
Number of LSBE Subcontractors	12	34	20	66
Total Dollars Committed to LSBEs	**$20,223,283**	**$72,817,209**	**$46,725,105**	**$139,766,197**
Average LSBE Prime Commitment (Percentage)	0.00%	72.30%	68.87%	47.05%
Average LSBE Commitment (Percent)	16.76%	12.63%	14.38%	14.60%

LSBE Preference Program - Three-Year Pilot Outcomes

Based on an analysis of the LSBE metrics data in Table 2 above, staff has seen that Metro's LSBE Preference Program has generated measurable results, broadening opportunities for small businesses located in Los Angeles County, across Metro's contracting portfolio.

Key Outcomes (FY23 - FY25):

- *Expanded Solicitations:* A total of 59 solicitations included the LSBE preference (47 RFPs, 11 IFBs, and 1 RFQ). This consistent application across procurement types demonstrates the program's integration into Metro's contracting process.
- *Direct LSBE Prime Awards*: The program resulted in 10 LSBE prime contracts over the three-year pilot, with LSBE primes averaging a 47.05% LSBE participation rate on their awards.
- *Subcontracting Impact*: LSBE opportunities expanded beyond primes:

- 21 non-LSBE primes exceeded 30% LSBE subcontracting, showing strong alignment with program goals.
- 31 non-LSBE primes included LSBE subcontractors below 30%, reflecting room for growth.

- *Broad Access for Local Firms*: During the pilot, 66 LSBE subcontractors participated, reinforcing that opportunities were spread across a wide pool of firms rather than concentrated among a few.

- *Economic Impact*: *The* program generated more than $139.7 million in commitments to LSBE firms. The highest annual commitment was in FY24 ($72.8 million), but all three years demonstrated significant investment in local businesses.

- *Sustained Commitments*: Overall, LSBE subcontractor commitments averaged 14.60% participation across contracts, and remained in a steady range of 12-17%.

Program Effectiveness and Strategic Insights

The LSBE Preference Program has proven highly effective in advancing Metro's goals of equity, economic growth, and inclusive procurement while also offering important insights to guide future improvements.

- *Expanding Access and Driving Equity*: The program has expanded opportunities for local small businesses to compete as both primes and subcontractors. Thus ensuring contracting opportunities extend equitably to a wider range of small and diverse businesses.

- *Economic Growth and Impact:* Nearly $140 million in commitments to LSBE firms demonstrate tangible contributions to the local economy, supporting job creation and business development. LSBE primes are successfully winning contracts, while an even larger impact is seen in non-LSBE primes subcontracting to LSBEs-evidence that the program is reshaping procurement culture across all contractors.

- *Opportunities for Growth:* While some non-LSBE primes exceeded 30% LSBE subcontracting, others fell below this threshold. This gap highlights opportunities to encourage or incentivize higher LSBE participation among underperforming firms, ensuring more consistent results across the program.

- *Alignment with Metro's Broader Goals:* The success of the LSBE Preference Program directly supports Metro's "48 by '28" Eight-Point Plan, which aims to achieve 48% small business participation by 2028. By strengthening local small business participation, Metro ensures transportation dollars remain in-and benefit-the communities we serve.

The results of the pilot provide strong evidence that the LSBE Preference Program is achieving its objectives and delivering lasting benefits to the region. Staff therefore recommends that the Board make the LSBE Preference Program permanent to sustain momentum, deepen impact, and advance Metro's commitment to equity and economic growth.

LSBE Designation Audit Review

When the Board approved the implementation of a three-year pilot Local Small Business Enterprise (LSBE) Preference Program in February 2022, it directed staff to conduct an external audit to ensure that eligible firms met the program's core requirement of being headquartered in Los Angeles County for at least six months.

Through Metro's Audit Management Services Department (MASD), the Diversity & Economic Opportunity Certification Unit commissioned an external audit of firms designated as LSBEs. The audit reviewed 1,110 firms in two phases: 560 firms (50%) in September 2024 and 550 (50%) firms in July 2025. Of these, 1,048 firms (95%) were confirmed as appropriately designated LSBEs, while 52 firms (5%) had the LSBE designation removed.

Although the audits confirmed a strong level of compliance, they also identified opportunities to strengthen verification practices, which was primarily vetted through the review of tax returns, business license, and other financial documents. Specifically, auditors recommended collecting new documentation that provides greater accuracy of a company or business' primary location, including:

- Utility bills from the first and sixth months of operations,
- Lease agreements, if applicable, and
- Reliable state filings such as Statements of Information for Corporations and LLCs.

In response to the September 2024 audit report, Metro updated its LSBE policies and procedures to incorporate these recommendations. Effective January 1, 2025, all firms seeking to maintain or obtain LSBE designation must submit Metro's Supplemental Questionnaire, supporting documentation such as utility bills and lease agreements, and the most recent Statement of Information (for Corporations and LLCs). Metro also established an LSBE Quality Assurance process, requiring an annual review of documentation to ensure continued eligibility. Staff sent notices to the SBE database in December 2024 to inform the small business community of the new LSBE pilot policy changes and requirements. These changes were also announced during Metro's monthly How To Do Business with Metro Workshop and updated on Vendor Portal.

The external audits, combined with Metro's policy enhancements, have significantly strengthened the LSBE Preference Program's verification standards. These actions ensure the accuracy and integrity of LSBE designations, while reinforcing Metro's commitment to supporting qualified local small businesses in Los Angeles County.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

There is no financial impact with the approval of this recommendation.

EQUITY PLATFORM

Metro's Local Small Business Enterprise (LSBE) Preference Program plays a critical role in advancing regional economic equity by keeping more transportation dollars circulating within Los Angeles County while also expanding opportunities for firms that have historically faced barriers to entry in the transportation industry. The program does this by building on Metro's Small Business Enterprise (SBE) certification, which already targets firms that are small, diverse, and often disadvantaged. Currently, 71% of Metro-certified SBEs are also certified as DBEs, demonstrating a strong overlap between local small businesses and historically underrepresented firms. By focusing on local SBEs, the program supports regional economic recovery, strengthens the small business sector, and fosters long-term wealth-building in economically and socially disadvantaged communities. Metro now maintains a registry of 2,356 certified SBEs (up 5% from the last reporting), of which 1,191 firms hold LSBE designation (up 6%), and 1,671 are certified as DBEs. Approximately 900 or 75% of LSBE firms are headquartered within Equity Focus Communities (EFCs).

This overlap between DBE, SBE, and LSBE certification categories enables a powerful equity multiplier effect. By embedding local small businesses into a broader range of procurement types, including construction, commodities, professional services, and low-bid contracts, Metro is actively building an inclusive procurement ecosystem.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports small, local businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. In addition, supporting local businesses supports job creation in LA County and may increase the percentage of our workforce that is able to commute using LA Metro's transit system and reduce car dependence for these workers. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan Goal 5.5, “Expanding opportunities for businesses and external organizations to work with Metro”.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Local Small Business Enterprise (LSBE) Preference Program. This is not recommended as it would limit Metro’s ability to advance equity in procurement, support local business growth, and foster inclusive economic opportunity.

NEXT STEPS

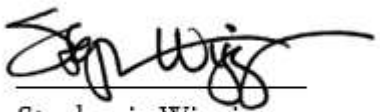
Upon Board approval, staff will proceed to transition the LSBE Preference Program from pilot status to a permanent program.

ATTACHMENT

Attachment A - Motion 31

Prepared by: Ramon Ortiz, Director of Certification, Diversity & Economic Opportunity Department (213) 922-7591
Elke Campbell, Deputy Executive Officer, Diversity & Economic Opportunity Department (213) 418-3081
Tashai Smith, Executive Officer, Diversity & Economic Opportunity Department (213) 922-2128

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

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

File #: 2021-0686, **File Type:** Motion / Motion Response **Agenda Number:** 31.

CONSTRUCTION COMMITTEE MEETING
OCTOBER 21, 2021

Motion by:

DIRECTORS HAHN, DUPONT-WALKER, BUTTS, MITCHELL, DUTRA, AND KUEHL

Local Preference

Every year, Metro pays hundreds of millions to contractors to build, operate, and plan transportation projects across Los Angeles County. Most of this comes from local sales taxes, which we all pay into to address our infrastructure needs.

In May 2021, the US Department of Transportation (DOT) authorized a four-year pilot program allowing agencies like Metro to use Federal dollars for local hire, to target these resources for workforce development in the communities where our transportation projects are being built.

As LA County emerges from the COVID-19 pandemic, it is more important than ever to support local economic opportunity, to ensure a path to economic recovery that especially targets communities where our transportation projects are being built and in economically and socially disadvantaged communities.

State law disallows the use of local preference in procurements awarded to the lowest bidder, and it is silent on giving local preference when procurements are awarded based on an array of criteria that are not limited to the lowest bidder.

So we can maximize our ability to support our region's local economic opportunity with regional transportation dollars, Metro should give local preference on applicable procurements. Doing this involves possible changes to Metro policies and State and Federal laws and regulations.

SUBJECT: LOCAL PREFERENCE

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl that directs the CEO to:

A. Survey local preference best practices nationally and make recommendations for local preference

criteria;

B. Evaluate and recommend changes to Metro policies regarding advancing local preference in small, medium, and disadvantaged business contracting;

C. Review State and Federal laws and regulations and make recommendations for inclusion in future Federal and State Legislative Priorities; and,

D. Report back on these requests in February 2022.

Local Small Business Enterprise (LSBE) Preference Pilot Program Update

Executive Management Committee

October 16, 2025

Metro

RECOMMENDATION / BACKGROUND

Receive and File the Local Small Business Enterprise (LSBE) Preference Program Pilot Final Report, and

Approve the Local Small Business Enterprise (LSBE) Preference Program

Background:

- Launched: August 2022
- Purpose: Expand opportunities for Local Small Business Enterprise
- Policy Expansion: Extended preference to state/local low-bid procurements in Jan 2023
- Applies to non-federally funded negotiated (RFP) and competitive low bid (IFB) procurements greater than $100,000 with SBE/DVBE goals

Metro

LSBE DESIGNATION

To qualify as a LSBE:

- A firm must be SBE certified with Metro and headquartered in the County of Los Angeles for at least the last 6 months prior to receiving the designation
- Headquartered means that the business physically conducts and manages all its operations from a location in the County.
- To maintain the LSBE designation or if seeking the LSBE designation for the first time, firms are required to submit supporting documentation (i.e. Metro's Supplemental Questionnaire, Utility Bills, and Lease Agreements, etc.)

Metro

LSBE PREFERENCE APPLICABILITY

The 5% LSBE Preference is applied in two ways:

As a bid price reduction (for evaluation purposes only) on low-bid procurements; or

As bonus points added to the total score during the evaluation for negotiated procurement

To be eligible for the LSBE preference, Offerors must meet one of these LSBE requirements:

(1) LSBE Prime; or

(2) Non-LSBE Prime that subcontracts at least 30% of its contract value with LSBE subcontractors

Key Outcomes

Total Solicitations	LSBE Primes	Non-LSBE Primes w/>30% LSBE subcontracting	LSBE Subcontractors	Total Dollars Committed to LSBEs	Avg. LSBE Commitment
59 (47 RFPs, 11 IFBs, 1 RFQ)	10 awards, avg. LSBE commitment 47.05%	Twenty-one	Sixty-six	$139.8M	14.60%

Program Effectiveness

Expanding Access	Driving Equity	Economic Growth	Sustainable Practice
More LSBEs competing as primes & subcontractors	Contracts more evenly distributed	$139.8M in commitments, supporting jobs and local growth	Consistently applied across RFPs, IFBs, RFQs

Strategic Insights

Preference influences both primes and subcontractors	High-dollar solicitations drive greatest LSBE impact	Gap exists between primes >30% and <30% subcontracting	Broad subcontractor pool (66 LSBEs engaged)	Program scalable and sustainable across procurement types	Strong alignment with equity & economic development goals

Q & A

Thank you

Metro

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

File #: 2025-0826, **File Type:** Appointment **Agenda Number:** 27.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025**

SUBJECT: APPOINTMENT TO METRO SOUTH BAY CITIES SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's South Bay Cities Service Council (Attachment A).

ISSUE

A member of the South Bay Cities Service Council resigned in June 2025 prior to completion of her term.

BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives who live, work, or represent the region should have a basic working knowledge of public transit service within their area and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions for proposed bus route changes, and considering staff recommendations/public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. If the Metro Board moves an MSC -approved service change to an action item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

Findings
The nominating authority has nominated the individual listed below to the South Bay Cities Service Council. If approved by the Board, they will serve the remainder of the three-year term specified. Attachments A and B provide the nomination letter and a brief list of qualifications for the new nominee.

A. Waynisha “Nisha” L. Gaston, New Appointment
Nominating Authority: South Bay Cities Council of Governments
July 1, 2024-June 30, 2027

Membership of this Council with this appointee compared to the region’s demographics and ridership is provided in Attachment C, Table 1 (race/ethnicity) and Table 2 (sex/gender).

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities of the respective region’s demographics. To further encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, Metro staff shares Service Council membership race/ethnicity and gender demographic makeup compared to that of the residents and riders with each nomination request. This practice has resulted in greater diversity of race/ethnicity and gender over the last several years of the Service Councils. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity on some of the Service Councils. The sex/gender representation for all Service Councils with this appointment is provided in Attachment C, Table 3.

Staff will continue to share demographic information and encourage nominating authorities to consider gender equity when selecting individuals for nomination.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.
This item supports Metro’s systemwide strategy to reduce VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro’s Board -adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it makes progress towards fully appointed advisory bodies that enable local area stakeholders to provide input on how Metro’s bus service is performing in their communities, thereby contributing to Metro’s efforts to improve the customer experience. A fully appointed advisory body increases public engagement and provides transparency around Metro’s decision-making process for service planning. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for this nominee not to be approved for appointment. This would reduce the effectiveness of the Service Council, as it would increase the challenge of obtaining a necessary quorum for this Service Council to formulate and submit recommendations to the Board. It would also result in this Service Council having a less diverse representation of its service area.

NEXT STEPS

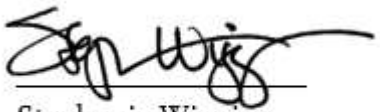
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas.

ATTACHMENTS

Attachment A - Nomination Letter
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Councils Demographic Information

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

NEW APPOINTEE NOMINATION LETTERS

South Bay Cities Service Council

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

357 Van Ness Way, #110
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

September 26, 2025

Ms. Dolores Ramos
LA Metro
Sr. Manager, Transportation Planning
Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as the South Bay Cities Council of Governments (SBCCOG) recommendation to nominate a representative to fill the vacancy on the South Bay Metro Service Council.

At their September 25 Board of Directors meeting, the SBCCOG Board approved the nomination of Nisha Gaston to the Service Council for the vacant seat expiring June 30, 2027.

We respectfully request that the Metro Board appoint Ms. Gaston at their earliest convenience.

Thank you for your attention to this matter.

Sincerely,

Bernadette Suarez, SBCCOG Chair
Councilmember, City of Lawndale

ATTACHMENT B

Service Council Nominee Qualifications

Waynisha “Nisha” L. Gaston, Nominee to South Bay Cities Service Council



Waynisha L. Gaston is a resident of the Grammercy Park neighborhood. She is currently employed as a Trauma Prevention Case Manager with Soledad Enrichment Action and as a Hospice Medical Assistant with Cambrian Home Health Care. Her background includes ten years of experience in healthcare and community services, with a strong focus on client advocacy, public safety, and providing vital support to underserved populations in roles such as Caregiver and Case Management assistant.

Ms. Gaston has a BS in Business Administration Management from Bennett College and a certificate in Diversity, Equity, and Inclusion in the Workplace from the University of Southern Florida.

ATTACHMENT C

Service Council Demographic Information

The Council Region demographics in the following tables are taken from the 2023 American Community Survey; the regional ridership is taken from the 2023 Metro Ridership Survey. With the appointment of this nominee, the South Bay Cities (SBC) Service Council membership will compare to the region's demographics and ridership as follows:

Table 1: Comparison of South Bay Cities (SBC) Service Council membership race/ethnicity demographics to the region and the region's ridership

SBC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SBC Council Region	45.2%	20.8%	13.7%	0.3%	15.3%	0.2%	4.6%
SBC Region Ridership	66%	6%	7%	1%	18%	1%	0%
SBC Membership (No.)	11% (1)	33% (3)	11% (1)	11% (1)	33% (3)	0% (0)	0% (0)

Table 2: South Bay Cities (SBC) Service Council membership compared to the region's gender demographics

SBC Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SBC Region Ridership	51%	47%	2%	1%
SBC Membership (No.)	55% (5)	44% (4)	0% (0)	0% (0)

**The sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields within the table above.*

Table 3: Gender representation on all Service Councils

Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
GWC Membership (No.)	66% (6)	33% (3)	0% (0)	0% (0)
SFV Membership (No.)	66% (6)	33% (3)	0**% (0)**	0% (0)
SGV Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)
SBC Membership (No.)	55% (5)	44% (4)	0% (0)	0% (0)
WSC Membership (No.)	44% (4)	33% (3)	11% (1)	11% (1)

**The sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields within the table above.*

REGIONAL SERVICE COUNCILS

APPOINTMENT TO METRO SOUTH BAY CITIES SERVICE COUNCIL

Metro

Operations, Safety, & Customer Experience Committee Meeting
October 16, 2025

RECOMMENDATION

APPROVE nominee for membership on Metro's South Bay Cities Service Council

ISSUE & DISCUSSION

ISSUE

A member of the South Bay Cities Service Council resigned in June 2025 prior to completion of her term.

DISCUSSION

If approved by the Board, the nominee will each serve the remainder of the three-year term (July 1, 2024-June 30, 2027) tied to the seat on the Council she has been nominated to.

Metro

Nominating Authority

The nominating authority for all nine (9) seats on the South Bay Cities Service Council is the South Bay Cities Council of Governments.

The South Bay Cities Council of Governments has nominated Waynisha "Nisha" L. Gaston.

Metro

Demographics

With this nominee, the Service Council composition and representation will be:

SBC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SBC Council Region	45.2%	20.8%	13.7%	0.3%	15.3%	0.2%	4.6%
SBC Region Ridership	66%	6%	7%	1%	18%	1%	0%
SBC Membership (No.)	11% (1)	33% (3)	11% (1)	11% (1)	33% (3)	0% (0)	0% (0)

SBC Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SBC Region Ridership	51%	47%	2%	1%
SBC Membership (No.)	55% (5)	44% (4)	0% (0)	0% (0)

Metro

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

File #: 2025-0827, **File Type:** Contract **Agenda Number:** 28.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025**

SUBJECT: P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month firm fixed price contract, Contract No. OP127799000, to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM), Schaltbau North America, Inc., identified and established an equipment overhaul schedule for the master controller assembly at the 600,000-mile interval for Metro's P3010 Light Rail Vehicles. This overhaul is not routine maintenance but a complete teardown, inspection, and replacement of worn parts with new ones. The master controller assembly, via train operator, initiates acceleration and braking commands controlling vehicle movement. Overhauling master controllers at this interval minimizes equipment failures while maintaining the fleet in a constant state of good repair.

BACKGROUND

At its August 2012 Regular Board Meeting, the Board awarded Kinkisharyo International, LLC, a contract for the purchase of 78 P3010 Light Rail Vehicles, including four options for a total of 235 vehicles. The P3010 fleet was placed in service between 2016-2023, and operates on all of Metro's light rail lines, including the recently opened Regional Connector.

The P3010 fleet is Metro's newest and most reliable light rail fleet, with consistent performance, reliability, and safety at over 104,568,921 fleet miles. To maintain reliability and safety, component-level overhauls are required on its key systems.

The P3010 fleet Car builder and OEM identified and established a component overhaul plan/schedule for the overhaul of key vehicle systems occurring at the 600,000-mile interval. Currently, cars within the P3010 fleet range between 400,000 to 600,000 miles. The master controller assembly provides acceleration and braking commands and is equipped with a "dead man"

feature that, upon train operator release, commands the vehicle to stop in the event of an emergency.

The P3010 light rail car fleet manufacturer, Kinkisharyo, along with its sub-suppliers, identified component-level overhauls to vehicle systems, such as friction brake, propulsion, truck assembly (inclusive of traction motor and gearbox), propulsion, doors, auxiliary power supply, coupler, pantograph, as well as Heating Ventilation and Air Conditioning (HVAC) equipment. The P3010 component-level overhaul projects necessitate Board authorization for 10 separate contracts over a 5 -year period. To date, the Board has approved 6 of 10 overhaul or new purchase contracts, including friction brake, truck systems, battery, slewing ring, high-speed circuit breaker, and coupler contracts.

DISCUSSION

The P3010 fleet Component Overhaul project consists primarily of the repair and replacement of vehicle wear items that require overhaul or replacement of the vehicle's 30-year design life with targeted mileage intervals of 600,000 miles. Rail Fleet Services (RFS) staff will perform the removal, installation, and testing of the overhauled or new equipment.

Metro's Transit Vehicle Engineering (TVE) Department, along with RFS staff, performed a technical review of the OEM component overhaul tasks and are in concurrence with the work scope and overhaul schedule as described in the Heavy Repair Maintenance Manual. TVE developed the Statement of Work for this project, ensuring the Contractors followed Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

The railcar manufacturer recommends an overhaul of the master controller assembly at the 600,000-mile interval for electronic calibration and replacement of wear items, including mechanical components, limit switches, cam lobes, and electronic components.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro. The master controller assembly, two per LRV, is an integral component of the LRV operation as the interface between the train operator and vehicle for safe and reliable operations. Timely replacement of these components will ensure that safety is preserved by overhauling the master controller assemblies into new condition as identified by the OEM, while achieving regulatory compliance within state and federal regulations, including Metro's corporate safety standards.

FINANCIAL IMPACT

Funding in the amount of $1,912,500 for the master controller assembly overhaul is included in the FY26 budget under approved Capital Project (CP) 214009 - P3010 Fleet Component Overhaul.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via the A, C, E, and L lines. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. Metro's LRV maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards, ensuring reliable service, especially for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase activities that will ensure the safety and reliability of Metro rail lines further encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P3010 LRV master controller assembly overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. This component-level overall project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's light rail system. The recommendation supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative is to defer the master controller assembly overhaul. However, this alternative is not recommended as the master controller is a vital and safety-sensitive component that could result in equipment failure to stop as required in the event of an operator emergency.

NEXT STEPS

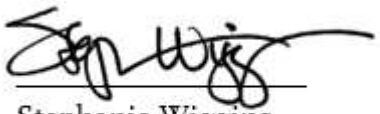
Upon Board approval, staff will execute Contract No. OP127799000 for P3010 LRV master controller assembly with UKM. The staff will return to the Board for approval of additional overhaul contract awards, including heating ventilation/air-conditioning, and pantograph overhauls.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services
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Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief, Vendor/Contract Management
(213) 418-3051

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL / OP127799000

1.	**Contract Number**: OP127799000	
2.	**Recommended Vendor**: W. Baker Management dba UKM Transit Products	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 01-14-2025	
	B. Advertised/Publicized: 01-14-2025	
	C. Pre-Proposal Conference: 01-22-2025	
	D. Proposals Due: 03-07-2025	
	E. Pre-Qualification Completed: 04-02-2025	
	F. Ethics Declaration Forms submitted to Ethics: 03-10-2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: 26	**Proposals Received**: 5
6.	**Contract Administrator**: Aniza Wan Nawang	**Telephone Number**: 213-922-4677
7.	**Project Manager**: Richard Lozano	**Telephone Number**: 323-224-4042

A. Procurement Background

This Board Action is to approve the award of Contract No. OP127799000 to W.Baker Management dba UKM Transit Products (UKM) issued in support of the P3010 Light Rail Vehicle master controller overhaul. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On January 14, 2025, Request for Proposals (RFP) No. OP127799 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE and/ Disabled Veteran Business Enterprise (DVBE)(SBE/DVBE)) participation goals for this procurement due to lack of subcontracting opportunities.

Six (6) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 28, 2025, clarified the details of the master controller;
- Amendment No. 2, issued on February 19, 2025, extended the proposal due date and other critical dates;
- Amendment No. 3, issued on February 24, 2025, modified the milestone payment schedule;

- Amendment No. 4 issued on March 5, 2025, modified the Proposal Letter and SBE/DVBE Forms submission
- Amendment No. 5 issued on May 8, 2025, Best and Final Offer.
- Amendment No. 6 issued on June 13, 2025, Best and Final Offer II.

A total of twenty-six (26) firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on January 22, 2025, and was attended by twenty (20) participants representing four (4) firms. There were twenty-five (25) questions received for this RFP and responses were provided prior to the proposal due date.

A total of five (5) proposals were received by the due date of March 7, 2025 and are listed below in alphabetical order:

1. AmeTrade Inc. dba AmePower (AmePower)
2. EB Electronics, LLC dba Bohr Electronics (Bohr)
3. Schaltbau North America (Schaltbau)
4. Technical Services and Logistics, Inc. (TSL)
5. W.Baker Management dba UKM Transit Products (UKM)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Rail Vehicle Maintenance, Rail Fleet Services and Transit Vehicle Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Proposed Work Scope - 30 percent
- Technical Capability - 20 percent
- Price - 20 percent
- Past Performance - 15 percent
- Project Management - 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar overhaul campaign projects. Several factors were considered in developing these weights, giving the greatest importance to the understanding of the scope of services, technical capability of proposers as well as the proposed price.

During the week of May 5, 2025, discussions were conducted with proposers to discuss relative strengths and weaknesses of each proposal. Subsequently, on May 8, 2025 and June 13, 2025 Metro issued requests for Best and Final Offer (BAFO) and BAFO II respectively. These BAFO requests addressed clarifications made during the discussions and qualifications submitted by the proposer.

One (1) proposer, Bohr was determined to be non-responsive as they submitted qualifications which were not compliant with the requirements of the solicitation and were excluded from further evaluation.

Four (4) other proposals were determined to be responsive, responsible and qualified to perform the services based on the RFP requirement.

The four (4) firms within the competitive range are listed below in alphabetical order:

1. AmeTrade Inc. dba AmePower (AmePower)
2. Schaltbau North America (Schaltbau)
3. Technical Services and Logistics, Inc. (TSL)
4. W.Baker Management dba UKM Transit Products (UKM)

Qualifications Summary of Firms within the Competitive Range:

AmePower
AmePower, founded in 2022 and based in Miami, FL, specializes in design, modernization and manufacturing power electronic systems. AmePower products include advanced propulsion inverters, auxiliary power supplies, and battery chargers and propulsion inverters. AmePower has experience in overhaul projects with transit agencies including New Jersey Transit, Massachusetts Bay Transit Authority (MBTA), RTD Denver, Washington DC Streetcar, Metro Rail Houston and LA Metro.

Schaltbau
Schaltbau is a wholly owned subsidiary of Schaltbau GmbH, established in 2001 and based in Happauge, New York. Schaltbau supports the North American market with railway products from contactors, snap action switches, control devices and high voltage equipment primarily for railway applications. Schaltbau is the OEM manufacturer for the P3010 master controllers and an existing vendor with Metro.

TSL
TSL is a Santa Ana, CA based company founded in 2008 specializing in light rail electronic communication and computer systems including electronic and precision repair and maintenance within the rail industry with a focus in high quality repair and extending equipment life to optimize client's assets.

UKM
UKM Transit Products is a specialized manufacturer with over 70 years of experience providing custom metalworking and engineered components for passenger railcars. The company focuses on delivering high quality, durable products for regional, metro and light rail transit systems. UKM is headquartered in Harleysville, Pennsylvania and in 2021 became part of Irwin Car & Equipment, expanding its expertise in rail transit manufacturing. Its previous clients include Chicago Transit Authority (CTA), Kawasaki Rail Cars and Siemens.

The final evaluation scoring is shown as follows:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	AmePower				
1	Proposed Work Scope	83.56	30%	25.07	
2	Technical Capability	85.73	20%	17.15	
3	Price	75.05	20%	15.01	
4	Past Performance	83.27	15%	12.49	
5	Project Management	75.00	15%	11.25	
	Total Weighted Score		**100%**	**80.97**	**2**
	Schaltbau				
1	Proposed Work Scope	73.13	30%	21.94	
2	Technical Capability	76.20	20%	15.24	
3	Price	78.95	20%	15.79	
4	Past Performance	82.73	15%	12.41	
5	Project Management	81.33	15%	12.20	
	Total Weighted Score		**100%**	**77.58**	**4**
	TSL				
1	Proposed Work Scope	72.67	30%	21.80	
2	Technical Capability	76.85	20%	15.37	
3	Price	94.75	20%	18.95	
4	Past Performance	78.00	15%	11.70	
5	Project Management	79.33	15%	11.90	
	Total Weighted Score		**100%**	**79.72**	**3**
	UKM				
1	Proposed Work Scope	75.67	30%	22.70	
2	Technical Capability	77.20	20%	15.44	
3	Price	100.00	20%	20.00	
4	Past Performance	73.93	15%	11.09	
5	Project Management	87.00	15%	13.05	
	Total Weighted Score		**100%**	**82.28**	**1**

C. Cost / Price Analysis

The recommended price has been determined to be fair and reasonable based on the price analysis, adequate price competition, and comparison to the Independent Cost Estimate (ICE), technical evaluation, fact finding and discussions with the proposer.

	Proposer Name	BAFOII Proposal Price	Metro ICE
1	AmePower	$2,548,772.89	$1,920,000.00
2	Schaltbau	$2,423,108.70	$1,920,000.00
3	TSL	$2,018,325.00	$1,920,000.00
4	UKM	$1,912,500.00	$1,920,000.00

D. Background on Recommended Contractor

The recommended proposer, UKM is headquartered in Harleysville, PA and has been in business since 1944. Previously, UKM has completed master controller overhaul work for New Jersey Transit (NJT) and Niagara Frontier Transportation Authority (NFTA) as well as other component overhaul projects for other transit agencies: Toronto Transit Commission (TTC), Chicago Transit Authority (CTA), and Massachusetts Bay Transportation Authority (MBTA). UKM is a new vendor to Metro and their performance has been satisfactory based on a reference check conducted with previous clients.

DEOD SUMMARY

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER ASSEMBLY / OP127799

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. W. Baker Management dba UKM Transit Products will perform the services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

P3010 LIGHT RAIL VEHICLE MASTER CONTROLLER OVERHAUL

OCTOBER 16, 2025

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award 60-month firm fixed price contract, Contract No. OP127799000 to W. Baker Management dba UKM Transit Products (UKM) for the P3010 Light Rail Vehicle (LRV) Master Controller Overhaul, in the Not-To-Exceed (NTE) amount of $1,912,500.00, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

W. Baker Management dba UKM Transit Productions

NUMBER OF BIDS/PROPOSALS

	Proposer Name	BAFO Proposal
1	AMEPower	$2,548,772.89
2	Schaltbau North America	$2,423,108.70
3	Technical Services and Logistics, TSL	$2,018,325.00
4	W. Baker Management dba UKM Transit Products	$1,912,500.00

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) does not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to a lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION (cont.)

ISSUE

The Original Equipment Manufacturer (OEM), identified and established an equipment overhaul schedule for the master controller assembly at the 600,000-mile interval to ensure equipment reliability and passenger safety.

DISCUSSION

The master controller assembly is a critical system providing the interface between the train operator the vehicle during propulsion and braking modes. This overhaul includes a teardown, inspection, and replacement of worn parts including a comprehensive testing ensuring vehicle safe operations while maintaining the P3010 fleet in a constant state of good repair.

Metro

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

File #: 2025-0828, **File Type:** Contract **Agenda Number:** 29.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025**

SUBJECT: P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sixty (60) month, firm fixed price contract, Contract No. OP128650000, to Wabtec Passenger Transit for the P2000 and P3010 Light Rail Vehicle (LRV) Pantograph Overhaul, in the total Not-To-Exceed (NTE) amount of $6,732,338.00, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM), Trans-Tech, identified and established an equipment overhaul schedule for the pantograph assembly at the 600,000-mile interval for Metro's P2000 and P3010 Light Rail Fleet. This overhaul is not routine maintenance, but a complete teardown, inspection, and replacement of worn parts with new ones. The pantograph assembly provides 750 volts direct current (vdc) to the LRV via the Overhead Catenary System (OCS), providing the power to the propulsion and auxiliary equipment necessary for vehicle operations.

Overhauling the pantograph assembly at this interval minimizes equipment failures while maintaining the fleet in a constant state of good repair.

BACKGROUND

This procurement is applicable to both the P2000 and P3010 LRV fleets that utilize the same pantograph manufactured by Trans-Tech.

The P2000 LRV is manufactured by Siemens Transportation Systems, consisting of 52 LRVs placed in revenue service between July 2000 and June 2022 with a cumulative fleet mileage of 71,126,334 miles. With more years in service, the P2000 fleet has had their pantographs replaced over time. As these cars near their next pantograph overhaul milestone, Rail Fleet Services has initiated a joint procurement with the P3010 fleet, which are reaching their pantograph overhaul timeframe with cars ranging between 400,000 and 600,000 miles.

The P3010 LRV fleet is manufactured by Kinkisharyo International, LLC, and consists of 235 vehicles

in total. The P3010 fleet was placed in service between 2016-2023, and operates on all of Metro's light rail lines, including the recently opened Regional Connector.

The P3010 fleet is Metro's newest and most reliable light rail fleet, with consistent performance, reliability, and safety at over 104,568,921 fleet miles. To maintain its reliability and safety, component -level overhauls are required on its key systems.

The P2000 and P3010 fleet car builders and OEM identified and established a component overhaul plan/schedule for the overhaul of key vehicle systems occurring at the 600,000-mile interval. The pantograph assembly provides power from the OCS to the LRV by conducting electricity through carbon assemblies on the collector head and ultimately through the power take-off plate(s) onto the base frame. The pantograph is electrically isolated from the car rooftop by insulators and is lowered or raised by an electric actuator.

The P2000 and P3010 light rail car fleet manufacturers, Siemens and Kinkisharyo, respectively, along with their sub-suppliers, identified component-level overhauls to key vehicle systems, such as the friction brake, coupler, and truck assembly (including traction motor and gearbox). These projects are underway now, awaiting the pantograph assembly overhaul.

DISCUSSION

Both the P2000 and P3010 Fleet Component Overhaul projects consist primarily of the repair and replacement of vehicle wear items that require overhaul or replacement of the vehicles' 30-year design life with targeted mileage intervals of 600,000 miles. Rail Fleet Services (RFS) staff will perform the removal, installation, and testing of the overhauled or new equipment.

Metro's Transit Vehicle Engineering (TVE) Department, along with RFS staff, performed a technical review of the OEM component overhaul tasks and are in concurrence with the scope of work and overhaul schedule as described in the Heavy Repair Maintenance Manual. TVE developed the Statement of Work for this project, ensuring the Contractors followed Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

The railcar manufacturer recommends an overhaul of the pantograph assembly at the 600,000-mile interval for replacement of wear items, including mechanical components, carbon strips, shunts, auto -drop device, heavy-duty springs, insulators, and actuating motors.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro. The pantograph assembly is an integral component of the LRV operation as the electrical interface between the OCS and LRV required for safe and reliable operations. Timely replacement of worn components will ensure that safety is preserved by overhauling the pantograph assemblies into new condition as identified by the OEM, while achieving regulatory compliance within state and federal regulations, including Metro's corporate safety standards.

FINANCIAL IMPACT

Funding in the amount of $1,000,000 for the pantograph assembly overhaul is included in the FY26 budget under approved Capital Projects (CP) 214005 - P2000 Vehicle Component Replacement and CP 214009 - P3010 Fleet Component Overhaul.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via the A, C, E, and L lines, while the P2000 LRV fleet currently operates on the A line only. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. Metro's light rail vehicle maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards, ensuring reliable service, especially for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal due to the lack of certified small businesses that perform this service.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase activities that will ensure the safety and reliability of Metro rail lines, further encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS)

data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P2000 and P3010 LRV pantograph assembly overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. This component -level overall project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's light rail system. The recommendation supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within Metro's organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative is to defer the pantograph assembly overhaul. However, this alternative is not recommended as the pantograph is a vital component that could result in equipment failure, service delays, and significant damage to the OCS if not performed.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP128650000 for P2000 and P3010 light rail vehicle pantograph overhaul assembly with Wabtec Passenger Transit.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

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Reviewed by:

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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL / OP128650000

1.	**Contract Numbers**: **OP128650000**	
2.	**Recommended Vendors**: Wabtec Passenger Transit, a division of Wabtec Corporation	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: April 1, 2025	
	B. Advertised/Publicized: April 1, 2025	
	C. Pre-Proposal Conference: April 7, 2025	
	D. Proposals Due: May 12, 2025	
	E. Pre-Qualification Completed: June 20, 2025	
	F. Ethics Declaration Forms submitted to Ethics: May 20, 2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: 15	**Proposals Received**: 1
6.	**Contract Administrator**: Andrew Coppolo	**Telephone Number**: (213) 922 1067
7.	**Project Manager**: Richard Lozano	**Telephone Number**: (213) 792 8047

A. Procurement Background

This Board Action is to approve Contract No. OP128650000 to transport, inspect, overhaul, and test fifty-seven (57) P2000 pantograph kits and two-hundred fifty-nine (259) P3010 pantograph kits in support of Metro's P2000 and P3010 Light Rail Vehicles (LRVs). Board approval of the contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP128650 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed price. The Diversity & Economic Opportunity Department (DEOD) did not recommend a goal for this project.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 8, 2025, clarified the project schedule in Exhibit A - Scope of Services (SOS).

A total of fifteen (15) firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on April 7, 2025, and was attended by two (2) participants representing two (2) firms. There were seven (7) questions received for this RFP and responses were provided prior to the proposal due date.

A total of one (1) proposal was received on May 12, 2025, from the following firm:

1. Wabtec Passenger Transit (Wabtec)

Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Inquiries were made of all firms that downloaded the solicitation. Two firms responded that the scope of services was not aligned with their line of work and one firm responded that they did not download the RFP in time. The results of the market survey indicated that factors beyond LACMTA's control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of experienced staff from LACMTA Transit Vehicle Engineering (TVE), Rail Fleet Services (RFS), and Rail Vehicle Engineering was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposals were initially evaluated based on the pass/fail criteria minimum qualifications criteria outlined in the RFP. The pass/fail requirements required proposers demonstrate that they have, hold, and provide a copy of at least one of the following certifications: Association of American Railroads (AAR) Certification of Quality Assurance Program; International Standards Organization (ISO) 9001 Quality Management System; or International Railway Industry Standards (IRIS).

The PET determined the single proposal received passed the minimum qualification requirements and were further evaluated based on the following weighted evaluation criteria:

• Proposer (Including Subcontractor(s)) Experience and Past Performance	30%
• Project Manager and Key Staff Qualifications	30%
• Work Plan/Project Approach	25%
• Cost Proposal	15%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar light rail vehicle overhaul procurement projects. Several factors were considered when developing these weights, giving the greatest importance to Proposer Experience and Past Performance and Project Manager and Key Staff's Qualifications requirements.

On May 20, 2025, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the proposal to initiate the evaluation phase. Evaluations were conducted from May 20, 2025, through June 16, 2025.

On June 16, 2025, the PET reconvened and determined that Wabtec was responsive to the requirements of the RFP and recommended the firm for contract award.

Qualifications Summary of Qualified Firms:

Wabtec

Wabtec is a leading provider of rail technology and services with extensive experience supporting transit agencies across North America. With over a century of industry experience, Wabtec specializes in the overhaul and maintenance of critical rail systems, including braking systems, pantographs, and propulsion equipment. As an Original Equipment Manufacturer (OEM) and authorized service provider for multiple transit fleets, including Metro's P2000 and P3010 light rail cars, Wabtec offers robust in-house capabilities for engineering, testing, remanufacturing, and quality assurance. Their U.S. based facilities, local based facility, and strong supply chain infrastructure ensure timely delivery, technical accuracy, and lifecycle support which makes Wabtec a well-qualified firm to perform the P2000 and P3010 Light Rail Vehicle Pantograph Overhaul.

The following is a summary of the PET evaluation:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Wabtec**				
3	Proposer (Including Subcontractor(s)) Experience and Past Performance	77.77	30.00%	23.33	
4	Project Manager and Key Staff's Qualifications and Experience	78.90	30.00%	23.67	
5	Work Plan/Project Approach	75.00	25.00%	18.75	
6	Cost Proposal	100.00	15.00%	15.00	
7	**Total**		**100.00%**	**80.75**	**1**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE Amount
1.	Wabtec Passenger Transit	$6,790,400.00	$6,720,000.00	$6,732,338.00

The Contract Administrator led discussions with Wabtec to address questions and receive clarification of their proposed work plan, scope of services, level of effort, travel, and other direct costs (ODCs) within their Proposal. Following these discussions, Wabtec made price adjustments and submitted a revised Best and Final Offer (BAFO) which included a reduced proposal price in the amount of $6,732,388.00.

The negotiated BAFO price represents a 0.86% reduction from the initial proposed amount and is 0.18% higher than Metro's ICE, which is determined to be within a reasonable range. Based on historical government pricing, Wabtec's revised BAFO is considered fair and reasonable.

D. Background on Recommended Contractor

Wabtec, headquartered in Spartanburg, South Carolina, is a division of Wabtec Corporation (Wabtec) that specializes in designing and manufacturing equipment, electronics, mechanical components, systems, digital solutions, and value-added services for passenger rail transit systems worldwide. Their transit services organization offers comprehensive lifecycle support, including light and heavy overhaul of rolling stock and components across global transit fleets. With over 150 years of experience, they are leading the way in safety, efficiency, reliability, innovation, and productivity in over 50 countries around the world. Wabtec's Project Manager has over 16 years of project management experience. Wabtec has provided services for LACMTA, and performance has been satisfactory.

DEOD SUMMARY

P2000 AND P3010 LIGHT RAIL VEHICLE PANTOGRAPH OVERHAUL / OP128650000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. Wabtec Passenger Transit will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

P2000 AND P3010 RAIL VEHICLE PANTOGRAPH OVERHAUL

OCTOBER 16, 2025

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sixty (60) month, firm fixed price contract, Contract No. OP128650000 to Wabtec Passenger Transit for the P2000 and P3010 Light Rail Vehicle (LRV) Pantograph Assembly Overhaul, in the total Not-To-Exceed (NTE) amount of $6,732,338.00, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Wabtec Passenger Transport

NUMBER OF BIDS/PROPOSALS

	Proposer Name	BAFO Proposal
1	Wabtec Passenger Transport	$6,732,338.00

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) does not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION (cont.)

ISSUE

The Original Equipment Manufacturer (OEM), identified and established and equipment overhaul schedule for the pantograph assembly at the 600,000-mile interval to ensure equipment reliability and passenger safety.

DISCUSSION

The pantograph assembly provides 750 volts direct current (VDC) to the LRV electrical systems via the overhead catenary system (OCS) providing power to the propulsion and auxiliary equipment necessary for vehicle operations. Overhauling the pantograph at the recommended interval minimize equipment in-service failures while maintaining the fleets in a constant state of good repair.

Metro

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

Metro

Board Report

File #: 2025-0829, **File Type:** Contract **Agenda Number:** 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025

SUBJECT: ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP496680008370 to MCM Integrated Systems, Inc. (MCM) to provide comprehensive access control installation, maintenance, and repair services to mitigate intrusion and enhance security throughout Metro facilities for a Not-To-Exceed (NTE) amount of $7,140,685 for the five-year base period and $1,877,358 for the two-year option, for a combined NTE amount of $9,018,043, effective January 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing access control installation, maintenance, and repair services contract expires December 31, 2025. To avoid a lapse in services and continue providing safe, quality, regularly scheduled, and as-needed access control maintenance services systemwide, including the Metro Gateway Headquarters Building, a contract award is required effective January 1, 2026.

BACKGROUND

Metro's security infrastructure is supported by the Intrusion Detection and Access Control System (IDACS), a centralized platform designed to manage access and detect intrusions throughout Metro facilities. The system utilizes multiple components, including identification badges, badge readers, motion sensors, security cameras, and dedicated computer hardware and software to monitor and control access.

Originally installed at USG in 1995, the system serves as the first line of defense against unauthorized access to the building, its individual floors, and provides access control for employees who work within the building. Since its initial deployment, IDACS has been expanded to all Metro operating divisions, customer service centers, and facilities, now supporting over 30,000 users agency-wide. In addition to supporting employee and facility safety, the IDACS also serves as a vital tool for law enforcement and Metro Transit Security, helping to detect, respond to, and prevent threats to Metro personnel, customers, and assets.

During the term of the existing contract, the scope of services has expanded to include the K Line (C/LAX) and Regional Connector, Emergency Security Operations Center (ESOC), and Metro Training Facilities expansion projects.

Under the existing contract, MCM has been providing satisfactory services, performing preventative maintenance, inspections, and repairs for Metro's access control and its associated systems and equipment.

DISCUSSION

Under the new contract, the contractor will continue to provide comprehensive maintenance and repair services for Metro's IDACS. The integrated systems covered under this scope include, but are not limited to:

- Sielox Access Control
- Kaplogic Aegis Software
- FLIR Latitude Video Management System
- Bosch Intrusion Alarm Systems
- Aiphone AN8000/IX Intercom Systems
- Programmable Logic Controller (PLC) Systems

These technologies collectively form a robust and scalable platform to safeguard Metro's infrastructure and personnel.

During the term of the new contract, and to support Metro's system expansion projects, the number of IDACS-equipped facilities maintained through the new contract will increase from 533 to 552 to include LAX/MTC, D Line (Purple) Westside Extension Phases I, II & III, and A Line (Blue) Foothill Extension Phase 2B facilities after expiration of their respective one-year warranty maintenance period.

The expanded scope ensures consistent and secure access control coverage across Metro's growing transit network, reinforcing the agency's commitment to safety, operational readiness, and infrastructure protection.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will support the efforts of maintaining, expanding, and improving Metro's IDACS, which will improve passenger, employee, and infrastructure safety and security systemwide.

FINANCIAL IMPACT

Funding in the amount of $714,068 for systemwide access control installation, maintenance, and repair services for the remainder of FY26 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 Chief Operations Officer,

Shared Mobility, will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, and Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act. These funding sources are eligible for bus and rail operations. Given approved guidelines and provisions, using these funding sources leverages maximum project fund use.

EQUITY PLATFORM

Providing ongoing access control installation, maintenance, and repair services supports the safety of Metro facilities to ensure safe working conditions and safety at stations. This is done by detecting and notifying appropriate personnel of intrusions, which enhances Metro staff and patrons' experience while utilizing Metro's facilities and transit system. This is especially critical in Equity Focus Communities, where individuals often depend on public transportation as their primary means of travel.

As part of this solicitation, Metro hosted a Systemwide Metro Connect Industry Forum Outreach event on December 11, 2024, to provide an overview of the requirements for competitively negotiated procurements. During this outreach event, staff provided detailed information regarding SBE Programs to encourage small business participation.

While the Consultant was a certified DBE at the time of receipt of their proposal, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE status is not a factor in the staff recommendation, MCM is a certified small business. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these maintenance activities that will improve safety at bus and rail stations and further encourage transit ridership. Metro's Board adopted VMT reduction targets were designed to build on the success of existing investments, and

this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Maintaining and improving state-of-the-art video surveillance and access control systems will contribute to safe and secure operations and enhance customers' experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation. This alternative is not recommended as it would result in a gap in service that would impact Metro's system safety, security, operations, and customer experience.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff have analyzed insourcing/outsourcing options for access control installation, maintenance, and repair services, among other services. Based on initial findings, access control installation, maintenance, and repair services were not recommended for insourcing as they would require Metro to hire Sielox and Aegis software-certified personnel and purchase additional equipment, vehicles, and supplies to support the installation, maintenance, and repair of Metro's existing access control systems.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP496680008370 with MCM Integrated Systems, to provide access control installation, maintenance, and repair services, effective January 1, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

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

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES/OP496680008370

1.	**Contract Number**: OP496680008370	
2.	**Recommended Vendor**: MCM Integrated Systems, Inc.	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 1/30/2025	
	B. Advertised/Publicized: 1/30/2025	
	C. Pre-Bid Conference: 2/11/2025	
	D. Bids Due: 3/14/2025	
	E. Pre-Qualification Completed: 7/24/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 3/14/2025	
	G. Protest Period End Date: 10/21/2025	
5.	**Solicitations Downloaded**: 16	**Bids Received**: 1
6.	**Contract Administrator**: Misty Atalanta Alderaan	**Telephone Number**: (213) 922-7673
7.	**Project Manager**: Mark Jackson	**Telephone Number**: (213) 922-6788

A. Procurement Background

This Board Action is to approve the award of Contract No. OP496680008370 to support the installation, maintenance, and repair services for Access Control systems currently installed throughout Metro bus, rail, customer, and administrative support facilities. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP49668 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

Four (4) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on February 1, 2025, revised the insurance requirements.
- Amendment No. 2, issued on February 21, 2025, extended the questions and answers period and bid due date.
- Amendment No. 3, issued on March 3, 2025, extended the questions and answers period and bid due date, and revised the Scope of Services and Schedule of Quantities and Prices documents.
- Amendment No. 4, issued on March 10, 2025, revised the virtual bid opening date.

A total of 16 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on February 11, 2025, and was attended by one (1) firm. There were (4) questions received for this IFB and responses were provided prior to the bid due date.

A total of one (1) bid was received by the due date of March 14, 2025, from MCM Integrated Systems, Inc.

Since only one (1) bid was received, Metro staff conducted a market survey of firms on the planholders' list to determine why no other bids were received. One firm cited a bond requirement, although no such requirement was included in the solicitation document, and another firm indicated that the project fell outside their typical scope of work.

The results of the market survey indicated that factors beyond Metro's control caused the potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. MCM Integrated Systems, Inc.'s bid submission was evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness include meeting all listed minimum qualifications, such as years of experience providing installation and replacement services, possession of a current C-10 Electrical California Contractors license and Sielox Certification.

MCM Integrated Systems Inc, was determined to be qualified to perform the required services based on the IFB requirements.

C. Cost/Price Analysis

The recommended bid price from MCM Integrated Systems, Inc., has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), fact-finding, and technical evaluation. The bid amount is 9.9% higher than the ICE due to higher than anticipated software maintenance support costs for the Sielox and Aegis servers, which control Metro's enterprise access control and provide a physical security management system.

Bidder Name	Metro ICE	Bid Amount
MCM Integrated Systems, Inc.	$6,493,651.00	**$7,140,685.00**

D. Background on Recommended Contractor

The recommended firm, MCM Integrated Systems, Inc., located in Van Nuys, California, has been in business for over 25 years, and is a leader in the access control installation and maintenance services industry. MCM Integrated Systems Inc.'s clients include Los Angeles County Fire Department, Los Angeles County Department of Mental Health, and Los Angeles Superior Court.

MCM Integrated Systems, Inc., has provided services for Metro since 2015, and performance has been satisfactory.

DEOD SUMMARY

ACCESS CONTROL INSTALLATION, MAINTENANCE, AND REPAIR SERVICES/ OP496680008370

A. Small Business Participation

The U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program effective October 3, 2025. Metro is currently reviewing the IFR to identify necessary program and procedural changes to ensure full compliance. As such, DBE status is not a factor in the staff recommendation.

For informational purposes only, MCM Integrated Systems is a Metro-certified Local Small Business Enterprise (LSBE).

B. Local Small Business Enterprise (LSBE) Preference

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

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage 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).

E. Project Labor Agreement/Construction Careers Policy

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

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

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

File #: 2025-0830, **File Type:** Contract **Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025**

SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services and exercise option year two in the Not-To-Exceed (NTE) amount of $560,912, increasing the total contract NTE amount from $2,293,648 to $2,854,560, and extending the period of performance from January 3, 2026, to January 2, 2027.

ISSUE

The current contract's option year to provide commercial and industrial door repair and preventive maintenance services expires on January 2, 2026. To continue providing these critical services, a contract modification is required to exercise option year two, effective January 3, 2026.

BACKGROUND

On October 31, 2024, the Metro Board authorized the Chief Executive Officer to exercise option year one under Contract No. OP754160008370 with Steelman Build & Construction Inc., extending the period of performance from January 3, 2025, to January 2, 2026.

During the three-year base term, services were expanded from 1,050 to 1,231 doors, including 157 additional doors from Union Station East Portal and Gateway Headquarters Building, previously managed under a separate contract outside Metro Operations. It also included 24 additional doors from the K Line (C/LAX) and the Regional Connector expansion projects.

During the one-year option term, services were further expanded to include 70 additional doors from the LAX/MTC project, for a total of 1,301 doors throughout Metro bus and rail facilities. The 1,301 doors consist of 483 steel roll-up doors, 184 glass doors, 59 bi-fold doors, 43 roll-up grilles, 48 sectional doors, 460 fire doors, and 24 counter shutters.

Under the existing contract, Steelman Build & Construction Inc. has provided satisfactory services for

systemwide commercial and industrial door repair and preventive maintenance.

DISCUSSION

Under Modification No. 6, the contractor will continue to provide systemwide commercial and industrial door repair and preventive maintenance service to ensure safe operations and timely service delivery.

Metro staff are first responders for inoperable doors to ensure there is proper electrical power to the door operator. Once Metro staff verifies there is no issue with the power supplied to the door operator, the contractor will proceed to perform as-needed mechanical and any other repairs for damaged or malfunctioning commercial and industrial doors under the existing contract. The contractor is also required to provide semi-annual preventative maintenance inspections for roll-up doors and grilles. The proactive preventative maintenance program and timely repair of damaged or malfunctioning doors provided by this contract are necessary to ensure safe operations, accessibility to Metro's transit system, and timely bus rollouts.

The existing contract scope of services will further expand during option year two to include nine (9) additional commercial and industrial doors with the completion of Phase I of the D Line/Purple Extension, increasing the total number of doors to be maintained under this contract from 1,301 to 1,310.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure safe, timely, and quality commercial and industrial door repair and preventive maintenance services throughout Metro bus and rail facilities.

FINANCIAL IMPACT

The budget includes funding of $560,912 for the remainder of FY26 under cost center 8370-Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

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

Impact to Budget

The current source of funds for this action includes operating eligible funds, including Passenger Fares, Propositions A and C, and Measures R and M sales tax revenues, State Transit Assistance (STA), and the Transportation Development Act. These funding sources are eligible for bus and rail operations. Given approved guidelines and provisions, using these funding sources leverages maximum project fund use.

EQUITY PLATFORM

This contracted maintenance service will be applied equally to commercial and industrial doors at all Metro divisions, stations, terminals, and locations. While customers have minimal interaction with these commercial and industrial doors, including fire doors, it is imperative that they are maintained to ensure proper operation during an emergency for rider and employee safety.

Steelman Build & Construction Inc., a Metro-certified SBE contractor, made an 86% SBE commitment as the prime contractor. The current level of SBE participation is 98.26%, exceeding their commitment by 12.26%.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these maintenance activities that will improve bus and rail station safety and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing semi-annual inspections, preventive maintenance inspections, and as-needed repairs to damaged or malfunctioning commercial and industrial doors will extend their useful life, ensure timely bus rollouts, and provide safe and reliable operations system-wide.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, severely impacting safety, operations, and accessibility to Metro's system.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for providing commercial and industrial door repair and preventive maintenance services, amongst other services. Based on initial findings, providing commercial and industrial door repair and preventive maintenance services was not recommended for insourcing, as this would require Metro to hire dedicated staff to be trained

on several types of commercial and industrial doors, the purchase of additional equipment, vehicles, and a significant investment in parts and materials to support the expanded responsibility.

NEXT STEPS

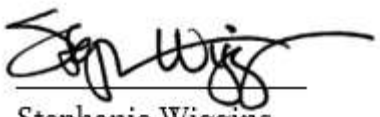
Upon approval by the Board, staff will execute Contract Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc., to provide commercial and industrial door repair and preventive maintenance services effective January 3, 2026.

ATTACHMENTS

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

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

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES/ OP754160008370

1.	**Contract Number**: OP754160008370			
2.	**Contractor**: Steelman Build & Construction			
3.	**Mod. Work Description**: Exercise One-year Option			
4.	**Contract Work Description**: Repair and maintenance			
5.	**The following data is current as of**: 9/2/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/23/2021	**Contract Award Amount:**	$1,682,736
	Notice to Proceed (NTP):	1/2/2022	**Total of Modifications Approved:**	$610,912
	Original Complete Date:	1/2/2026	**Pending Modifications (including this action):**	$560,912
	Current Est. Complete Date:	1/2/2027	**Current Contract Value (with this action):**	$2,854,560
7.	**Contract Administrator**: Ana Rodriguez		**Telephone Number**: 213-922-1076	
8.	**Project Manager**: Carlos Martinez		**Telephone Number**: 213-922-6761	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 to exercise a one-year option in the Not-To-Exceed (NTE) amount of $560,912, increasing the total NTE amount from $2,293,648 to $2,854,560 and extending the period of performance from January 3, 2026 to January 2, 2027.

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

On September 23, 2021, Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP754160008370 to Steelman Build & Construction, Inc. to provide commercial and industrial door repair and preventive maintenance services, effective January 2, 2021 inclusive of a three-year base and two, one-year options.

Refer to Attachment B – Contract Modification/Change Order Log

Steelman Build & Construction, Inc. made an 86% Small Business Enterprise (SBE) commitment. Based on payments the overall contract is 66% complete and the current level of SBE participation is 98.26% DBE, exceeding the commitment by 12.26%.

(Refer to Attachment C – DEOD Summary)

B. Cost/Price Analysis

The recommended price of the option has been determined to be fair and reasonable based upon firm fixed unit rates that were evaluated and established as part of the current contract awarded in September of 2021. The contract was awarded as a result of a competitive IFB that included evaluation of the base period and options. The award was made to the lowest responsive, responsible bidder. Approving this option and modification using the firm fixed unit rates already established is in the best interest of Metro as resoliciting this requirement is expected to result in a higher price for these services given that there was a 6.8% rate of inflation in 2022 and 3.4% in 2023 as measured by the Consumer Price Index; meaning that both labor and materials have increased and would likely result in higher unit rates than those proposed in 2021 as part of the original bid since the price was the same as the Base period.

Proposal Amount	Metro ICE	Negotiated Amount
NTE $560,912	NTE $560,912	NTE $560,912

CONTRACT MODIFICATION/CHANGE ORDER LOG

COMMERCIAL AND INSTRUSTRIAL DOOOR REPAIR AND PREVENTATIVE MAINTENANCE SERVICES/ OP754160008370

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Addition of locations	Approved	2/7/22	$0
2	Addition and deletion of locations	Approved	3/27/23	$0
3	Addition of Preventative Maintenance Inspections and Addition of 1 subcontractor	Approved	2/5/24	$50,000
4	Addition of locations	Approved	7/1/24	$0
5	Exercise Option 1 and extend Period of Performance through January 2, 2026	Approved	12/17/24	$560,912
6	**Exercise Option 2 and extend Period of Performance through January 2, 2027**	**Pending**		**$560,912**
	Modification Total:			**$1,171,824**
	Original Contract:			**$1,682,736**
	Total:			**$2,854,560**

DEOD SUMMARY

COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES / OP754160008370

A. Small Business Participation

Steelman Build & Construction (Steelman) made an 86% Small Business Enterprise (SBE) commitment. Based on payments the overall contract is 66% complete and the current level of SBE participation is 98.26%, exceeding the commitment by 12.26%.

Overall Small Business Commitment	**86% SBE**	**Overall Small Business Participation**	**98.26% SBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Steelman Build & Construction (Prime)	86.00%	95.64%
2.	LAX Equipment	Added	2.62%
	Total	**86.00%**	**98.26%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage 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.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Shared Mobility - Facilities Contracted Maintenance Services

COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTATIVE MAINTENANCE SERVICES

Metro

Operations, Safety, & Customer Experience Committee Meeting
October 16, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services and exercise option year two in the Not-To-Exceed (NTE) amount of $560,912, increasing the total contract NTE amount from $2,293,648 to $2,854,560, and extending the period of performance from January 3, 2026, to January 2, 2027.

Metro

ISSUE & DISCUSSION

AWARDEE

Steelman Build & construction Inc.

DEOD COMMITMENT

Steelman Build & Construction Inc., a Metro-certified SBE contractor, made an 86% SBE commitment as the prime contractor. The current level of SBE participation is 98.26%, exceeding their commitment by 12.26%.

ISSUE

The current contract's option year to provide commercial and industrial door repair and preventive maintenance services expires on January 2, 2026. To continue providing these critical services, a contract modification is required to exercise option year two, effective January 3, 2026.

Metro

ISSUE & DISCUSSION

DISCUSSION

Under Modification No. 6, the contractor will continue to provide systemwide commercial and industrial door repair and preventive maintenance service to ensure safe operations and timely service delivery.

Metro staff are first responders for inoperable doors to ensure there is proper electrical power to the door operator. Once Metro staff verifies there is no issue with the power supplied to the door operator, the contractor will proceed to perform as-needed mechanical and any other repairs for damaged or malfunctioning commercial and industrial doors under the existing contract. The contractor is also required to provide semi-annual preventative maintenance inspections for roll-up doors and grilles. The proactive preventative maintenance program and timely repair of damaged or malfunctioning doors provided by this contract are necessary to ensure safe operations, accessibility to Metro's transit system, and timely bus rollouts.

Metro

ISSUE & DISCUSSION

DISCUSSION (Cont.)

The existing contract scope of services will further expand during option year two to include nine (9) additional commercial and industrial doors with the completion of Phase I of the D Line/Purple Extension , increasing the total number of doors to be maintained under this contract from 1,301 to 1,310.

Metro

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

File #: 2025-0831, **File Type:** Contract **Agenda Number:** 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025

SUBJECT: TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP52832000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (R/TOS) in the Not-To-Exceed (NTE) amount of $1,713,163.00 effective January 1, 2026; subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Per the current American Federation of State, County and Municipal Employees (AFSCME) Collective Bargaining Agreement (CBA), Metro is required to provide each eligible full-time R/TOS an annual uniform allowance on the employee's AFSCME classification date, specifically, for the purchase of approved garments. The existing uniform contracts No. PS113404000 with Becnel Uniforms, Inc. and No. PS127019000 with LA Uniform and Tailoring, Inc. will expire on December 31, 2025. A new uniform contract is required to comply with the CBA.

BACKGROUND

This contract facilitates the standardization of R/TOS uniforms. Due to the high visibility of Metro R/TOS, the appearance and fit of the uniforms are important as they reflect Metro's image to its patrons. Metro customers and emergency first responders will be able to readily identify Metro R/TOS for assistance. Metro also seeks to promote professionalism in the work environment by providing quality garments that have been pre-selected with Metro's management approval. The approved garments are made to withstand prolonged wear and facilitate ease of maintenance.

Currently, Becnel provides R/TOS with uniforms and has provided satisfactory performance in terms of quality garments and hands-on customer service throughout the length of the contract.
A R/TOS Uniform Committee comprised of representatives from management and labor meets annually to review employee feedback regarding the uniforms.

DISCUSSION

Based on the R/TOS uniform committee's decision, there will be no major changes in color or style from the existing uniform. The selection and choices of uniform garments may be expanded or changed in the future, contingent on input from the uniform committee and approval from Metro management.

The contract will provide R/TOS personnel with a source to purchase uniform item(s) at a pre-determined price. Each R/TOS will receive an annual voucher to use with the selected vendor. The Supervisors will travel to the physical location of the vendor's store to purchase the uniform item(s). The amount on each voucher will be in accordance with the union agreement, which currently provides for an annual allowance to purchase uniform item(s).

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the supply of uniforms that clearly identify Metro-represented R/TOS employees as well as the continued delivery of safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Funding of $146,370.31 for this contract is included in the FY26 budget in multiple transportation cost centers, account - 50215 (Fringe Benefit Uniforms), projects 306001 (Operations Transportation), 300022 (A Line Operations), 300033 (C Line Operations) 300044 (B/D Line Operations), 300066 (E Line Operations), 300077 (K Line Operations), and 301012 (G Line Operations). Since this is a multi-year contract, the cost center manager will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The source of funds for this procurement will come from the enterprise operating fund.
Specific funding sources are Federal Transit Administration (FTA), State, and Local funding, including sales tax and fares that are eligible for Bus and Rail Operating projects. These funding sources will maximize the use of funds for these activities.

EQUITY PLATFORM

This contract will support ongoing transportation operations by meeting the terms of the AFSCME CBA. It will also benefit the customer and employee experience on the system by enhancing the appearance and visibility of the R/TOS.

The solicitation was issued under the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Becnel Uniforms, Inc., an SBE Prime, made a 100% SBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as Metro must provide TOS uniforms per the AFSCME CBA. Readily visible R/TOS uniforms create a professional working environment vital to transit operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

ALTERNATIVES CONSIDERED

The uniform committee considered working with vendors who provided online ordering services. It was determined that having a vendor provide hands-on customer service at a walk-in store would provide the best results for standardizing a well-fitted uniform. As a result, vendors who provided only an online service were not considered for this contract.

Additionally, the Board can choose not to approve this contract award; however, this is not recommended. This would interrupt Metro's R/TOS from obtaining their uniforms in a timely manner. A lapse in contract would violate Metro's current CBA with AFSCME.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP52832000 to Becnel Uniforms, Inc., effective January 1, 2026, to fulfill the AFSCME CBA requirement to provide uniform services to Metro R/TOS.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

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Reviewed by:

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES/OP52832000

1.	**Contract Number**: OP52832000	
2.	**Recommended Vendor**: Becnel Uniforms, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 29, 2025	
	B. Advertised/Publicized: May 29, 2025	
	C. Pre-Proposal Conference: June 5, 2025	
	D. Proposals Due: June 26, 2025	
	E. Pre-Qualification Completed: July 10, 2025	
	F. Ethics Declarations Form Submitted to Ethics: July 1, 2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: 18	**Bids/Proposals Received**: 3
6.	**Contract Administrator:** Ricardo E. Narvaez	**Telephone Number:** (213) 418-3158
7.	**Project Manager**: Liz Elkins	**Telephone Number**: (213) 418-3321

A. Procurement Background

This Board Action is to approve Contract No. OP52832000 to provide standard uniforms for approximately 550-600 Transit Operations Supervisors (TOS) and Rail Transit Operations Supervisors (RTOS), per the American Federation of State, County and Municipal Employees (AFSCME) collective bargaining agreement. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP52832 was issued in accordance with Metro's Acquisition Policy as a Small Business Prime Set-Aside, and the contract type is firm fixed unit rate.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued June 16, 2025, revised the Exhibit 2 – Schedule of Quantities and Prices.

A total of 18 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on June 5, 2025, and was attended by four participants representing three firms. There were four questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received by the due date of June 26, 2025, and are listed below in alphabetical order:

1. Becnel Uniforms, Inc.
2. LA Uniforms & Tailoring, Inc.
3. Sinatra Uniforms, Inc.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Corporate Safety and Operations was convened to conduct a comprehensive technical evaluation of the proposals received.

On July 16, 2025, Metro's Diversity & Economic Opportunity Department (DEOD) determined that LA Uniforms & Tailoring, Inc., and Sinatra Uniforms, Inc., did not meet the Small Business Prime Set-Aside requirements established for this solicitation and were therefore determined to be non-responsive and ineligible for contract award.

The proposal was then evaluated on the minimum qualifications on a pass/fail basis. A single rating of "fail" for any of the minimum qualifications would require the proposal to be eliminated from further consideration.

The minimum qualifications were as follows:

1. Proposer shall demonstrate a minimum of three (3) years' experience providing uniforms, expertise, personnel and equipment in performing tailoring and embroidery services, similar to those specified in Exhibit A – Scope of Services of the RFP.

2. Proposer must have at least one facility within 15 miles of Metro Headquarters located at One Gateway Plaza, Los Angeles, CA 90012. The location should offer uniform purchase, uniform sizing, embroidery, uniform pick up, uniform replacement, tailoring, order tracking system, and have samples in stock of each size at each site.

The proposer met the minimum qualification requirements and was further evaluated according to the following evaluation criteria:

- Degree of the Firm and Staff Skills and Experience 30 percent
- Understanding The Workplan 30 percent
- Contractor Facility 20 percent
- Cost Proposal 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to experience and the workplan.

At the conclusion of the evaluation, the PET members determined that Becnel Uniforms, Inc., met the requirements of the RFP and was technically qualified to perform the work.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Becnel Uniforms, Inc.**				
3	Degree of the Firm and Staff Skills and Experience	90.00	30.00%	27.00	
4	Understanding The Workplan	88.00	30.00%	26.40	
5	Contractor Facility	83.35	20.00%	16.67	
6	Cost Proposal	100.00	20.00%	20.00	
7	**Total**		**100.00%**	**90.07**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), cost analysis, fact finding, and technical evaluation.

	Proposer Name	Proposal Amount	Metro ICE	NTE Amount
1	Becnel Uniforms, Inc.	$ 1,713,163.00	$ 1,823,323.00	$ 1,713,163.00

D. Background on Recommended Contractor

Becnel Uniforms, Inc. was founded more than 50 years ago and is located in Los Angeles, CA. The firm specializes in providing employee uniforms to transportation agencies and companies in Southern California.

Becnel Uniforms, Inc.'s clients include LA Metro, Long Beach Transit, Los Angeles Unified School District (LAUSD) Transportation Services, Orange County Transportation Authority (OCTA), and Gardena Transit.

Becnel Uniforms, Inc. is one of Metro's incumbent uniform providers and their performance has been satisfactory.

DEOD SUMMARY

TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES / OP52832000

A. Small Business Participation

This procurement was solicited under Metro's Small Business (SB) Prime (Set-Aside) Program. Becnel Uniforms, a SB Prime, made a 100% SBE commitment. As a regular dealer for this procurement, Becnel Uniforms is eligible to receive 60% SBE credit for the value of the items it supplies for this contract.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Becnel Uniforms (Prime)	60%
	Total SBE Commitment	**60%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

TRANSIT OPERATIONS SUPERVISORS UNIFORM SERVICES

October 16, 2025

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP52832000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (R/TOS), in the Not-To-Exceed (NTE) amount of $1,713,163.00 effective January 1, 2026; subject to resolution of any protest(s).

Metro

AWARDEE & PROPOSALS

AWARDEE

Becnel Uniforms, Inc., 100% Small Business Enterprise (SBE) commitment

NUMBER OF BIDS/PROPOSALS

	Proposer Name	Metro Independent Cost Estimate	Proposal Amount
1	Becnel Uniforms, Inc.	$1,823,323.00	$1,713,163.00
2	LA Uniforms & Tailoring, Inc.	$1,823,323.00	Did not meet SBE Set-Aside Requirements
3	Sinatra Uniforms, Inc.	$1,823,323.00	Did not meet SBE Set-Aside Requirements

Metro

EVALUATION CRITERIA

Becnel Uniforms, Inc.	Average Score	Factor Weight	Weighted Average Score
Degree of the Firm and Staff Skills and Experience	90.00	30%	27.00
Understanding The Workplan	88.00	30%	26.40
Contractor Facility	83.35	20%	16.67
Cost Proposal	100.00	20%	20.00
Total		**100%**	**90.07**

Metro

ISSUE & DISCUSSION

- The awardee currently provides commendable in-store fitting services and sales of quality garments to R/TOS that readily identify them and promote workplace professionalism.
- R/TOS supervise work assignments across bus/rail operating divisions, control centers, and on-street operations and instruct Bus/Train Operators.
- The American Federation of State, County and Municipal Employees (AFSCME) represents R/TOS.

AFSCME Collective Bargaining Agreement (CBA) Requirements

- Metro must currently provide each eligible full-time R/TOS an annual uniform allowance on the employee's AFSCME classification date to purchase approved garments.

Metro

File #: 2025-0840, **File Type:** Contract **Agenda Number:** 35.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 16, 2025

SUBJECT: JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award 25 Bench Contracts Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, to provide construction services on a job order basis for various transit infrastructure projects for a one-year base period in the Not-To-Exceed (NTE) amount of $125,000,000, and two one-year options in the NTE amount of $125,000,000 for each year, for a total cumulative NTE amount of $375,000,000, subject to the resolution of any properly submitted protest(s), if any.

Discipline 1 - General Building
1.1 Mackone Development Inc.
1.2 So Cal Construction Inc.
1.3 Elegant Construction Inc.
1.4 SJD&B
1.5 Prime ENC Inc.
1.6 Coleman Construction Inc.
1.7 Axiom Group
1.8 Lucas Builders Inc.
1.9 Craft Construction & Development Inc.
1.10 Interior Plus Inc.

Discipline 2 - Fencing
2.1 Elegant Construction Inc.
2.2 Izurieta Fence Company

Discipline 3 - Electrical
3.1 Electrocomm Inc.
3.2 Energy Management Pros Inc.
3.3 Technion Contractors
3.4 Axiom Group
3.5 A-1 Electrical Service & Co Inc.

Discipline 4 - HVAC
4.1 Home Runners Heating & Air
4.2 Pan-Pacific Mechanical
4.3 Athena Engineering
4.4 Prime ENC Inc.

Discipline 5 - Plumbing
5.1 Pan-Pacific Mechanical
5.2 Elegant Construction Inc.
5.3 Axiom Group
5.4 Prime ENC Inc.

ISSUE

The Operations - Infrastructure Maintenance & Engineering (IM&E) Department is responsible for managing a wide range of projects, including maintenance, repairs, alterations, renovations, remediation, and construction across bus and rail infrastructure. These include office space, operating and maintenance buildings, parking structures, property grounds, as well as Metro rail stations and other infrastructures located both on and off the transit Right-of-Way (ROW).

This Job Order Contracting (JOC) Bench contract is intended to provide support for various transit infrastructure improvement initiatives across the Metro transit system.

BACKGROUND

JOC provides a streamlined and cost-effective method for delivering ad hoc repair, renovation, and minor construction projects. Unlike traditional procurement processes that require a full bid cycle for each project, the JOC Bench establishes a list of qualified contractors by work discipline who can respond quickly to job order requests. This approach saves significant time by eliminating lengthy procurement cycles and using a catalog of construction tasks with preset unit prices. . Thereafter, the SOW and implementation schedule are issued to qualified contractors on the JOC Bench. Contractors then submit pricing proposals by applying adjustment factors to unit prices, and the job order is awarded.

In California, Metro’s authority to use Job Order Contracting was established under Public Contract Code § 20385 (2024). This statute authorizes Metro to use JOC as an alternative contract delivery method for providing an “on-call” contracting vehicle to efficiently manage multiple small to mid-sized projects. In accordance with the statute, a JOC contract allows for an initial 12-month term, with the option to extend for up to two additional 12-month periods. Each qualified contractor on the JOC bench is limited to $5,000,000 in work per year, and individual job orders may not exceed $1,000,000. Further, all work under the JOC program will also be coordinated with the Amalgamated Transit Union. (ATU) leadership as part of the project development process prior to commencement of the work.

DISCUSSION

In July 2025, the JOC Bench was solicited under Invitation for Bid (IFB) No. PS133177. The Bench will provide indefinite delivery/indefinite quantity construction services, organized into five disciplines. Below are examples of tasks/work that may be requested under each discipline; however, this list should not be considered exhaustive or all-inclusive:

1.) Discipline 1 - General Building
- Removal and installation of concrete
- Concrete steel reinforcement services
- Concrete restoration services (removal, renewal, grout injection)
- Removal and installation of asphalt paving
- Providing concrete building foundations, retaining walls, and partition walls
- Flooring replacement
- Station platform improvements
- Signage replacements
- Parking lot improvements
- General facility improvements
- Roofing removal and installation
- Drywall and stucco installation, and finishing services
- ROW infrastructure

2.) Discipline 2 - Fencing
- Fencing removal, fabrication, and installation

3.) Discipline 3 - Electrical
- Inspection, repair, and installation of switchgear, panels
- Installation of interior and exterior lighting fixtures

4.) Disciple 4 - HVAC
- HVAC upgrades for units ranging from 1-ton to 200-ton, generator services

5.) Discipline 5 - Plumbing
- Fire system upgrades

The JOC Bench will directly support Metro's bus and rail infrastructure improvement initiatives by providing a reliable contracting mechanism to ensure that vital state-of-good-repair (SGR) projects, infrastructure improvements, and emergency repairs that arise can be addressed in a timely manner. With the ability to issue job orders across multiple disciplines, IM&E can address critical needs such as mechanical, electrical, and structural repairs, station enhancements, building system replacements, and site improvements without delays. This flexibility is essential to maintaining safe and functional conditions across operating divisions, maintenance yards, passenger stations, and

other infrastructure, while also supporting ongoing modernization efforts. Attachment A provides a detailed list of the approved JOC Bench Contractors and their qualifications for IFB No. PS133177.

The IM&E staff in Operations have reviewed the active infrastructure improvements program and determined that a cumulative base contract value of $125,000,000 is needed to support a broad range of bus and rail infrastructure projects being implemented concurrently (Attachment C). Job orders may be awarded based on factors such as execution plan, schedule, and pricing.

DETERMINATION OF SAFETY IMPACT

The JOC Bench construction services will contribute to maintaining transit infrastructure assets in an SGR, as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing safe, reliable, and well-maintained facilities for both Metro riders and employees who utilize Metro transit infrastructure daily.

FINANCIAL IMPACT

As job orders become necessary, funding will be provided from the appropriate project requiring support. For Fiscal Year 2026 (FY26), $10,745,000 is included in the Infrastructure Renewal Program budget under capital project numbers 210131, 290010, 204805, 212133, 205121, 205694, 212134, 202338, 202814, 204142, and 204817.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

Impact to Budget

The current sources of funds for this action are State and Local sources. This funding is eligible for capital and operating projects.

EQUITY PLATFORM

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this JOC Construction Services Bench procurement. However, under California's statutory guidelines for the JOC program, individual job orders valued at $250,000 or less for repair or renovation work may be set aside-on a rotational basis-for award to certified SBE or DVBE contractors on the JOC Bench. Twelve of the eighteen prime contractors on the bench are SBE certified.

VEHICLE MILES TRAVELED OUTCOME

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

VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to bus and rail transit infrastructure assets. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations aligns with Metro's Strategic Plan by advancing Goal No.2, which is to deliver outstanding trip experiences for all transportation system users, and Goal No. 3, which is to enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative would be to solicit each project construction work through a full competitive bidding process. However, this approach is not recommended because it would require significantly more staff and time to process each solicitation, leading to project delays due to the extended lead time of each procurement cycle. In addition, procuring services on a per-assignment basis would place an extra burden on the Vendor/Contract Management (V/CM) Department, as staff are already fully committed to supporting ongoing full-cycle procurements.

NEXT STEPS

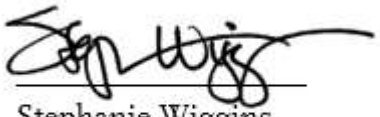
Upon Board approval, staff will execute Bench Contract Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, PS133177, to provide construction services on a job order basis for various transit facility projects.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Uses

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH
PS133177001 - PS133177025

1.	**Contract Number**: **PS133177001 through PS133177025**	
2.	**Recommended Vendor**: Various	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: July 23, 2025	
	B. Advertised/Publicized: July 24-26, 2025	
	C. Pre-Bid Conference: July 30, 2025	
	D. Bids Due: August 22, 2025	
	E. Pre-Qualification Completed: September 16, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: August 27, 2025	
	G. Protest Period End Date: October 21, 2025	
5.	**Solicitations Downloaded**: 88	**Bids Received**: 25
6.	**Contract Administrator**: Antranik Banalian	**Telephone Number**: (213) 922-5223
7.	**Project Manager**: Rudy Loera	**Telephone Number**: (213) 617-6225

A. Procurement Background

This Board Action is to approve Contract Nos. PS133177001 through PS133177025 issued in support of Los Angeles Metro's Infrastructure Maintenance & Engineering Department (IM&E) across five disciplines for a base term of one year and two, one-year options, for a cumulative funding amount Not-To-Exceed (NTE) $375,000,000 , inclusive of option years. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

The Bench is intended to assist in the maintenance, repair, alteration, renovation, remediation, and construction projects for both above and below ground bus and rail facilities. These facilities encompass office and maintenance buildings, as well as light rail and heavy rail facilities located both on and off the transit Right-of-Way (ROW). The scope of work for this Bench contract is designed to support various improvement initiatives across the Los Angeles Metro footprint. The qualified contractors will provide professional and technical services in the following disciplines: (1) General Building, (2) Fencing, (3) Electrical, (4) HVAC, and (5) Plumbing.

Invitation for Bid (IFB) No. PS133177 was issued in accordance with Metro's Acquisition Policy and the contract types are Indefinite Quantity/Indefinite Delivery contracts (IDIQ). Individual Job Orders requested under the Bench Contract will be issued per the ordering procedures specified in the contract documents among the qualified Contractors within a specific discipline, and will be completed, and awarded based upon the specific scope of services.

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) and/or Disabled Veteran Business Enterprise (DVBE) Subcontracting goal for this JOC Construction Services Bench procurement. However, per the authority granted to LACMTA under California Public Contract Code § 20386 (2024), LACMTA has established that any Job Order with an estimated value equal to or less than $250,000 may be awarded on a rotational basis to SBE or DVBE firms, if any, that perform a part of the discipline under which the work is being issued.

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

- Amendment No. 1, issued on August 7, 2025 revised the Insurance Requirements, added Metro's Technical Specifications as Exhibit 18, and revised the Contract Order of Precedence, and;
- Amendment No. 2, issued on August 19, 2025 added Metro's Technical Specifications as Exhibit L.

A virtual pre-bid conference was held on July 30, 2025 and was attended by 35 participants representing 31 firms. During the solicitation phase, 38 questions were asked, and responses were released prior to the proposal due date.

A total of 88 firms downloaded the IFB and were included in the planholder's list. A total of 25 proposals were received on August 22, 2025 across the 5 disciplines.

B. Evaluation of Bids

The bids were evaluated based on the following Pass/Fail minimum qualifications and lowest Total Bid Adjustment Factor. Bidders must pass all minimum qualifications in order to be considered responsive:

1. Firm's Prior Experience	Pass/Fail
2. Valid State of California License(s)	Pass/Fail
3. Project Manager Resume and Qualifications	Pass/Fail
4. Firm's Safety Records	Pass/Fail

Firms were allowed to submit a bid for one or more disciplines. Of the 25 bids received, all 25 bids were determined to meet the minimum qualifications. These firms were evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, job order basis. Of the 18 recommended firms, 12 firms are Metro certified Small Business Enterprises (SBE). Local businesses located within Los Angeles County were given a 5% preferential discount in its Bid Adjustment Factor for scoring purposes only.

The Adjustment Factor is defined as a competitively bid price adjustment, applied as either an increase or decrease to the preset unit prices listed in the Construction

Task Catalog. It reflects the contractor's complete cost of performing Job Orders, including overhead, subcontractor management, insurance, bonding, supervision, mobilization, project office support, profit, taxes, labor costs exceeding allowances, financing, business risks, and compliance with applicable legal and regulatory requirements.

C. Price Analysis

The recommended bid price from the firms listed below has been determined to be fair and reasonable based upon established catalog pricing and adequate price competition. Listed in order of lowest adjustment factor w/local preference discount.

Bidder Name	Adjustment Factor	Local Business Preference	Adjustment Factor w/ Local Preference Discount
DISCIPLINE #1 – GENERAL BUILDING			
Mackone Development Inc.	1.1020	Applicable	1.0520
So Cal Construction Inc.	1.2116	Applicable	1.1616
Elegant Construction Inc.	1.2830	Not Applicable	1.2830
SJD&B	1.3000	Applicable	1.2500
Prime ENC Inc.	1.3900	Not Applicable	1.3900
Coleman Construction Inc.	1.3978	Applicable	1.378
Axiom Group	1.4984	Applicable	1.4484
Lucas Builders Inc.	1.5180	Not Applicable	1.5180
Craft Construction & Development Inc.	1.9950	Applicable	1.9450
Interior Plus Inc.	1.9950	Applicable	1.9450
DISCIPLINE #2 – FENCING			
Elegant Construction Inc.	1.2830	Not Applicable	1.2830
Izurieta Fence Company	1.6590	Applicable	1.6090
DISCIPLINE #3 – ELECTRICAL			
Electrocomm Inc.	0.8970	Applicable	0.8470
Energy Management Pros Inc.	1.1500	Applicable	1.1000
Technion Contractors	1.1664	Applicable	1.1164
Axiom Group	1.6132	Applicable	1.5632
A-1 Electrical Service & Co Inc.	1.7740	Applicable	1.7240
DISCIPLINE #4 – HVAC			
Home Runners Heating & Air	1.0300	Applicable	0.9800
Pan-Pacific Mechanical	1.2720	Not Applicable	1.2720
Athena Engineering	1.3795	Applicable	1.3295
Prime ENC Inc.	1.5400	Not Applicable	1.5400
DISCIPLINE #5 – PLUMBING			
Pan-Pacific Mechanical	1.2720	Not Applicable	1.2720
Elegant Construction Inc.	1.2830	Not Applicable	1.2830

Axiom Group	1.6104	Applicable	1.5604
Prime ENC Inc.	1.6300	Not Applicable	1.6300

D. Background on Recommended Contractors

A-1 Electrical Service Company Inc.

The recommended firm, A-1 Electrical Service Company Inc., located in Los Angeles County, has been in business for 27 years, and is a leader in the field of electrical construction, maintenance, testing, and repair services. A-1 Electrical Service construction division provides professional and technical services in power, lighting, computer and monitor control. Alex Torres, the company's Project Manager, brings over 10 years of experience as an Electrical Journeyman and Electrical Foreman, having worked on a wide range of public and private projects.

Athena Engineering

The recommended firm, Athena Engineering, Inc. (AEI), headquartered in Los Angeles County, has been providing comprehensive mechanical, electrical, and controls solutions since 1984. AEI is recognized as a leader in designing, constructing, and maintaining high-performance building systems, with expertise in HVAC, automation, energy management, and integrated technology. Chris Movsesian, the company's Project Manager, brings over six years of experience with Athena Engineering, having managed more than 50 HVAC replacement projects, including large-scale efforts at secure facilities and the Disneyland Resort.

Axiom Group

The recommended firm, Axiom Group, located in Los Angeles County, has been in business for over 9 years, providing general contracting expertise in public works, infrastructure, and facility upgrade projects. Esteban Torres, the company's Project Executive and President, brings over 30 years of experience managing multimillion-dollar projects for agencies such as the City of Los Angeles and LACCD, ensuring quality, compliance, and timely delivery.

Coleman Construction Inc.

The recommended firm, Coleman Construction, Inc., is a Los Angeles–based general building and engineering contractor with nearly three decades of experience delivering governmental, commercial, and industrial projects. Sharon Coleman brings over 28 years of leadership and project management expertise, having overseen complex assignments such as the $30 million Baldwin Hills Crenshaw Plaza renovation and multiple government facility upgrades

Craft Construction & Development Inc.

The recommended firm, Craft Construction, is a Los Angeles-based general contractor specializing in public works, commercial, and institutional projects. The firm has over 7 years of experience delivering construction services, including

renovations, tenant improvements, and infrastructure upgrades, with an emphasis on safety and timely completion. Craft Construction is led by Owner and Project Manager Ken Fujii and Raymond Clantz, each having over 20 years of experience in construction management and construction estimating.

Electrocomm Inc.
The recommended firm, Electrocomm Inc., is a Los Angeles–based, full service commercial and industrial electrical firm, with over 10 years of experience in specializing in electrical service, repair, installation, and power upgrades for new construction, underground work, and renovation projects. Electrocomm is led by Owner and Commercial Project Manager, Edward Abedi, who has over 25 years of experience in overseeing and managing electrical projects.

Elegant Construction Inc.
The recommended firm, Elegant Construction, Inc., is an Orange County-based general contractor specializing in public works, commercial, and educational facility projects. The firm has over 6 years of experience delivering renovations, site improvements, and infrastructure upgrades for cities, school districts, and public agencies across Southern California. Elegant Construction is led by President and Project Manager Samer Al Hakim, who brings more than 18 years of construction management experience, including leadership roles on multimillion-dollar projects in both the United States and the Middle East

Energy Management Pros Inc.
The recommended firm, Energy Management Pros, Inc., is a full-service electrical contractor based in Los Angeles, specializing in electrical, renewable energy, and technology systems. With over nine years of industry experience, the firm provides a wide range of services including design-build electrical installations, power distribution, and advanced technology integrations. Project Manager Jason Washington, contributes more than 15 years of expertise as both a Journeyman Electrician and Project Manager, having successfully delivered numerous public works electrical projects, including JOC contracts for LACCD, LADWP, LAUSD, and Caltrans.

Home Runners Heating & Air
The recommended firm, Home Runners Heating & Air, is a licensed HVAC contractor specializing in air conditioning system installation and replacement, heat pump service and repair, and heating system installation. Based in Los Angeles, the company has over 10 years of experience serving both residential and commercial clients. Owner and Project Manager Michael Chavez has more than 16 years of expertise as an HVAC Technician, ensuring projects are completed with technical precision and reliable service.

Interior Plus Inc.
The recommended firm, Interior Plus, Inc., is a family-owned general contractor based in Los Angeles County with over 30 years of experience specializing in

interior construction, tenant improvements, and building restorations. The company has successfully delivered multimillion-dollar projects for public and private clients, including the Los Angeles Air Force Base, City of Carson, and LA Metro, with scopes ranging from complete renovations to critical MEP upgrades. Interior Plus is led by President Stephen Muñoz, along with Project Managers Brian Lee and Natanael Valdez, who together bring over 30 years of combined experience in general services administration, project supervision, and electrical construction.

Izurieta Fence Company

The recommended firm, Izurieta Fence Company, located in Los Angeles, has been in business for over 17 years and is a leader in the field of commercial and industrial fencing. Izurieta Fence specializes in the installation of chain link, wrought iron, wood fencing, and custom gate systems, including automated and galvanized steel designs. The company's Owner and Project Manager, Pedro Jr. Izurieta, brings over 15 years of experience managing fencing projects across Southern California, including public works for Caltrans, LADBS, Glendale Unified School District, and the City of South Pasadena.

Lucas Builders Inc.

The recommended firm, Lucas Builders, Inc., an Orange County based contractor, has been in business for over 20 years, providing services in underground utilities, structural and miscellaneous steel, concrete work, sound walls, trenchless rehabilitation, and electrical conduit and vault installations. General Superintendents Brady Bouwhuis and Jason Scott each bring 20 years of experience managing multi-trade projects in the greater Los Angeles area, ranging from major infrastructure projects for LAX and LA Metro to large-scale public works for the City of Los Angeles.

Mackone Development Inc.

The recommended firm, Mackone Development, Inc., is a Los Angeles–based construction company with over 30 years of experience delivering facility upgrades and public works projects. The firm has successfully completed a wide range of assignments, including entry renovations, medical facility equipment installations, signage enhancements at historic courthouses, advanced imaging infrastructure, fire station repairs, structural improvements, and facility restroom remodels. Project Manager Daniel J. Ayala and Project Superintendent Joshua M. Brady bring a combined 15 years of experience in estimating, construction management, civil engineering, and project scheduling for both public and private sector projects.

Pan-Pacific Mechanical

The recommended firm, Pan-Pacific Mechanical, is an Orange County based contractor with over 70 years of experience specializing in plumbing, HVAC, and mechanical systems. Pan-Pacific Mechanical has delivered large-scale projects across healthcare, education, aviation, and commercial facilities, with notable work at LAX, Disney, Los Robles Medical Center, and Kaiser West Los Angeles. Project Executive Steve Valot leads the Special Projects group, bringing 25 years of

experience as a Journeyman Plumber and Project Executive overseeing seismic upgrades, medical facility improvements, and high-profile tenant renovations.

Prime ENC, Inc.
The recommended firm, Prime ENC, is an Orange County–based general contractor with over 10 years of experience delivering public works, healthcare, and institutional projects throughout Southern California. The firm provides a full range of services including design-build, preconstruction, BIM/VDC, sustainable construction, and integrated project delivery. Project Manager Jay Lee brings more than seven years of experience managing multimillion-dollar contracts, specializing in scheduling, subcontractor coordination, and construction management for both new construction and complex renovations. Prime ENC has successfully overseen Job Order Contracts for major agencies such as UCLA, the County of Orange, the Los Angeles Department of Public Works, and the Orange County Sheriff's Department.

SJD&B
The recommended firm, SJD&B, Inc., based in Los Angeles , has been in business for over 10 years and is licensed as both a General Engineering (A) and General Building (B) contractor. The company specializes in public works, infrastructure, and facility renovations, with experience in transportation, utilities, and commercial/industrial projects. Vice President and Project Manager Jake Choe brings 27 years of experience managing multimillion-dollar contracts, including Job Order Contracts and IDIQ programs for Los Angeles County, San Bernardino County, the City of Long Beach, and California State University. His expertise spans new construction, modernization, OSHPD projects, and building retrofits, ensuring projects are completed safely, on time, and within budget.

So Cal Construction Inc.
The recommended firm, So Cal Construction, Inc., a Los Angeles County based contractor, has been in business for over 10 years and is licensed as a general contractor specializing in painting, remodeling, and public works construction. The company has successfully completed multimillion-dollar contracts for agencies such as LAUSD and the City of Inglewood, including campus-wide exterior painting, lead and asbestos abatement, ADA upgrades, and residential sound insulation programs. Project Managers Jose Manzo and Omar Rodriguez bring a combined 40 years of experience overseeing public works projects, with expertise in painting, retrofits, and construction management for school districts and municipal facilities.

Technion Contractors
The recommended firm, Technion Contractors, Inc., is a Los Angeles-based general and electrical contractor providing public works, modernization, and facility upgrade services. With over 25 years of experience, Technion has completed contracts in the Greater Los Angeles area, offering services including new construction, ADA compliance, underground utilities and infrastructure, electrical wiring (high & low voltage), safety/technology systems, and project management. Senior Project Manager Sharon Hillel contributes more than 30 years of experience, bringing

extensive expertise in managing complex public works and private sector projects from design through closeout.

DEOD SUMMARY

JOB ORDER CONTRACTING CONSTRUCTION SERVICES BENCH PS133177001 – PS133177025

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish an overall Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal on this bench contract. Although an SBE/DVBE goal has not been established for this contract, in accordance with the statutory authority of Assembly Bill AB-499 and the guidelines of the JOC Program, individual job orders for repair or renovation work valued at $250,000 or less will be set aside for award—on a rotational basis—to certified SBEs or DVBEs.

Eighteen (18) firms were selected as prime contractors across the five (5) disciplines. Twelve (12) of the eighteen (18) Primes are SBE certified: A-1 Electric Service Co., Axiom Group, Coleman Construction Inc., Craft Construction, Electrocomm, Inc., Energy Management Pros, Inc., Interior Plus, Inc., Inzurieta Fence Company Inc., Prime ENC., SJD&B, Inc., So Cal Construction Inc., and Technion Contractors.

In response to a specific Job Order request with a defined scope of work, prime contractors will be required to identify SBE/DVBE subcontractor activity and actual dollar value commitments for that Job Order. Overall SBE/DVBE participation will be determined based on cumulative participation of all Job Orders awarded to each prime contractor.

DISCIPLINE #1 – GENERAL BUILDING

Bidder Name	SBE Prime	DVBE Prime	SBE Subcontractor	DVBE Subcontractor
Mackone Development Inc.	-	-	0	0
So Cal Construction Inc.	X	-	0	0
Elegant Construction Inc.	-	-	0	0
SJD&B, Inc.	X	-	5	2
Prime ENC Inc.	X	-	0	0
Coleman Construction Inc.	X	-	2	0
Axiom Group	X	-	0	0
Lucas Builders Inc.	-	-	1	0
Craft Construction.	X	-	0	0
Interior Plus, Inc.	X	-	0	0

DISCIPLINE #2 – FENCING

Bidder Name	SBE Prime	DVBE Prime	SBE Subcontractor	DVBE Subcontractor
Elegant Construction Inc.	-	-	0	0
Izurieta Fence Company	X	-	0	0

DISCIPLINE #3 – ELECTRICAL

Bidder Name	SBE Prime	DVBE Prime	SBE Subcontractor	DVBE Subcontractor
Electrocomm, Inc.	X	-	0	0
Energy Management Pros, Inc.	X	-	0	0
Technion Contractors	X	-	0	0
Axiom Group	X	-	0	0
A-1 Electric Service Co.	X	-	0	0

DISCIPLINE #4 – HVAC

Bidder Name	SBE Prime	DVBE Prime	SBE Subcontractor	DVBE Subcontractor
Home Runners Heating & Air	-	-	0	0
Pan-Pacific Mechanical	-	-	0	0
Athena Engineering	-	-	0	0
Prime ENC Inc.	X	-	0	0

DISCIPLINE #5 – PLUMBING

Bidder Name	SBE Prime	DVBE Prime	SBE Subcontractor	DVBE Subcontractor
Pan-Pacific Mechanical	-	-	0	0
Elegant Construction Inc.	-	-	0	0
Axiom Group	X	-	0	0
Prime ENC Inc.	X	-	0	0

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 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 (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

ATTACHMENT C

LIST OF EXAMPLE PROJECT USES
(This list should not be considered exhaustive or all-inclusive)

Station Infrastructure Beautification
A Line: Downtown Long Beach, Florence, Chinatown, Lincoln/Cypress, Sierre Madre Villa, APU/Citrus, Pomona
B & D Lines: Union Station, 7th/Metro, North Hollywood, Pershing Square, Westlake/MacArthur Park, Wilshire/Vermont
D Line: Wilshire/Fairfax (PLE-1), Wilshire/La Cienega (PLE-1), Wilshire/LaBrea (PLE-1), Wilshire/Normandie, Wilshire/Western
E Line: Atlantic, Downtown Santa Monica, Expo Park/USC, Expo/Bergamot, Expo/Bundy, Expo/Vermont
K Line: Aviation/Century, LAX/MTC, Redondo Beach
A & C Line: Willowbrook/Rosa Parks
C Line: Norwalk, Avalon, Lynwood, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/Imperial, LAX/MTC, Aviation/Century, Harbor Freeway
C & J Line: Harbor Fwy
G Line: Chatsworth, Pierce College, North Hollywood
J Line: 37th St, Harbor Gateway Transit Center, Terminal 19 / El Monte

Bus and Rail Transit Infrastructure Improvements
Blue Line Duct Bank
Division 22 Car Wash
Division 22 Blow Down Ventilation System
Division 24 HVAC
Union Station Gateway Building ADA
Pavements
Cable Protection
Back Up Generators
Division Back Up Power
Division 4 LASD/ TCPSD Modular Facility
Roofing and HVAC Repairs
Gold Line Break Room Sewer Connection
Fencing for Signals and Traction Power Substations (TPSS)
State of Good Repair: concrete and steel repairs as required
Vertical Transportation: elevators and escalators, home landing, monitoring

Job Order Contracting Construction Service Bench

October 16, 2025

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AWARD 25 Bench Contracts Nos. PS133177001 through PS133177025, under the Job Order Contracting Construction Services Bench, to provide construction services on a job order basis for various transit infrastructure projects for a one-year base period in the Not-To-Exceed (NTE) amount of $125,000,000, and two one-year options in the NTE amount of $125,000,000 for each year, for a total cumulative NTE amount of $375,000,000, subject to the resolution of any properly submitted protest(s), if any

Metro

AWARDEES

There are 25 contract awards under the JOC Construction Services Bench, PS133177.

Awardee Names by Discipline	
DISCIPLINE #1 – GENERAL BUILDING	**DISCIPLINE #3 – ELECTRICAL**
Mackone Development Inc.	Electrocomm Inc.
So Cal Construction Inc.	Energy Management Pros Inc.
Elegant Construction Inc.	Technion Contractors
SJD&B	Axiom Group
Prime ENC Inc.	A-1 Electrical Service & Co Inc.
Coleman Construction Inc.	**DISCIPLINE #4 – HVAC**
Axiom Group	Home Runners Heating & Air
Lucas Builders Inc.	Pan-Pacific Mechanical
Craft Construction & Development Inc.	Athena Engineering
Interior Plus Inc.	Prime ENC Inc.
DISCIPLINE #2 – FENCING	**DISCIPLINE #5 – PLUMBING**
Elegant Construction Inc.	Pan-Pacific Mechanical
Izurieta Fence Company	Elegant Construction Inc.
	Axiom Group
	Prime ENC Inc.

Metro

PROPOSALS & PARTICPATION GOAL

NUMBER OF BIDS/PROPOSALS

A total of 88 firms downloaded the Invitation for Bid (IFB). A total of 25 proposals were received across the 5 disciplines. The 25 bids were determined to meet the qualifications and determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement. However, under California's statutory guidelines for the JOC program, individual task orders valued at $250,000 or less for repair or renovation work must be set aside—on a rotational basis—for award to certified SBE or DVBE contractors on the JOC bench.

Metro

ISSUE & DISCUSSION

ISSUE

The Operations - Infrastructure Maintenance & Engineering (IM&E) Department is responsible for maintenance, repairs, alterations, and remediation across bus and rail infrastructure. This JOC contract will support transit infrastructure improvement initiatives across the Metro transit system.

DISCUSSION

Traditional procurement processes require a full bid cycle for each project, whereas the JOC establishes qualified bench contractors who can respond quickly to work requests. This flexibility is essential to maintaining safe and functional conditions across operating divisions, maintenance yards, passenger stations, and other infrastructure, while also supporting ongoing modernization efforts. In accordance with Public Contract Code § 20385 (2024), a JOC contract allows for a 12-month base term, with an option for two 12-month extensions. Each bench contract is limited to $5,000,000 in work per year, while individual job orders are limited to $1,000,000 each.

Metro