ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Zero Emission Bus (34 BEBs, Division 7)

Resolution LPP-P-2526-06B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☑ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on December 4, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Los Angeles County Metropolitan Transportation Au, and the Implementing Agency, Los Angeles County Metropolitan Transportation Aut, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/27/2025 meeting the Commission approved the Local Partnership Program and included in this program of projects the Zero Emission Bus (34 BEBs, Division 7), the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ■ Resolution G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated 6/27/2025
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.

4.6 Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Zero Emission Bus (34 BEBs, Division 7)

Resolution: LPP-P-2526-06B

(to be completed by CTC)

Digitally signed by Shawn Atlow
Date: 2025.10.14 15:52:37 -07'00'

10/14/2025
Date

Shawn Atlow, Executive Officer

Los Angeles County Metropolitan Transportation Authority

Project Applicant

Digitally signed by Shawn Atlow
Date: 2025.10.14 15:52:55 -07'00'

10/14/2025
Date

Shawn Atlow, Executive Officer

Los Angeles County Metropolitan Transportation Authority

Implementing Agency

Signature:

Email: gloria.roberts@dot.ca.gov

10/17/2025
Date

Gloria Roberts

District Director
California Department of Transportation

11/20/2025
Date

Director
California Department of Transportation

01/09/2026
Date

Tanisha Taylor

Executive Director
California Transportation Commission

B. Fact Sheet

LA Metro Division 7 Bus Electrification Project

Nominating Agency:

Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location:

Metro Division 7
8800 Santa Monica Blvd, West Hollywood, CA 90069

Project Cost

Total Project Cost: $ 62,130,503
Total LPP Request: $ 24,917,000

Figure 1 Division 7 Project Location and Regional Context

Scope

Metro is seeking funding to replace 34 Compressed Natural Gas (CNG) buses that have reached the end of their useful lives with 34 new battery electric buses. The Division 7 Bus Electrification Project (Project) is part of Metro's effort to electrify its entire bus fleet in compliance with state regulations and in keeping with Metro's sustainability and equity goals.

Schedule

Table 1 Project Schedule

END PA&ED	END PS&E	END R/W	BEGIN CONSTRUCTION	END CONSTRUCTION
January 2021	April 2024	N/A	December 2027	December 2030

Benefits

The implementation of battery electric buses (BEBs) are associated with a host of public health, environmental, and workforce development benefits. As the proposed 34 BEBs will produce zero harmful tailpipe emissions, the Project is expected to improve air quality by reducing metric tons of carbon dioxide equivalent (MTCO2e). Other eliminated criteria pollutants include Volatile Organic Compounds (VOC), Carbon Monoxides, Particulate Matter (PM) 2.5, and PM 10. Additionally, BEBs operate more quietly than CNG counterparts, reducing noise pollution in areas of operation. Reductions in air and noise pollution will significantly improve public health and avoid premature deaths in surrounding communities, providing benefits such as reduced rates of asthma, lung disease, and general increases to comfort and quality of life for community members. Further, the implementation of the proposed 34 BEBs is estimated to contribute to the creation of high-quality jobs to support operation and maintenance of BEBs and associated infrastructure. The buses will work synergistically with Metro's NextGen Bus plan, which will improve bus speed, reliability, accessibility, and safety. NextGen improvements are anticipated to increase ridership on Division 7 routes, reducing traffic congestion and further improving air quality. The public health, environmental, and workforce development benefits associated with this project will extend to the disadvantaged communities that rely heavily on public transit services and live near the busy arterials along the Division 7 bus routes and face higher exposure to air pollutants. Metro has identified that a majority or residents and Division riders live within Disadvantaged Communities (DACs). Metro does not anticipate the Project or NextGen implementation to have disparate impacts on residents or Metro riders. This is because the buses replace existing buses, and NextGen improves existing routes.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2024-0006 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	11/19/2024 11:52:23
Programs ☒ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07				Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Dawn-Thanh Nguyen			213-547-4216	nguyend5@metro.net	

Project Title

Zero Emission Bus (34 BEBs, Division 7)

Location (Project Limits), Description (Scope of Work)

The Project includes the acquisition of 34 new battery electric buses (BEBs) to replace 34 CNG buses currently in service on Metro Bus Division 7 transit lines. The 34 new BEBs will have on-board amenities including Wi-Fi and operate with lower noise and vibration than existing CNG buses. Additionally, the new BEBs will feature all-door boarding, which is estimated to reduce line running times by 2.5 percent.

It fulfills Metro's commitment to transform bus service by introducing zero-emission buses (ZEBs) together with enhanced high-frequency transit corridor infrastructure to improve speed, reliability, and safety in high-priority corridors that serve some of the most disadvantaged communities in LA County.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts					
Assembly:	51	Senate:	24	Congressional:	30

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		12/03/2020
Circulate Draft Environmental Document Document Type CE		12/08/2020
Draft Project Report		07/31/2024
End Environmental Phase (PA&ED Milestone)		01/08/2021
Begin Design (PS&E) Phase		01/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		04/30/2024
Begin Right of Way Phase		01/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2022
Begin Construction Phase (Contract Award Milestone)		12/31/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2030
Begin Closeout Phase		01/01/2031
End Closeout Phase (Closeout Report)		06/30/2031

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2024-0006 v0

Date 11/19/2024 11:52:23

Purpose and Need

The Project implements the next generation of bus transit service and fleet in LA County and is key to the modernization of bus routing and zero-emission systems.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	34

Additional Information

LOCATION: Sixteen bus routes served by Metro Divisions 7 (West Hollywood) which serve the Westside Central Service of the LA Metro service area. These corridors will serve 4 cities.

The buses for this PPR will come from Option 1. The bus procurement was issued in April 2024. The Base contract is expected to be awarded in April 2025. Option 1 is expected to be executed in December 2027.

173 buses are planning to be procured for Div. 7. Only 34 buses will be funded under this project.

Metro Division 7
8800 Santa Monica Blvd.
West Hollywood, CA

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-6065-2024-0006 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	3,156	3,156	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	70.4	70.4	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.1	0.3	-0.2
			PM 10 Tons	0.1	0.3	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	678	-678
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0.5	-0.5
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	23	-23
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0.1	-0.1
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.2	0.2	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.2	0.2	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	1.5	1.5	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	1.3	1.3	0
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	1,080,953	1,080,953	0
	Optional	Number of Destinations Accessible by Mode	Number	535	535	0
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	24.71	24.71	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	12	0	12
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.43	0	0.43
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6065-2024-0006 v0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				

Project Title

Zero Emission Bus (34 BEBs, Division 7)

Existing Total Project Cost ($1,000s)								
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				62,131				62,131	
TOTAL				62,131				62,131	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				24,917				24,917	
TOTAL				24,917				24,917	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-6065-2024-0006 v0

Fund #2:	FTA Funds - Low or No Emission Vehicle Program - 5339(c) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				37,214				37,214	
TOTAL				37,214				37,214	

Los Angeles County
Metropolitan Transportation Authority

Exhibit B
PROJECT REPORT

LA Metro Division 7 Bus Electrification Project

Zero Emission Bus (34 BEBs, Division 7)

Metro®

November 2024

SB1 LPP-C PROJECT BASELINE AGREEMENT

LA METRO SIGNATURE PAGE

Zero-Emission Bus Project (34 Battery-Electric Bus, Division 7)

APPROVAL RECOMMENDED:

10/3/2025

Daniel Surmenian — Date

Project Manager, Division 7 BEB Purchase

PROJECT APPROVED:

Annie Yang 2025 Digitally signed by Annie Yang 2025 Date: 2025.10.03 15:21:33 -07'00'

10/3/2025

Jesus Montes — Date

Senior EO, Vehicle Engineering & Acquisition

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

November 20, 2024

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Subject: 2024 Local Partnership Competitive Program – Project Nomination for the LA Metro Division 7 Bus Electrification Project

Dear Director Taylor:

On behalf of the Los Angeles County Metropolitan Transportation Authority (Metro), I am pleased to authorize and approve this nomination for the **LA Metro Division 7 Bus Electrification Project (Project)** to the 2024 Local Partnership Competitive Program (LPP). This nomination is Metro's second priority among the four applications that Metro is submitting to the 2024 LPP. The total cost of the project is $62.1 million. Metro requests $24.9 million from the LPP and commits to matching the request with $37.2 million of federal discretionary funds.

Project Purpose and Need: The Project will replace 34 Compressed Natural Gas (CNG) buses that have reached the end of their useful lives with 34 new battery electric buses at Metro bus Division 7 which supports 16 bus lines throughout Los Angeles County (County). The Project is a part of Metro's effort to electrify its entire bus fleet in compliance with state regulations for a 100 percent transition to zero-emission buses (ZEB) by 2040, and in keeping with Metro's sustainability and equity goals. The Project will help electrify buses that improve access and mobility to housing, education, jobs, recreation, medical services, and other destinations, predominantly for SB 535-designated disadvantaged communities which account for 65% percent of census tracts served by Division 7 buses. If funded through the LPP, the Project is scheduled to begin bus acquisition in fiscal year 2026-27 with a completion year of fiscal year 2029-30. Consistent with SB 1, the requested 2024 LPP funding would be leveraged by federal funds secured by Metro to help meet some of the state's and Los Angeles County's highest transportation needs for clean, sustainable transportation that serves the mobility needs of all residents, particularly disadvantaged communities.

The Project is expected to eliminate greenhouse gas emissions, reducing metric tons of carbon dioxide equivalent, and eliminate other criteria pollutants. The Project will be implemented as a synergistic element to Metro's NextGen improvements, which will offer a host of bus speed, reliability, accessibility, and safety benefits. The Project prioritizes benefits for traditionally underserved communities that are burdened with disproportionate environmental impacts, and that rely heavily on transit service to access essential jobs and services.

I affirm that Metro is an eligible applicant as a taxing authority in Los Angeles County that has sought and received voter approval for and administers four local transportation sales taxes: Proposition A (1980), Proposition C (1990), Measure R (2008), and Measure M (2016). These taxes are currently in effect and are dedicated solely to transportation improvements and operations. Consistent with the

2024 LPP Guidelines, the requested LPP funds will only be used for the construction phase of the project for acquisition of the buses.

Thank you for your favorable consideration of the Project for 2024 LPP funds. Should you have any questions regarding this information, please contact Mark Yamarone, Executive Officer, Federal/State Policy and Programming at (213) 418-3452 or YamaroneM@metro.net.

Sincerely,

E-SIGNED by Craig Hoshijima
on 2024-11-13 01:03:08 GMT

Craig Hoshijima
Executive Officer
Countywide Planning and Development

Figure 2- Division 7 Service Area

Photos

Figure 3 depicts the interior and exterior of current Metro CNG buses. Current CNG buses are outdated in both design and functionality. New BEBs are depicted in Figure 4, which, in addition to having zero tailpipe emissions, have improved accessibility and safety features as well as enhanced amenities:

- Fully enclosed operator cabin
- Dedicated flip up seat for strollers
- Collision Avoidance System with blind spot monitoring and collision warning
- On-board Wi-Fi
- Lower vibration and noise than CNG counterparts

Fact Sheet

LA Metro Division 7 Bus Electrification Project

Agency:
Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location:

Metro Division 7
8800 Santa Monica Blvd, West Hollywood, CA 90069

Project Cost
Total Project Cost: $ 62,130,503
Total LPP Request: $ 24,917,000

Figure 1 Division 7 Project Location and Regional Context

Scope

Metro is seeking funding to replace 34 Compressed Natural Gas (CNG) buses that have reached the end of their useful lives with 34 new battery electric buses. The Division 7 Bus Electrification Project (Project) is part of Metro's effort to electrify its entire bus fleet in compliance with state regulations and in keeping with Metro's sustainability and equity goals.

Schedule

Table 1 Project Schedule

END PA&ED	END PS&E	END R/W	BEGIN CONSTRUCTION	END CONSTRUCTION
January 2021	April 2024	N/A	December 2027	December 2030

Benefits

The implementation of battery electric buses (BEBs) are associated with a host of public health, environmental, and workforce development benefits. As the proposed 34 BEBs will produce zero harmful tailpipe emissions, the Project is expected to improve air quality by reducing metric tons of carbon dioxide equivalent (MTCO2e). Other eliminated criteria pollutants include Volatile Organic Compounds (VOC), Carbon Monoxides, Particulate Matter (PM) 2.5, and PM 10. Additionally, BEBs operate more quietly than CNG counterparts, reducing noise pollution in areas of operation. Reductions in air and noise pollution will significantly improve public health and avoid premature deaths in surrounding communities, providing benefits such as reduced rates of asthma, lung disease, and general increases to comfort and quality of life for community members. Further, the implementation of the proposed 34 BEBs is estimated to contribute to the creation of high-quality jobs to support operation and maintenance of BEBs and associated infrastructure. The buses will work synergistically with Metro's NextGen Bus plan, which will improve bus speed, reliability, accessibility, and safety. NextGen improvements are anticipated to increase ridership on Division 7 routes, reducing traffic congestion and further improving air quality. The public health, environmental, and workforce development benefits associated with this project will extend to the disadvantaged communities that rely heavily on public transit services and live near the busy arterials along the Division 7 bus routes and face higher exposure to air pollutants. Metro has identified that a majority or residents and Division riders live within Disadvantaged Communities (DACs). Metro does not anticipate the Project or NextGen implementation to have disparate impacts on residents or Metro riders. This is because the buses replace existing buses, and NextGen improves existing routes.

General Information

Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is the primary public transportation provider for Los Angeles County (LA County). As a leader in world-class transportation systems, Metro is dedicated to enhancing the quality of life for all those who live, work, and play in LA County. Metro is committed to goals of becoming carbon neutral and displacing over 780,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) by 2050[1]. As one of the largest multi-modal transportation agencies in the nation, Metro is committed to transitioning to a fully zero emissions bus (ZEB) fleet, as outlined in Metro's 2023 Zero Emission Bus Program Master Plan (Attachment 1). To support this effort, Metro requests $24,917,000 from the California Transportation Commission's 2024 Local Partnership Competitive Program (LPP) to complete the $62,130,503 total estimated cost for the procurement of 34 battery electric buses (BEBs) for Metro's Division 7 bus fleet. After Divisions 9 and 18, Division 7 will be the third division in the agency to be electrified.

The 34 BEBs will replace the existing compressed natural gas (CNG) buses which will have exceeded their useful life for 16 bus lines supported by Division 7 and will work synergistically with Metro's 2020 NextGen Bus Plan (Attachment 2), an agency-wide effort to revamp the entirety of Metro's bus system, including making integral improvements to bus service speed, frequency, reliability, and accessibility. These improvements, paired with BEB replacements, will maximize environmental and air quality improvement and provide high-quality transit service to the residents of, and visitors to, the transit core of Los Angeles.

Working in coordination with NextGen, the Project will prioritize enhancing bus service and accessibility especially for the traditionally underserved communities that are burdened with disproportionate environmental impacts, and which rely heavily on transit service to access essential jobs and services. The 34 BEBs procured through this Project will include all door boarding, open and contactless payment, and discounted or free fares for our riders to equitably provide clean, reliable, and accessible public transit.

Map

Division 7 is located at 8800 Santa Monica Boulevard in the City of West Hollywood within LA County and currently houses 200 CNG buses supporting 16 local bus lines across 194 route miles throughout the Cities of Los Angeles, West Hollywood, and Santa Monica. Figure 2 shows the location of Division 7 and its service area as well as connections to other lines.

[1] *LA Metro Sustainability Strategic Plan 2020*

Figure 3- Interior and exterior of current CNG bus

Figure 4- Example of New Metro ZEB & Metro Logo

Scope

The Project will purchase 34 new BEBs to replace 34 CNG buses currently in service on Division 7 bus lines. These new BEBs will have fully enclosed operator cabins, dedicated flip up seats for strollers, Collision Avoidance System, and on-board amenities including Wi-Fi and will operate with lower noise and vibration than existing CNG buses. Additionally, the new BEBs will feature all-door boarding, which is estimated to reduce line running times by 2.5 percent.

The Project will provide the following outputs:

GHG Emission Reductions: Expected to reduce 10,167 MTCO2e.

- Direct Reductions of Criteria Air Pollutants: Expected to reduce 7.7 ton of volatile organic compounds (VOC), 2.2 tons of nitrogen oxides (NOx), 345 tons of Carbon Monoxides (CO), and 0.3 tons Particulate Matter (PM) 2.5
- Noise Reduction: Use of BEBs will result in reduced noise pollution to surrounding communities
- Creation of High-Quality Jobs: A total of 12 jobs are estimated to be created as a result of the Project.

Project outputs will directly benefit communities surrounding Division 7 and throughout the LA region. With over 50% of the Division 7 service area identified as disadvantaged, the Project will equitably provide significant quality of life and public health improvements that are greatly needed within these communities.

Independent Utility

The Project is a segment of Metro's larger ZEB Master Plan (Attachment 1) to transition the agency's CNG bus fleet to BEBs in accordance with state regulations. Currently, Metro operates a fleet approximately 2,130 buses out of 10 directly operated and two contracted bus divisions. Division 7 stores, maintains, fuels, and services 200 CNG-powered buses. Along with the 2023 ZEB Master Plan (Attachment 1), the 2021 ZEB Rollout Plan (Attachment 3) identifies a rigorous phased schedule and funding mechanisms to complete Metro's ZEB transition goals. After Divisions 9 and 18, Division 7 will be the third division to be electrified. At present, Metro is on track to meet these goals and has successfully transitioned 2.5% of its overall fleet. With the total fleet transition cost estimated at around $3 billion, the phased approached outlined in the ZEB Rollout Plan is necessary for Metro to feasibly achieve electrification goals. Further, a phased approach allows Metro to utilize current CNG buses to the full extent of their useful life, preventing early, unnecessary retirement of current fleet vehicles. Funding support continues to be a critical part of this process with several state and federal grant awards advancing the purchase of BEBs.

Division 7 will be electrified under a single progressive design build contract (for charging infrastructure) and under the umbrella of one bus procurement (for BEBs). However, funding for segments of the overall division electrification project is being obtained as it becomes available. Metro has initiated utility upgrades coordination with the electricity provider, South California Edison, which will be completed by September 2029, in time for the BEB delivery. Metro will select a design-build contractor for bus charging equipment with the design package that began development in January 2024 and award a contract in February 2025. The bus charging equipment construction and installation will occur between May 2027 and December 2028. This schedule for installation will allow bus charging equipment to be in place to support the new BEBs as they are delivered.

Nominating Agency/Implementing Agency Agreement

Metro is the nominating and implementing agency for the Project.

Reversible Lanes

The Project is not a capacity-increasing or roadway widening project and reversible lane considerations are not applicable.

Project Delivery

Delivery Method

The 34 buses subject to the funding request will be procured through options of a base contract for which Metro issued a competitive solicitation in April 2024 and anticipates awarding by summer 2025.

Contracts

Only one contract to be used for the Project.

Schedule Risks

Metro is experienced in BEB integration and rollout, as demonstrated with the rollout of BEBs on Metro's G Line bus rapid transit service, and forthcoming construction at Division 9 to complete its transition to zero emission. However, there are potential risks noted in the following paragraphs that can be mitigated to keep the Project on schedule.

As a burgeoning industry, BEB original equipment manufacturers (OEMs) have struggled in recent years to keep pace with increasing demand for vehicles. The COVID-19 pandemic heavily impacted global supply chains, specifically the electric vehicle market due to shortages of semiconductors[2]. The market has seen substantial recovery since the pandemic, but these risks are still present. Supply chain constraints also impact parts availability and technical support provided by manufacturers. The Metro team will carefully consider vendor options during the procurement process to avoid any delays in manufacturing and vehicle delivery to ensure the project is successfully executed on schedule.

In addition to industry-wide supply-chain issues, options for reputable OEMs that are compliant with Buy-America standards are limited. Only two Buy-America compliant OEMs remain in the market (in the past twenty months, three OEMs left the U.S. market). This represents bus availability, cost, and schedule implications for Metro. However, Metro has taken many actions to address this risk in its latest bus procurement. Metro has implemented the recommendations from the FTA Dear Colleague letter dated February 7, 2024 as well as the recommendations of the APTA Bus Manufacturing Task Force by reducing customization, introducing new and early milestone payments, and allowing other local agencies to use the procurement to purchase buses. By implementing these recommendations, Metro has increased the likelihood that OEMs will be able to manufacture the new BEBs on schedule.

Other Potential Risks

The 2022 ZEB Master Plan (since updated in 2023 and 2024) and 2021 ZEB Rollout Plan (Attachment 3) identified a schedule for ZEB adoption. The Rollout Plan factored in funding mechanisms as an essential part of keeping with Metro's transition schedule and goals. If Metro does not receive sufficient funding support for Division 7 electrification efforts, delays to Metro's overall ZEB transition will occur, which will impair Metro's ability to maintain and improve existing services to the public. Beyond these potential risks, Metro is confident that the project will be delivered on-time without major complications. Should issues arise, Metro staff possesses expertise needed to mitigate and keep the project on schedule.

[2] *Electric vehicle supply is struggling to keep up with demand | World Economic Forum (weforum.org)*

Rail Company Coordination

The Project is not a rail project and does not require coordination with rail companies.

CEQA and NEPA Status

Purchase of BEBs for the replacement of CNG buses is a ministerial action under the California Environmental Quality Act (CEQA) and therefore would not require CEQA clearance. The Project has received a Notice of Exemption (December 2020) for systemwide ZEB replacement, meaning there are no environmental or community impacts or proposed mitigations associated with the Project. Since Division 7 has been awarded Federal FTA funding for electrification efforts and Metro is using a portion of this funding to match the 2024 LPP request, Metro will initiate National Environmental Policy Act (NEPA) clearance requirements, which will be completed by 2026.

Project Information Areas

Accessibility

Current accessibility challenges are demonstrated most clearly by customer experience issues, such as rider difficulties accessing Division 7 bus service. The existing CNG buses don't allow for optimal bus service for the transit dependent and disadvantaged communities that ride the Division 7 bus lines to fully access Metro service and travel where they need to go. According to a 2022 On-Board Rider Survey, bus riders' top issues with Metro bus service are: on-time performance, bus frequency, safety, and cleanliness. Among frequent riders, 49% are considering switching to another mode of transportation. Among non-frequent riders, only 26% would consider riding the bus. Addressing these customers experience issues is important to retaining bus riders and attracting new ones so they can have a sustainable, reliable, and comfortable way to travel.

The Project will address these customers experience issues by putting new, state-of-the-art BEBs into service. The new BEBs will be equipped for all-door boarding which will improve on-time performance and support higher bus frequencies by reducing the amount of time buses are delayed at each stop for customers to board and pay fare. The new BEBs will also be equipped with many safety features for both bus operators and riders. Operators will be protected with fully enclosed cabins, which in turn protects riders because operators will be able to safely operate the bus under emergency situations. The BEB procurement will include options for weapons detection systems, facial recognition technology, onboard aggression detection, and onboard drug use and operator alert systems to reduce likelihood of public safety incidents onboard. Metro's Gender Action Plan also identified accessibility challenges specific to women riders such as strollers on buses. The new BEBs will have dedicated flip up seat for strollers to ensure riders with strollers have enough space to ride.

NextGen improvements are being implemented concurrently with the Project to address customer experience issues too. As part of NextGen improvements, the Project will increase access to bus only lanes, ensure a ¼-mile walk to a bus stop for 99% of current riders, create a more comfortable and safe waiting environment including increased lighting at stations and systemwide improvements to station design, and have all door boarding on the BEBs. The BEBs will also be equipped with the latest safety technologies available and improve ADA accessibility by providing low-platform floor and dedicated flip up seat section for wheelchair users and strollers. These improved features and amenities as well as enhanced connectivity will improve the overall experience for our riders on the 16 existing bus lines operated out of Division 7.

Together, the BEBs and NextGen improvements will improve accessibility of the bus system so that riders can connect to key destinations within the Division 7 service area and countywide (Figure 5, Figure 6). The majority of disadvantaged communities along Division 7 corridors are in the eastern portion of the project area. The western portion is concentrated with many of the region's largest trip attractors and job centers, defined by the Southern California Association of Governments (SCAG) as having a significantly higher density of jobs than other neighboring communities. As such, significant working populations in the Division 7 area must commute west for job opportunities. Division 7 lines provide the necessary connections between economically disadvantaged communities and areas with high job densities, enabling enhanced economic mobility and job equity in communities where employment opportunities are most needed, as shown in Figure 7. Division 7 bus line improvements are critical for providing access to opportunity.

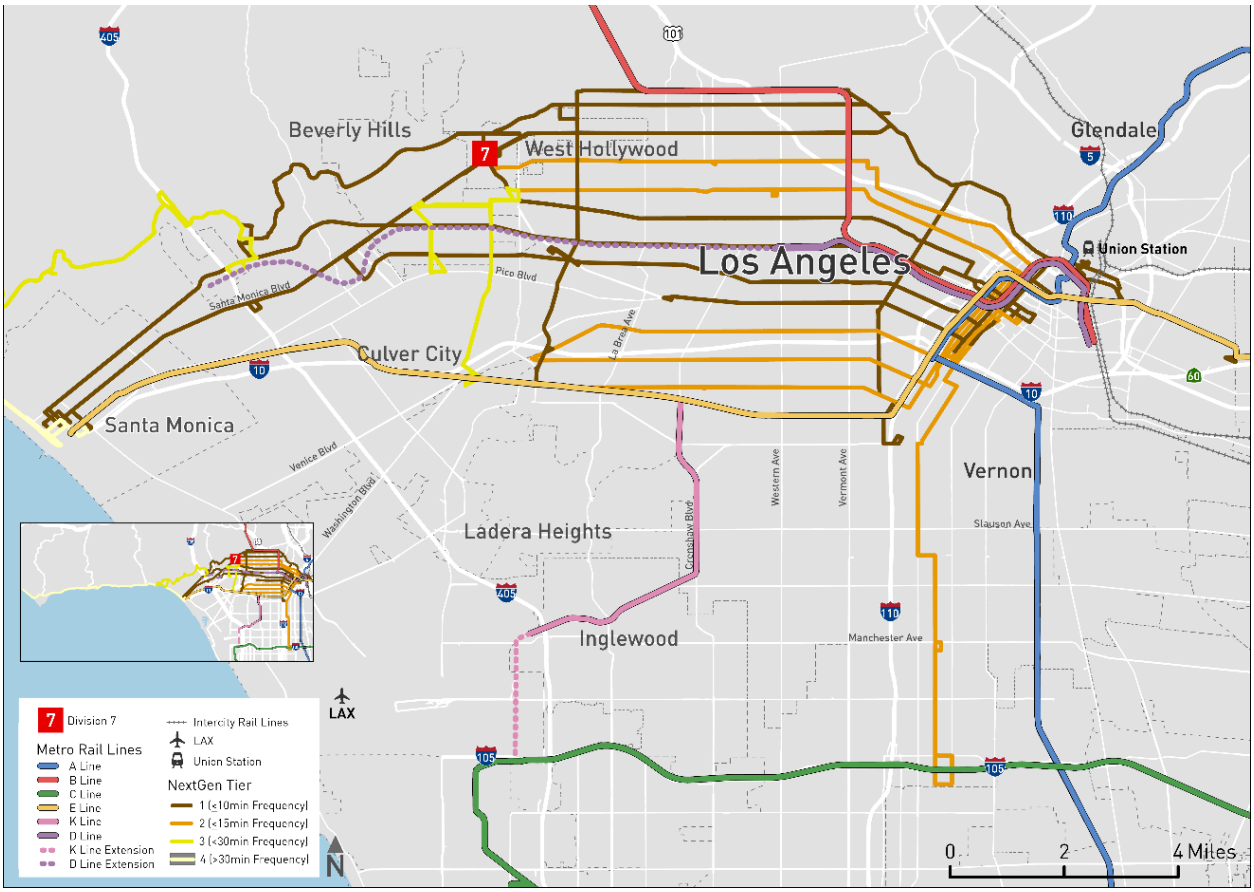

Figure 5- Division 7 bus routes and NextGen Tiers

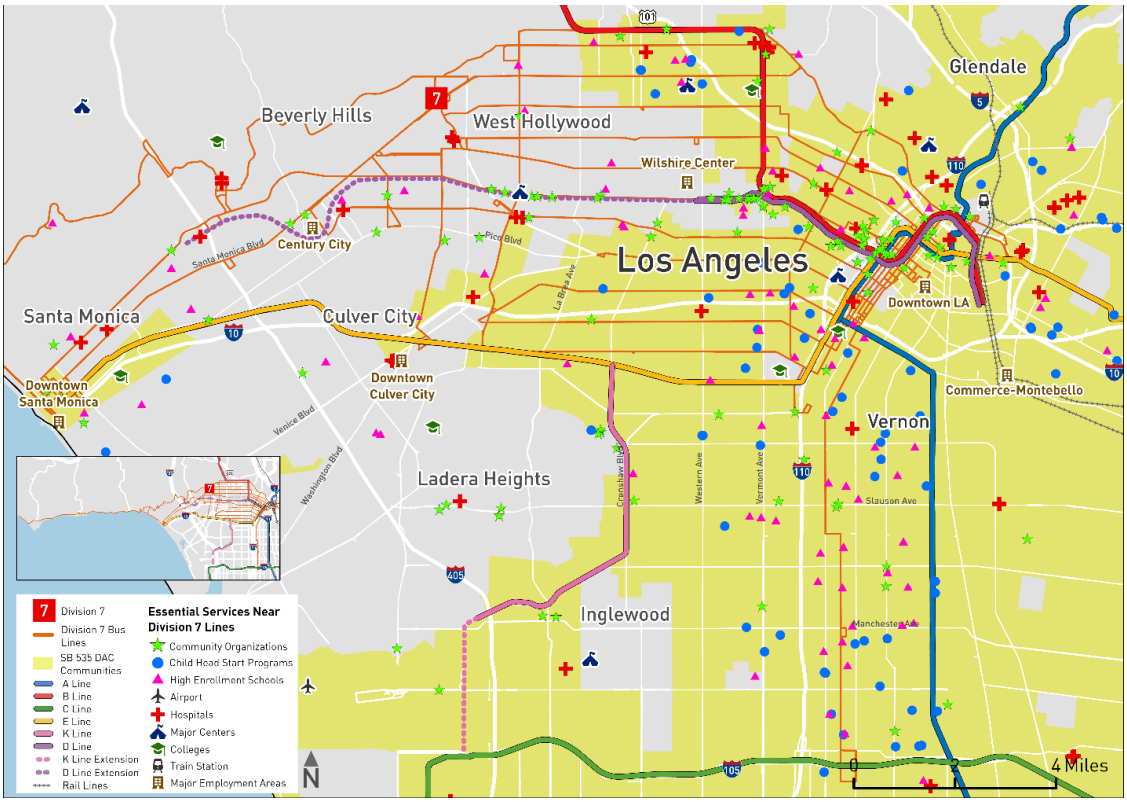

Figure 6- Priority Destinations for Disadvantaged Communities in Division 7 Area

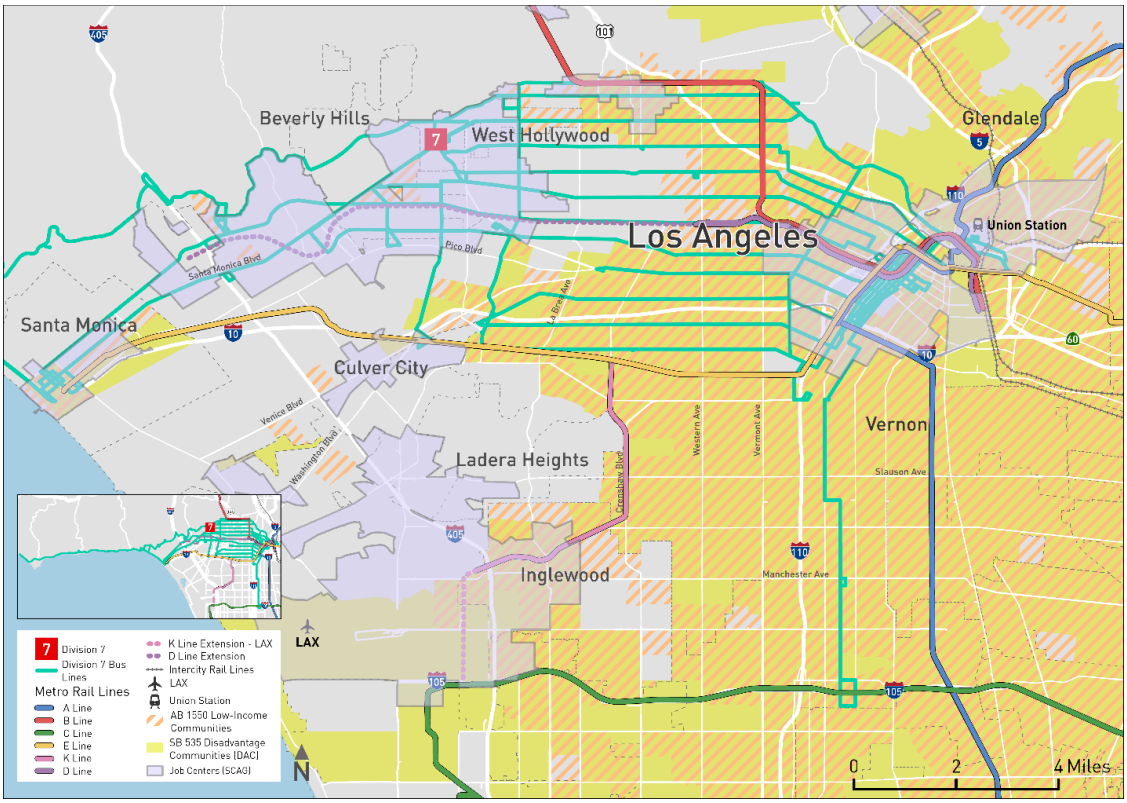

Figure 7- Division 7 Overlap with DACs and Job Corridors

Existing Division 7 lines also serve as access points to centers for low-income advancement and essential services, such as:

> Hospitals: Cedars Sinai, Kaiser Permanente West LA, Children's Hospital of Los Angeles, and Good Samaritan Hospital

> Tertiary learning institutions: University of California, Los Angeles (UCLA), University of Southern California (USC), Santa Monica College, Los Angeles City College, and Los Angeles Trade Technical-College

> Major tourism centers: Crypto.com Arena, Dodger Stadium, and Los Angeles County Museum of Art (LACMA)

> Regionally significant employment centers: Wilshire Center, Downtown Los Angeles, Downtown Culver City, Downtown Santa Monica, and Century City

A more complete list of key destinations is included in Table 2.

Table 2 Key Destinations in Division 7 Service Area

Significant Employment Destinations	Downtown Santa Monica, Century City, Downtown Culver City, Wilshire Center, Downtown LA, Commerce-Montebello
Schools	UCLA, USC, Los Angles Trade Technical College, Los Angeles City College, West Los Angeles College, Santa Monica College
Major Event Centers	Crypto.com Arena, Getty Center, Dodger Stadium, LACMA, SoFi Stadium, Paramount Studios
Train Station/Airport	LAX, Union Station
Hospitals	Cedars-Sinai, Kaiser West LA, Good Samaritan Hospital, Children's Hospital Los Angeles

These destinations are important to all who use Division 7 bus service. The majority of the Division 7 service area qualifies as disadvantaged communities under SB 535 and AB 1550 (Figure 8). As defined by AB 1550, low-income communities and households are defined as communities at or below 80 percent of the statewide median income (2023 Statewide Median Income = $103,856), or at or below the threshold designated as low-income by the California Department of Housing and Community Development's (HCD) 2016 State Income Limits. About 63% of tracts within 0.2 miles of Division 7 bus lines are economically disadvantaged per the metrics designated by AB 1550. Lines operating from Division 7 serve many high-frequency corridors that connect disadvantaged communities with many of the largest employment centers in the Southern California region, which is a key reason why the division is prioritized for ZEB service.

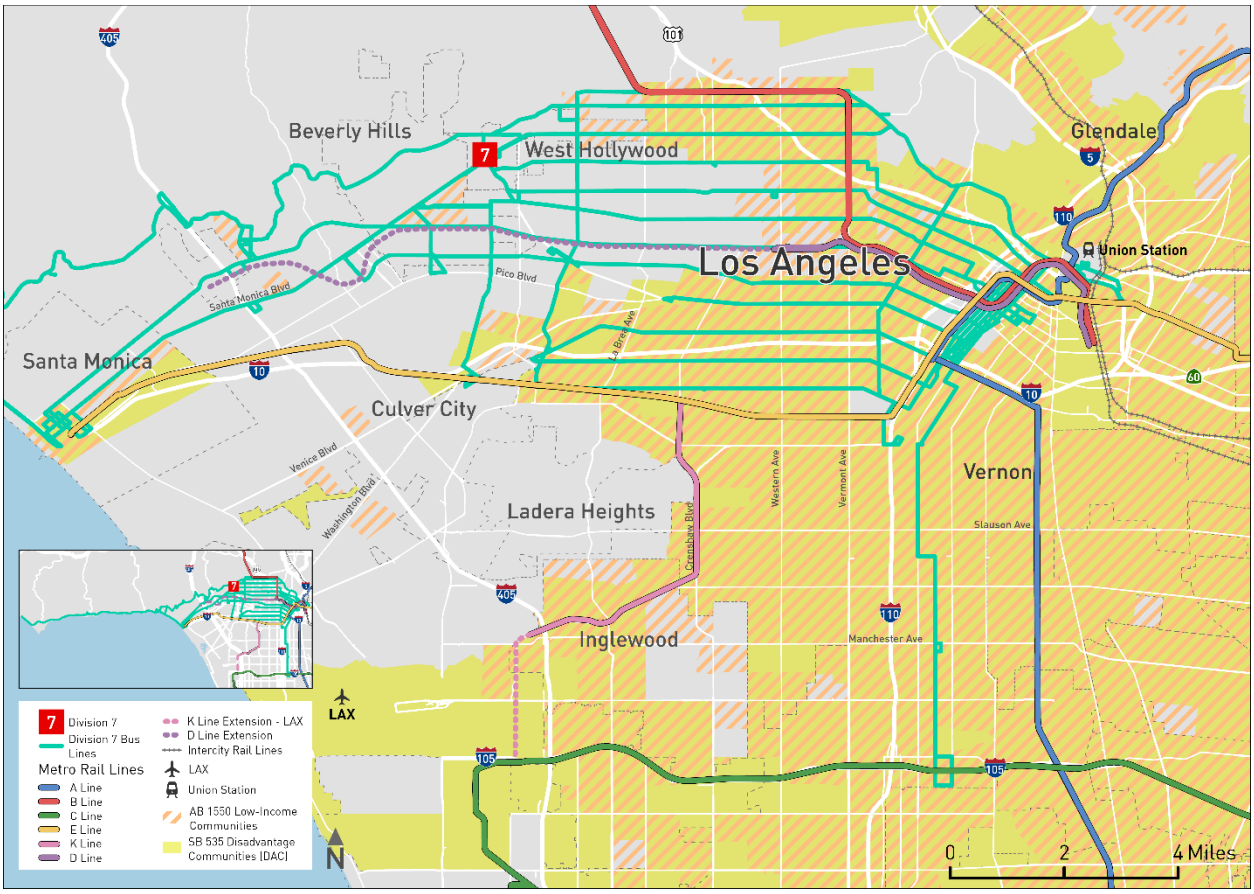

Figure 8- Division 7 DAC overlap

Per the 2020 U.S. Census, the demographic profile of LA County is 48.6% Hispanic/Latino of any race, 26.1% Non-Hispanic White, 15.4% Asian, 9.0% Black, 1.4% American Indian and Alaskan, 0.4% Native Hawaiian and other Pacific Islander, and 3.1% from two or more races. As of 2020, the poverty rate in LA County is 13.4%, two percentage points above the national average. Considering the region's diversity and historic and systemic inequities in treatment, Metro is being proactive in its investment, planning, construction, and service activities to apply the lens of equity and race through its Equity Platform adopted in 2019. Metro bus riders are overwhelmingly low income and people of color who depend on Division 7 bus service to connect to key destinations.

Fleet electrification of Division 7 will also improve connections to LA Union Station. Division 7 bus line 28 provides direct service to Union Station, which operates as the region's main hub for intercity passenger rail services, including Metrolink, Amtrak, and the future California High-Speed Rail, and inter-regional bus connectors, such as Santa Clarita Transit and Antelope Valley Transit. Additional Division 7 connecting services exist beyond LA Union Station, including LAX Flyaway, the Long Beach Express (UCLA Campus), and West Hollywood Cityline (Figure 9) Division 7 bus fleet electrification and related transit improvements will enable reduced wait times, reduced travel times, and relief from air pollution, while serving intercity connections and catering to greater passenger volumes resulting from incoming regional and megaregional passenger rail services.

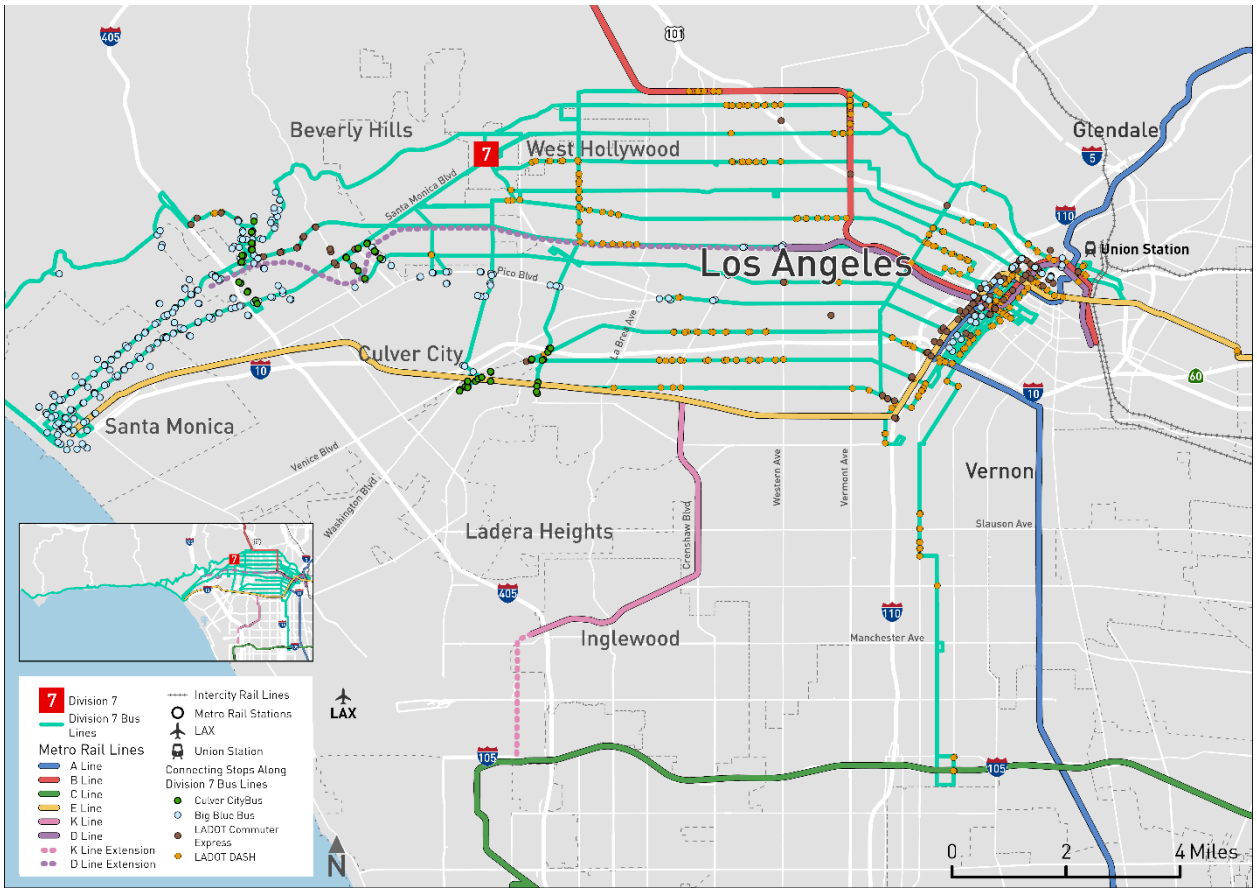

Figure 9- Division 7 Connections to Other Services

Air Quality and GHGs

The Project will eliminate 10,167 MTCO2E and eliminate VOCs, NOx, CO, PM2.5, and PM10 pollutants by executing a 1:1 replacement of 34 CNG buses with BEBs. The Project will advance the California Air Resources Board's 2022 Scoping Plan goals of achieving carbon neutrality by 2045, cutting air pollution by 71%, and reducing fossil fuel consumption to less than one-tenth of what is used today[3]. The Project will also reduce noise pollution and will require increased workforce to support operation, maintenance, and manufacturing of BEBs and associated infrastructure, which increases availability of green jobs. Further, the Project will directly impact and benefit DACs throughout Division 7's service routes as approximately 52% of the Division 7 service area are comprised of identified DAC census tracts.

The Project will provide more convenient, efficient and appealing transportation options, while reducing the negative impact that transportation has on the climate and public health. Metro understands the urgency posed by climate change, which is projected to affect its riders and employees, as well as its infrastructure and services. Consequently, each of Metro's actions must be a step toward achieving regional and statewide GHG emissions goals. One of the key purposes of the Project is to reduce Metro's GHG footprint by procuring 34 new BEBs to replace CNG buses on routes originating from Division 7. This supports Metro's ambitious effort to transform its entire bus fleet from CNG buses to ZEBs by 2035

[3] *California Releases World's First Plan to Achieve Net Zero Carbon Pollution | Governor of California*

as outlined in the 2023 ZEB Master Plan (Attachment 1). The 34 new BEBs represent another step toward the conversion of Metro's entire bus fleet to zero emission operation.

Metro is resolutely pursuing electrification of its fleet to meet state GHG targets earlier than mandated, thus reducing carbon emissions sooner. Prompt procurement of 34 new BEBs is crucial to achieving this accelerated timeline, to front-load GHG and criteria pollutant emission reduction benefits and reduce costs associated with schedule delays.

The Project will significantly reduce greenhouse gas emissions in LA County and the South Coast Air Basin by advancing electrification of Division 7. Additionally, the concurrent proposed NextGen improvements will enhance speed, reliability, and customer ease of payment along the busiest routes. The Project, along with concurrent NextGen and fare payment improvements, will lead to substantial reductions in GHG emissions and criteria air pollutants, along with the co-benefit of decreasing automobile vehicle miles traveled (VMT). This reduction in VMT is a direct result of the efficiency improvements from the NextGen Bus Plan. The improved speed, reliability, and convenience of Metro's NextGen zero emission transit service are expected to attract new transit users and significantly reduce automobile trips and VMT.

The two main components contributing to GHG emission reductions are:

> Direct GHG Emission Reductions from BEBs: Expected to reduce 10,167 MTCO2e.

> Table 3 summarizes emissions impact of Metro's Division 7 fleet with and without the transition to BEBs.

Table 3 GHG Emissions and Criteria Air Pollutants Comparison between Build (Project) and Future No Build Scenarios in metric tons

	CO2	VOC	NOx	CO	PM 2.5 & PM 10
Build	0	0	0	0	2.1
Future No Build	10,167	7.7	2.2	345	4.2

The Project also offers additional GHG reduction benefits by making transit more appealing, thereby retaining current riders and attracting new ones. It is estimated to decrease renewable natural gas (RNG) consumption by 6,399,952 gallons and save Metro $5.0 million in energy and fuel costs. Other eliminated criteria pollutants include 7.7 tons of Volatile Organic Compounds (VOC), 2.2 tons of nitrogen oxides (NOx), 345 tons of Carbon Monoxides, and 2.1 tons of Particulate Matter (PM2.5 & PM10).

Metro is dedicated to implementing GHG reduction measures within our transit services and also pushing for equitable transit-oriented development. This means not only implementing equipment changes to reduce the emissions profile of our fleet, but also listening to public needs in order to create usable, accessible, and affordable transit solutions. Metro's definition of sustainability is holistic – accounting for environmental, social, and economic considerations in decision-making and operations, while also prioritizing community resilience and equity. By increasing equitable access to transit, Metro intends the Project to have sustainability outcomes that reach far beyond direct emissions reduction benefits.

Community Engagement

Identification

In 2023, Metro's Directly Operated Bus Fleet saw a total ridership count of 222.9 million. In the same year, Division 7 bus lines accounted for 38.8 million rides, or about 17.4% of Metro's total bus ridership. According to Metro's 2022 Customer Experience Survey, 89% of bus riders come from households earning less than $50,000 per year, and 79% of riders are Black or Hispanic. Overall, Division 7 improvements benefit nearly 1 in 5 trip-takers on the Metro bus system, which has the highest rider poverty level of the country's 50 largest transit agencies[4]. Therefore, its improvements will primarily improve accessibility and transit equity for disadvantaged riders.

Specific to the Division 7 Service area, over 50% of communities served by Division 7 lines are disadvantaged. The Project serves over 40 neighborhoods within the cities of LA, West Hollywood, and Santa Monica, and is made up of approximately 63% low-income or disadvantaged communities identified by the AB 1550. This number is over 20% higher than the countywide average of 39.5% (Figure 8). Among the communities in the Division 7 project area that have been identified as disadvantaged, about 90% appear in both the AB 1550 and SB 535 databases, meaning that pollution burden is most likely to exist in communities along the service area that already experience poverty and lack of economic mobility. Therefore, eliminating bus emissions along the Division 7 area's most polluted corridors would mainly affect residents and communities that are economically disadvantaged and have been harmed by transportation decisions in the past.

Engagement

Metro conducted outreach for the 2023 Community Experience Plan, 2020 Long Range Transportation Plan (Attachment 4), and 2020 NextGen Bus Plan within the past five years. These outreach efforts were conducted countywide and over a long period of time to comprehensively capture existing community needs and priorities. The Project implements and addresses stakeholder feedback used to guide Metro's NextGen Bus Plan (Attachment 2) and Transit Service Policy to create a new bus system for LA County that improves reliability, ride quality, and environmental stewardship. The Project represents Metro's commitment to community priorities like climate action, environmental justice, and emissions reduction that were established through these plan efforts.

Metro's Customer Experience Plan is informed by annual Community Experience Surveying, with the most recent results published in October 2023[5]. Metro's goal is to put its customers first – for safety, time, comfort and peace of mind – by connecting people and places. Metro listened to input from thousands of riders through surveys, social media, complaints and community meetings to gather information on general rider needs and preferences. These responses have informed Metro priorities, influencing the direction of several Metro initiatives, including NextGen and Division 7 electrification efforts.

As part of Metro's Customer Experience Plan, the following rider preferences were identified for bus services:

- On-time arrival: 36% of respondents requested improvements to on-time arrivals of buses.
- Increased frequency: 29% of respondents requested increased frequency of bus services.

[4] *Comparison of Reduced-Fare Programs for Low-Income Transit Riders*

[5] *23-2609_pub_CXPlan_book_8.5x11_final_web.pdf (metro.net)*

> Security and Crime Prevention: 22% of responders identified safety from crime as a priority.

> Cleanliness: 20% of respondents identified cleanliness of bus stop areas as a desire.

Metro also collected input on systemwide improvements as part of its "Our Next LA" community outreach initiative, which formed the basis of Metro's 2020 Long Range Transportation Plan (Attachment 4). In total, 20,000 survey responses were recorded over the course of 77 community events and 38 public meetings. Based on this feedback, the LRTP established four Priority Areas: Better Transit, Less Congestion, Complete Streets, and Access to Opportunity with actions and prioritized lists of efforts including an enhanced Zero-Emission Fleet, faster bus trips, and expansion of programs that support high-quality transit options. Division 7 fleet electrification and NextGen improvements implement these priority areas. Implementation of the 2020 LRTP programs would reduce greenhouse gas emissions by 19% and reduce particulate matter emissions by 17% before 2047. Simultaneously, the 2020 LRTP initiatives would increase systemwide daily transit trips by 1 million and increase transit mode share for commute trips from 8.8% to 14.7%. Scaled for the Division 7 fleet, this would lead to an increase of about 135,000 additional daily trips[6].

Additionally, as part of Metro's NextGen Bus Plan, Metro conducted extensive outreach to define service priorities to inform service design concepts and the ultimate bus network redesign (Figure 10). Significant public engagement was conducted with customers and residents with over 10 million touchpoints throughout the County via online engagement, print advertising, pop-up sessions, 260+ stakeholder and community meetings, on-board bus canvassing, and at 20 interactive public workshops to validate the market research, receive comments, and to gain valuable insight into route and area specific concerns and recommendations. The process used thousands of comments and input from the public, local stakeholder groups, riders and agencies to develop the NextGen Bus Plan. Commenters requested frequency, reliability, accessibility, speed, connectivity, safety, and bus modernization. The NextGen service and capital improvements aim to fulfill these community requests.

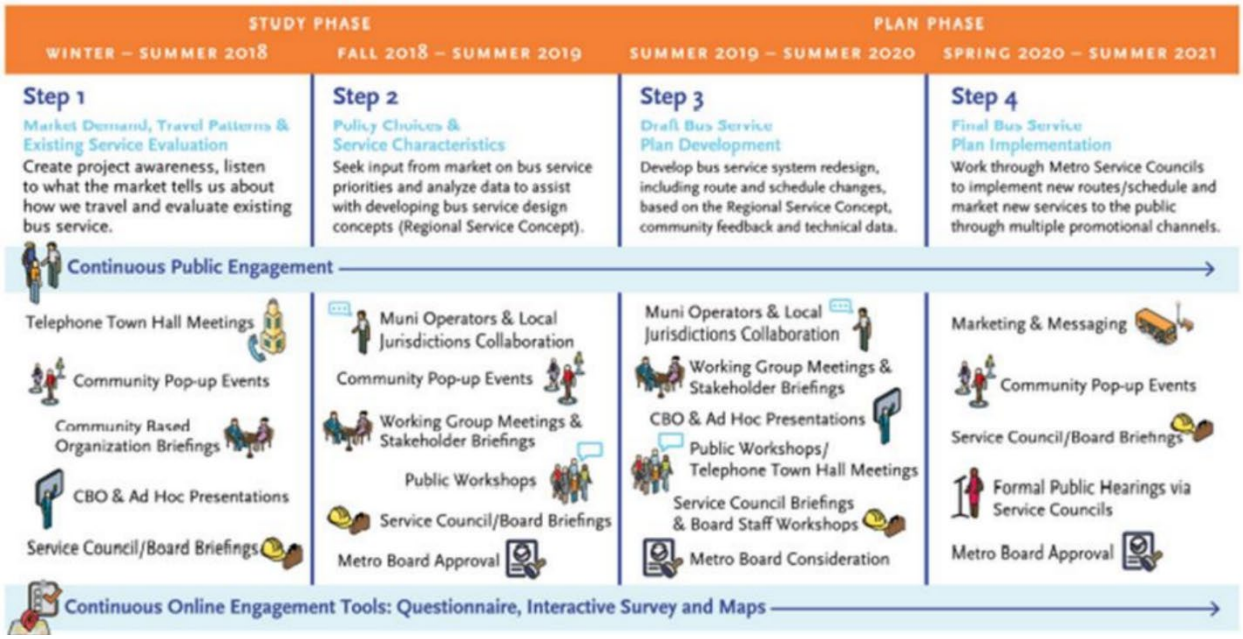

Figure 10- Metro Public Engagement Activities by Study and Planning Phase

[6] *LA Metro Interactive Estimated Ridership Statistics*

The NextGen process evaluated how zero-vehicle households, those with mobility limitations, communities with limited access to employment, minority populations, recent immigrant populations, low-income households and women and girls experience riding Metro's system.

These elements were used to develop service concepts to plan for improved routing, frequency, vehicle modernization, and investment in transit-supportive infrastructure. This includes a high investment in customer and operations infrastructure so that bus transit in the Project corridors meet the needs of the communities they serve.

Beyond Metro's outreach efforts, it is well documented that the LA County community values measures that benefit air quality. Results from the USC Dornsife-Union Bank LABarometer conducted in 2021 indicated that LA residents highly consider air quality before leaving the house, and recent air quality trends have encouraged a number of residents to avoid going outside[7]. Additionally, residents that identified as people of color were notably more likely to work outdoors and unsheltered, representing a disproportionate exposure to poor air quality for these groups. Further, 77% of respondents believed climate change is a threat to their well-being. A total of 1,244 randomly selected LA County residents were surveyed, and the survey was provided in both English and Spanish.

Outcomes

Division 7's transition to a zero-emission fleet alongside NextGen improvements are being pursued by Metro as a direct response to community engagement and outreach efforts. The Project enables a significant opportunity to address community needs as identified in the 2023 Community Experience Plan, 2020 Long Range Transportation Plan (Attachment 4), and 2020 NextGen Bus Plan (Attachment 2) by providing the following benefits:

Pollution Reduction as a Cleanliness Solution

The Project will remediate pollution and income related inequalities in Division 7 communities by reducing locally emitted sources of pollution along LA County's most frequently traveled corridors. These benefits will bring benefits to historically disadvantaged and marginalized communities, which statistically rely heavily on transit services and face higher rates of air pollution and subsequent health issues. BEB integration will eliminate tail-pipe emissions, which in turn will eliminate criteria pollutants such as PM10, PM2.5, VOCs, NOx, and CO. When levels of these pollutants are high, the air can become visibly hazy and particulates can accumulate on vehicle and building surfaces, increasing levels of dust and grime coverage. These visible signs of pollution may be acutely noticed by transit users who face more direct exposure to the elements. BEBs will promote clean air, reducing instances of smog and ozone and contributing to general city cleanliness.

Additionally, NextGen improvements offer the following upgrades to bus stops to meet customer desires for increased cleanliness:

- Increased shading and cooling
- Upgraded bus shelter amenities
- Upgraded bus station design for attractive, well-integrated, sustainable, and maintainable station environments
- General investment in spacious, uncluttered station environments

[7] *Survey Finds Bad Air Quality Kept Many LACo Residents Indoors at Times in 2021 - MyNewsLA.com*

Increased Frequency and On-Time Arrival

The proposed 34 BEBs will replace CNG buses at end of life, allowing Metro to maintain speed and reliability of current Division 7 routes. Further, through NextGen improvements, Metro anticipates to increase on-time arrival and frequency of services. Additional speed and reliability improvements brought about by the fleet transition, along with concurrent NextGen and fare payment improvements, will advance geographic equity by promoting more frequent and reliable transportation services to several of the region's largest trip generating destinations, making many of these destinations feasible for daily trips originating in low income and/or pollution-burdened communities and furthermore expanding job opportunities to new geographies.

Security and Crime Prevention

Increased speed and reliability improvements will have compounding benefits for general security and reduced crime by increasing rider numbers and reducing wait times at stops. NextGen will also invest in improved customer information, including the availability of real-time arrival information, wayfinding, and consistent signage. In addition, Metro's new procurement will include options for enclosed operator cabins, weapons detection systems, facial recognition technology, onboard aggression detection, and onboard operator alert systems for drug use. Combined, these improvements will allow for decreased wait times, better monitoring, and improved information sharing on Division 7 services, which in turn will decrease opportunities for and improve responsiveness to instances of crime. Additionally, Metro's Long Range Transportation Plan (Attachment 4) will implement strategic optimizations in station safety and security, including lighting levels and effective monitoring of station areas. By investing in NextGen improvements and fleet electrification, Metro is ensuring customers will feel safe and secure riding using bus transit services.

Impacts

Metro is implementing the Project and concurrent NextGen improvements to implement the plans described above which were built upon feedback from residents and Metro riders countywide. As previously described, Metro has identified that a majority or residents and Metro riders live within DACs. Metro does not anticipate the Project or NextGen implementation to have disparate impacts on residents or Metro riders. This is because the buses replace existing buses, and NextGen improves existing routes.

Economic Development, Job Creation and Retention, and Cost Effectiveness

California Life-Cycle/Cost Analysis tools or alternative tool

The Benefits Cost Ratio for the Project is .47.

Job Creation and Retention

Division 7 lines provide necessary local connections between economically disadvantaged communities and areas with high job densities, enabling enhanced economic mobility and equitable job access in communities where high-quality employment opportunities are most needed. Once BEBs are procured for Division 7's fleet, its routes will maintain connectivity to job centers and essential destinations for members of disadvantaged communities, without the added consequence of increased fuel emissions. The BEBs are expected to be more reliable and require fewer road calls compared to the existing CNG fleet, improving transit reliability for riders dependent on the service to reach jobs and other key destinations. As part of Metro's transition to a ZEB fleet, the procurement of new BEBs will create high-quality manufacturing jobs under the Buy America program.

This Project will support Metro's existing workforce development policies and programs, which include Project Labor Agreement (PLA), Joint Apprenticeship Program, Construction Careers Policy, and Workforce Initiative Now – LA (WIN-LA). The PLA requires federally funded Metro projects to comply with the following hiring goals: 40% of construction workers residing in economically disadvantaged areas, 10% of participating construction hires from disadvantaged backgrounds, and 20% participation of construction apprentices. To support these hiring goals, WIN-LA was created as a career pathway for disadvantaged and historically marginalized groups as well as underrepresented groups in the transportation industry, such as women and community college students

Transitioning from maintaining internal combustion CNG engines to battery electric engines will require additional training for the staff. Metro offers regularly scheduled classes, mandatory and elective training courses, and refresher courses to facilitate development of the workforce through continued education for all maintenance staff. Due to the complexity of the new electric drive systems, Metro will begin providing training well in advance of the vehicle delivery to prepare for necessary inspections and maintenance. As the ZEB technologies continue to evolve rapidly, it is critical to continue training maintenance staff on new components, software, and/or maintenance protocols. Metro will provide ongoing trainings to keep the maintenance staff updated on the latest technologies required to maintain newly procured BEBs and ensure a smooth transition to the new technology.

Metro has committed $3.9 million (in addition to a $1 million local match) from FTA's 2024 Low and No Emissions Grant award on workforce development, in addition to funding for ongoing workforce development programs.

Deliverability

The Project does not require construction, so neither design nor right-of-way certification are required. The BEBs that are subject of this nomination will be purchased through execution of an option on a base contract that Metro anticipates awarding by summer 2025.

Projects that leverage above the required matching funds amount

The Project will leverage above the required 1:1 match. The Project is requesting $24,917,000 from the LPP and providing $37,213,503 in local funds for the project – a near 1:1.5 match, or 60% match.

Safety

The Project seeks to implement 34 new state of the art BEBs within the Division 7 fleet. Metro is committed to procuring buses that offer improved safety benefits from the current CNG buses in operation. Metro is working to ensure the new BEBs offer the following safety and accessibility benefits:

- Fully enclosed plexiglass operator cabin: These barriers will help prevent assaults on bus operators, which increased from 92 in 2019 to 160 in 2023.
- Collision Avoidance Systems with blind spot monitoring and collision warnings: Collision avoidance systems will alert bus operators of surrounding vehicles and vulnerable road users, preventing on-road accidents and any resulting injuries. This is especially beneficial for vulnerable road users, such as pedestrians and cyclists, who can easily slip into the blind spots of buses. Collision alerts can be lifesaving, especially for these vulnerable groups.
- Dedicated flip up seat section for strollers: Create a designated space for parents and guardians with children in strollers, which is important for keeping walkways clear and safe during busy service hours

> Increased security features: BEBs will be equipped with weapons detection, facial recognition, aggression detection, and operator alert systems for drug use.

Data show that Metro buses become more susceptible to collisions and vehicle malfunctions as they near the end of their useful lives and fall into states of disrepair. Between FY2020 and FY2024, Division 7 Bus accidents increased by an average of 17.8% per year. Avoidable accidents experienced an annual average uptick of 24.6% per year, while unavoidable incidents also increased annually by 7% on average. When left unreplaced, Metro buses contribute to safety incidents that increase potential harm to Metro personnel and communities along Division 7 route corridors.

Although transitioning to BEBs comes at a higher cost than standard bus replacement, it will reduce the average age of Metro's bus fleet and introduce the latest generation of BEBs, avoiding performance and safety concerns associated with older CNG vehicles while providing environmental benefits. Additionally, the conversion from CNG to BEBs and infrastructure will positively impact the on-site workforce, with improved air quality at the facility. This is especially evident when the buses are leaving the lot and when they return from service. Metro's robust training and safety programs support and, more importantly, mitigate the potential workplace incidents that could occur with a ZE program. With this existing system in place, the overall safety of the on-site workforce will be well-prepared for the completed conversion of the facility from CNG to BEB.

Transitioning to a ZEB fleet offers significant public health benefits, especially for those most impacted by transportation emissions. People of color and low-income households are more likely to live near busy roads and face higher exposure to air pollutants, resulting in increased health risks. These demographics also represent a significant portion of Metro ridership as these groups historically are unable to purchase personal automobiles and rely heavily on transit for access to essential jobs and activities. DACs are burdened with disproportionate exposure to air pollutants, which have been linked to various diseases such as asthma, lung cancer, emphysema, neurological disorders, and birth defects. The lifecycle emissions model estimates public health savings of approximately $223 million between 2025 and 2050 due to the public health benefits of zero-emission buses. Through this project, Metro riders will have better access to key destinations, which means more reliable and safer transit options, increasing quality of life and in return overall public well-being.

Additionally, NextGen improvements, such as bus priority lanes and general frequency and reliability improvements, will have significant safety benefits. Evidence from local studies and of projects implemented throughout the nation indicate that converting peak hour curb lanes to bus priority lanes would improve safety on the corridors, particularly for pedestrians[8]. These studies suggest that repurposing the curbside lane for use by buses at peak periods calms the roadway, creating greater comfort for all modes by organizing the roadway space between various users and reducing speeds especially near sidewalks and bus stops. Further, increases to frequency and reliability of Metro's transit services are anticipated to have a direct correlation to increased ridership numbers, which will directly complement the sustainability and safety improvements expected from the Project's conversion of the Division 7 fleet from CNG to BEB.

System Preservation

The Project will replace CNG buses at the end of useful life with BEBs. The Project will enhance system conditions as it addresses the state of good repair needs of Metro's bus fleet while also reducing the costs of maintaining buses beyond their useful life. The Project aligns with Metro's Bus Fleet

[8] *Traffic Safety on Bus Priority Systems | World Resources Institute (wri.org)*

Management Plan (BFMP) long-term outlook on bus replacement requirements based on service needs, state of good repair, spare ratio, and lifecycle cost. The 34 CNG buses first deployed between 2011 and 2012 and having currently traveled a lifetime average of 479,376 miles have been identified to be replaced by the new BEBs. Based on the Transit Economic Requirements (TERM) scale, the condition of these 34 CNG buses is currently rated 3.1 to 3.4 or "Adequate" (3.0-3.9), averaging 26 annual service road calls. The Project will replace these 34 buses when they reach an average age of about 18 years by 2029 with condition scores ranging from 2.5 to 2.6 at the time of retirement, categorized as "Marginal" (2.0-2.9), and an average of about 695,000 miles at the time of retirement. Note that a condition score of 2.5 means the bus needs to be replaced immediately in Metro's standard. Replacing these CNG buses in time will reduce the costs of road calls and service disruptions and address safety concerns riders experience due to disabled buses. Although transitioning to BEBs comes at a higher cost than standard bus replacement, it will reduce the average age of Metro's bus fleet and introduce the latest generation of BEBs, avoiding performance and safety concerns associated with older CNG vehicles while providing environmental benefits.

Transportation, Land Use, and Housing Goals

Regional Transportation Plan and Sustainable Communities Strategy Alignment

Division 7 Electrification advances regional goals put forth by SCAG by ensuring a Zero-Emission transit system that supports existing and future residential developments along several high-density corridors. The project supports the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Environment goal to create a healthy region for the people of today and tomorrow through improvement of health outcomes, air quality, environmental justice, and asset condition. Specifically, execution of the project concurrently with NextGen benefits aligns with RTP/SCS implementation strategies including the following:

- Clean Transportation (research and deployment of zero emission vehicles, climate-resilient transportation infrastructure, and Intelligent Transportation Systems, or ITS)
- Air Quality (meeting federal and state air quality standards, improving public health, and reducing greenhouse gas emissions)
- Universal Basic Mobility (supporting low-income travel needs, expanding understanding of low-income travel patterns)
- Workforce Development (expanding equitable access to living-wage career opportunities).

To help its counties implement the RTP/SCS Mobility and Communities Goal, SCAG sub-allocated nearly $90.6 million in Regional Early Action Planning (REAP) investments to support 44 partner-led transportation projects with a strong nexus to housing in LA County. The following projects are within corridors served by Division 7:

- Metro, Bike Share Infill Expansion: This project will expand bike share in the Division 7 service area between Downtown LA and west LA to increase human-powered zero-emission mobility in the area. Bus riders will be able to make first and last mile connections to Division 7 bus lines using the new bike share. By replacing current CNG buses with BEB buses, the Project will increase the impact of expanded zero-emission mobility in the area.
- Metro, Countywide Signal Priority Cloud Based Solution: This project will expand TSP to more bus corridors countywide, including those within the Division 7 service area. TSP will improve bus speed and reliability on Division 7 corridors.

- City of LA, Scaling up Housing Development on City-Owned Land: This project will study how the City uses assets and partnerships to increase housing production on public land. Improvements to Division 7 service will provide a backbone of high-quality transit service from which to make location decisions for new housing production, and benefit future residents.
- City of West Hollywood, Feasibility Study for Community Land Trust Creation: This project will study creation of a community land trust to expand affordable housing and homeownership with the goal of 500 new affordable housing units by 2029. Improvements to Division 7 service will provide a backbone of high-quality transit service from which to make location decisions for new housing production, and benefit future residents.

Prohousing and Transit-Oriented Communities Alignment

In addition, Division 7 lines traverse the Cities of LA, West Hollywood and Santa Monica, which have implemented policies to increase housing density and have been recognized by the California Department of Housing and Community Development as Prohousing Designated Jurisdictions. Prioritizing Zero-Emission investments in communities where density is slated to increase maximizes the number of future residents who will benefit from Zero Emission Vehicles in their local communities. Coupled with Metro NextGen, housing density policies will enable a greater percentage of the population to benefit from systemwide improvements, once fully implemented. The Project also serves important Metro land use investments in proximity and easy access to its transit service. Metro's own Transit Oriented Community (TOC) Policy and Implementation Plan include land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric. TOCs promote equity and sustainable living by offering a mix of uses close to transit to support households at all income levels, as well as building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency. The Project will support transit ridership along the Project corridor, where 8 completed, 4 active, and 6 future Metro joint development sites are located, as of July 2024. Additionally, over 25 other developments adjacent to rail stations, which are also served by Division 7 bus routes, are actively being built as of July 2024 (Figure 11).

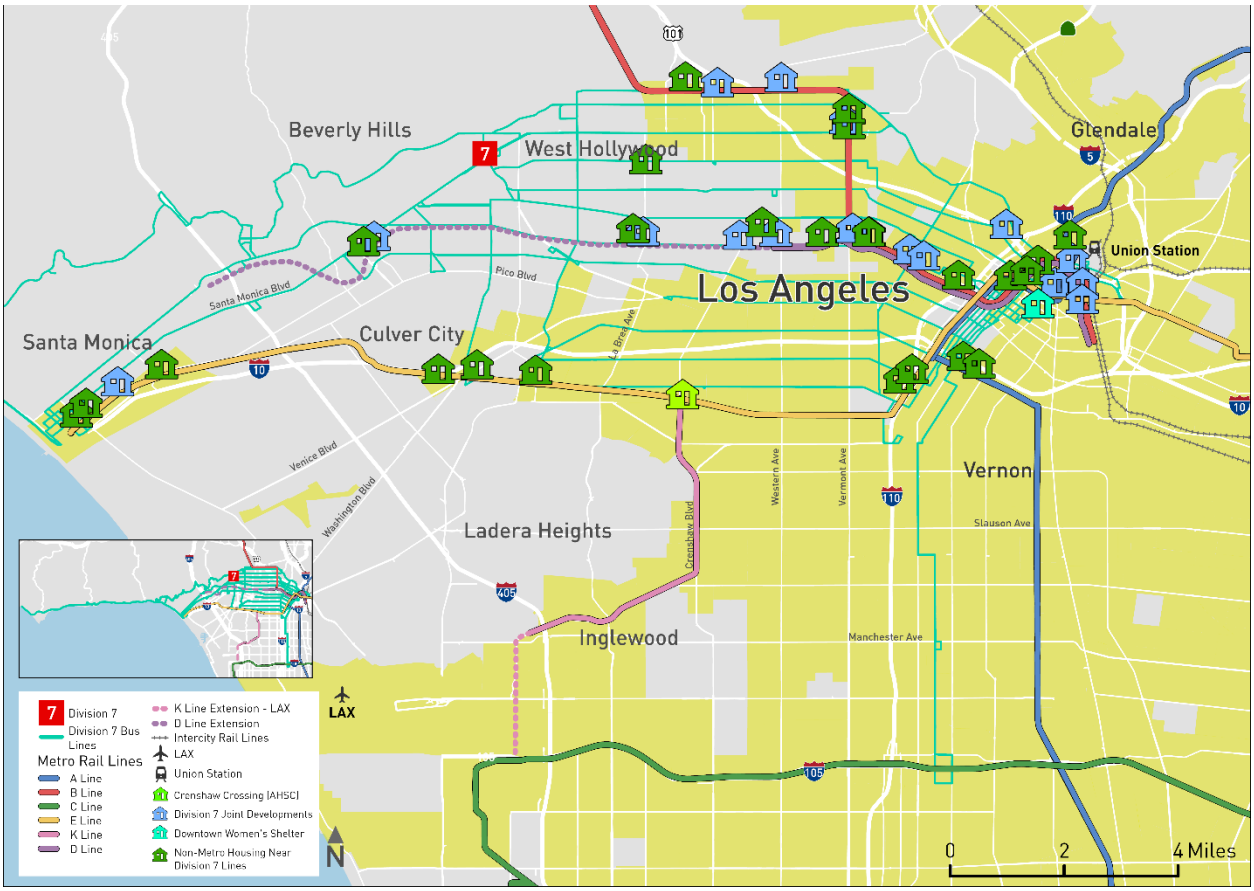

Figure 11- Metro-led Joint Developments and Non-Metro Developments Near Division 7 Bus Routes

Joint Development Alignment

As documented, Division 7 routes serve DAC communities and are accessible within a half mile of existing (and planned) affordable housing. Metro adopted a Joint Development Policy in 2021 to facilitate housing delivery on Metro-owned sites along transit corridors. Metro has committed to constructing 10,000 units of housing by 2031, including 5,000 units of income-restricted housing. As shown on Figure 11, 17 of the Joint Development sites are located within a ½ mile of Project corridors.

In addition to the Metro-owned sites shown above, Figure 11 shows additional non-Metro projects near Metro Rail and Division 7 bus routes.

The 6th Cycle Regional Housing Needs Allocation (RHNA) for 2021-2029 that was developed to meet the growing affordable housing shortage in Southern California targets household production in High Quality Transit Areas (HQTAs) that facilitate access to jobs. The 6th Cycle RHNA allocation of housing units for Cities in the Project corridors is shown in Table 4. Metro's NextGen improvements will help support housing that might be developed to meet RHNA targets by providing increased frequency and accessibility of transit services.

Table 4 RHNA Allocation of Housing Units in Project Corridors

City	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
City of Los Angeles	115,978	68,743	75,091	196,831	456,643
City of West Hollywood	3,933	1,066	689	682	1,496
City of Santa Monica	2,794	1,672	1,702	2,727	8,895

Vehicle-Miles Traveled

While the proposed BEB implementation does not directly reduce vehicle-miles traveled (VMT), the transition to BEBs has a similar impact to reduction in vehicle usage due to elimination of tailpipe emissions. Through the implementation of 34 BEBs, the Project will provide similar benefits and outcomes as VMT reductions. Benefits associated with reductions to VMT include reduced GHGs emissions and criteria air pollutants associated with vehicle use and congestion.

The Project will be executed alongside Metro's NextGen Plan (Attachment 2), which proposes improvement to bus service reliability and travel time. By facilitating the replacement of CNG buses with BEBs, and paired with NextGen speed and reliability improvements, the Project will provide a zero-emissions, fast, and convenient alternative to driving to encourage new users to shift to using public transit. As a result of NextGen travel mode shifts, the Los Angeles metropolitan area is expected to reduce VMT by 456 million VMT between 2023 to 2044. The faster and more reliable bus service achieved from NextGen improvements being concurrently implemented alongside the Project is expected to retain current ridership and attract new riders who will be able to more conveniently access destinations with public transit than currently. System ridership is projected to continue growing with each phase of Metro's program of service investments called for in the NextGen Plan (Attachment 2), and each trip by a new rider on a bus can remove a vehicle trip on the roadway network. Ridership is expected to grow between 5 percent and 20 percent following the implementation of NextGen improvements associated with the Project. The quantitative analysis of proposed benefits in the Benefit Cost Analysis reflects the most conservative lowest estimate of ridership growth and retention from service improvements. The reduction in VMT is based on the average trip length per passenger on Metro's service; therefore, the analysis may be understating the reduction in longer trips that result from Metro riders transferring to other providers in the Los Angeles metro area. The reduction of total VMT in the regional roadway network would lead to reduced vehicle operating costs, tailpipe emissions and vehicle crashes.

Climate Change Resilience and Adaptation

Southern California has warmed by about three degrees Fahrenheit in the last century, and all of the state is becoming warmer. Due to rising temperatures and increased occurrences of extreme heat waves, LA County is susceptible to power grid disruptions. The new electrified Division 7 will reserve space to accommodate potential additional backup power systems like solar photovoltaic arrays or Battery Energy Storage Systems (BESS). These additions could enhance the facility's resilience and contribute to reducing grid energy consumption and costs.

Protection of Natural and Working Lands, and Enhancement of the Built Environment

Not Applicable

Public Health

Through the implementation of BEBs, alongside NextGen improvements, Metro will eliminate emissions and criteria pollutants from 34 Division 7 buses while also providing speed, accessibility, and reliability improvements, which will contribute to significant air quality, safety, and overall public health benefits. Focused efforts to reduce emissions and criteria pollutants have been tied to reduced rates of disease and health issues. These benefits will be most strongly felt throughout Division 7 service areas, which is comprised of over 50% DAC census tracts. DACs are disproportionately exposed to emissions and criteria pollutants as they often exist next to freeways, areas of industry, or high traffic corridors. Exposure of any level to air pollutants have been linked to various diseases such as asthma, lung cancer, emphysema, neurological disorders, and birth defects. The lifecycle emissions model estimates public health savings of approximately $223 million between 2025 and 2050 due to the public health benefits of BEBs.

Funding

Funding Table

The project cost estimate, including the sources and amount of all funds committed, and requested, are presented in Table 5. The presented costs are in year of expenditure and are consistent with the electronic Project Programming Request form submitted with the nomination.

Table 5 Funding Request and Cost-Share Commitments Funding Table

Phase	FY of Allocation	Amount	Funding Source	Committed or Uncommitted
PAED	n/a	$0	n/a	n/a
PSE	n/a	$0	n/a	n/a
ROW	n/a	$0	n/a	n/a
CON	FY 27	$24,917,000	2024 LPP	Requested
CON	FY 27	$37,213,503	Low or No Emission Grant Program - 5339(c)	Committed
Total		$62,130,503		

Required Match

Table 6 Funding Match

Funding Source	Amount	% of Construction
LPP (request)	$24,917,000	40%
Low or No Emission Grant Program - 5339(c) (match)	$37,213,503	60%
Total Construction Cost	$62,130,503	100%

Uncommitted Funds

There are no uncommitted funds in the Project except for the requested LPP funds.

Cost Overruns

Metro has a record of managing and purchasing rolling stock with federal and state grants. As such, Metro has the resources and expertise to deliver the Project using the requested state funds. We are committed to using our own resources, if necessary, to address any cost overruns in accordance with LPP Guidelines.

Contracts

Only one contract will be used for the Project.

Federal Discretionary Grant Funds

The Project funding plan includes funds from a FY24 Low- and No-Emission Grant which the Federal Transit Administration (FTA) awarded to Metro on July 9, 2024. The FTA publicly lists the grant award here: https://www.transit.dot.gov/funding/grants/fy24-fta-bus-and-low-and-no-emission-grant-awards

B. Fact Sheet

LA Metro Division 7 Bus Electrification Project

Nominating Agency:

Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location:

Metro Division 7
8800 Santa Monica Blvd, West Hollywood, CA 90069

Project Cost

Total Project Cost: $ 62,130,503
Total LPP Request: $ 24,917,000

Figure 1 Division 7 Project Location and Regional Context

Scope

Metro is seeking funding to replace 34 Compressed Natural Gas (CNG) buses that have reached the end of their useful lives with 34 new battery electric buses. The Division 7 Bus Electrification Project (Project) is part of Metro's effort to electrify its entire bus fleet in compliance with state regulations and in keeping with Metro's sustainability and equity goals.

Schedule

Table 1 Project Schedule

END PA&ED	END PS&E	END R/W	BEGIN CONSTRUCTION	END CONSTRUCTION
January 2021	April 2024	N/A	December 2027	December 2030

Benefits

The implementation of battery electric buses (BEBs) are associated with a host of public health, environmental, and workforce development benefits. As the proposed 34 BEBs will produce zero harmful tailpipe emissions, the Project is expected to improve air quality by reducing metric tons of carbon dioxide equivalent (MTCO2e). Other eliminated criteria pollutants include Volatile Organic Compounds (VOC), Carbon Monoxides, Particulate Matter (PM) 2.5, and PM 10. Additionally, BEBs operate more quietly than CNG counterparts, reducing noise pollution in areas of operation. Reductions in air and noise pollution will significantly improve public health and avoid premature deaths in surrounding communities, providing benefits such as reduced rates of asthma, lung disease, and general increases to comfort and quality of life for community members. Further, the implementation of the proposed 34 BEBs is estimated to contribute to the creation of high-quality jobs to support operation and maintenance of BEBs and associated infrastructure. The buses will work synergistically with Metro's NextGen Bus plan, which will improve bus speed, reliability, accessibility, and safety. NextGen improvements are anticipated to increase ridership on Division 7 routes, reducing traffic congestion and further improving air quality. The public health, environmental, and workforce development benefits associated with this project will extend to the disadvantaged communities that rely heavily on public transit services and live near the busy arterials along the Division 7 bus routes and face higher exposure to air pollutants. Metro has identified that a majority or residents and Division riders live within Disadvantaged Communities (DACs). Metro does not anticipate the Project or NextGen implementation to have disparate impacts on residents or Metro riders. This is because the buses replace existing buses, and NextGen improves existing routes.

State Transportation Improvement Program

Los Angeles County
Document Year 2024, Version Number 1
PPNO: 6462
(Dollars in Thousands)

DIST:	PPNO:	EA:	CTIPS ID:	TCRP NO.:
07	6462		109-0000-5330	

CT PROJECT ID:

COUNTY: Los Angeles County

ROUTE:

PM:

TITLE (DESCRIPTION):
Zero Emission Bus (34 BEBs, Division 7) (The Project includes the acquisition of 34 new battery electric buses (BEBs) to replace 34 CNG buses currently in service on Metro Bus Division 7 transit lines. The 34 new BEBs will have on-board amenities including Wi-Fi and operate with lower noise and vibration than existing CNG buses. Additionally, the new BEBs will feature all-door boarding, which is estimated to reduce line running times by 2.5 percent.

It fulfills Metro's commitment to transform bus service by introducing zero-emission buses (ZEBs) together with enhanced high-frequency transit corridor infrastructure to improve speed, reliability, and safety in high-priority corridors that serve some of the most disadvantaged communities in LA County.)

ELEMENT: Mass Transit

MPO ID: 9

LAW: 25

SPONSOR: Los Angeles County Metropolitan Transportation Authority

MPO: Southern California Association of Governments

CORRIDOR:

PRJ MGR: Nela De Castro

PHONE: (213) 922-6166

EMAIL: decastrom@metro.net

ASSEMBLY: 51
SENATE: 24
CONGRESS: 30

IMPLEMENTING AGENCIES:

PAED Los Angeles County Metropolitan Transportation Authority

PSE Los Angeles County Metropolitan Transportation Authority

RW Los Angeles County Metropolitan Transportation Authority

CON Los Angeles County Metropolitan Transportation Authority

Categories	Outputs/Outcomes	Unit	Total
Rail/Multi-Modal	Rail car(s) / transit vehicle(s)	Each	34

PROJECT VERSION HISTORY *(Printed Version is Shaded)* (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
1	Official	06/27/2025	SBERTOZZ	Adoption - New Project	G-25-43			62,131					

Fund Source 1 of 2 State SB1 LPP

Extension

VOTE	DATE	AMOUNT

30.10.724.200 - Local Partnership Program - SB1 - MT - LPP-C

Fund Type
Local Partnership Program - Competitive program

Funding Agency

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON				24,917					24,917
Total:				24,917					24,917

Fund Source 2 of 2 FTA Funds

Extension

VOTE	DATE	AMOUNT

FTA-TRANSIT - FTA Funds

Fund Type
Low or No Emission Vehicle Program - 5339(c)

Funding Agency

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON				37,214					37,214
Total:				37,214					37,214

Project Total:

VOTE	TOTAL AMOUNT
PAED	
PSE	
RW	
CON	
R/W SUP	
CON SUP	

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON				62,131					62,131
Total:				62,131					62,131

HQ Comments:
******** VERSION 1 - 07/22/2025 ********
CTC Approved Program Adoption ; Programming $24,917K CON FY 26/27 LPP-C Cycle 4 Funds ; June 2025, Resolution G-25-43 - SB

https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2025/2025-06/22-4-7-a11y.pdf