



METROLINK®

AGENDA

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

BOARD OF DIRECTORS

APRIL 22, 2022

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

ORANGE COUNTY TRANSPORTATION AUTHORITY

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

VENTURA COUNTY TRANSPORTATION COMMISSION



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

BOARD ROSTER
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

<u>County</u>	<u>Member</u>	<u>Alternate</u>
Los Angeles: 4 votes	Ara Najarian (<i>Chair</i>) Council Member City of Glendale Metro Board	Walter Allen, III Council Member City of Covina Metro Appointee
	Kathryn Barger Supervisor, 5 th District County of Los Angeles Metro Board	Roxana Martinez Metro Appointee
	Paul Krekorian Council Member, 2 nd District City of Los Angeles Metro Board	Pam O'Connor Metro Appointee
	Hilda Solis Supervisor, 1st District County of Los Angeles Metro Board	Maria Morales Metro Appointee
San Bernardino: 2 votes	Larry McCallon (<i>Vice-Chair</i>) Mayor Pro Tem City of Highland SBCTA Board	Javier Dutrey* Mayor City of Montclair SBCTA Board
	Alan D. Wapner Mayor Pro Tem City of Ontario SBCTA Board	Ray Marquez* Vice Mayor City of Chino Hills SBCTA Board
Orange: 2 votes	Doug Chaffee (<i>2nd Vice-Chair</i>) Supervisor, 4 th District County of Orange OCTA Board	Harry Sidhu* Mayor City of Anaheim OCTA Board

	<u>Member</u>	<u>Alternate</u>
	Mark A. Murphy Mayor City of Orange OCTA Board	Tam Nguyen* Citizen Representative OCTA Board
Riverside: 2 votes	Brian Berkson Council Member City of Jurupa Valley RCTC Board	Jeff Hewitt* Supervisor, 5 th District County of Riverside RCTC Board
	Karen Spiegel Supervisor, 2 nd District County of Riverside RCTC Board	Lisa Middleton* Mayor Pro Tem City of Palm Springs RCTC Board
Ventura: 1 vote	Tony Trembley Council Member City of Camarillo VCTC Board	Daniel Chavez, Jr. Citizen Representative VCTC Board

EX-OFFICIO MEMBERS

San Diego Association of Governments:

Joe Mosca Council Member City of Encinitas	Kellie Hinze Council Member City of Encinitas
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Southern California Association of Governments:

Art Brown
Mayor, City of Buena Park

State of California:

Tony Tavares
District Director, Caltrans District 7

Alternate:
Paul Marquez
Deputy District Director for Planning, Caltrans District 7

*Alternate represents either member



BOARD OF DIRECTORS MEETING

FRIDAY, APRIL 22, 2022 – 9:00 AM
RIVERSIDE CONF RM, 12TH FL
900 WILSHIRE BLVD
LOS ANGELES, CA 90017

ONLINE ACCESS: [HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

CONSISTENT WITH AB 361, CODIFIED IN GOVERNMENT CODE SECTION 54953, THIS MEETING WILL BE CONDUCTED THROUGH AN INTERNET-BASED SERVICE OPTION. THE PUBLIC IS INVITED TO PARTICIPATE VIA THE LINK PROVIDED ABOVE.

AGENDA DESCRIPTIONS

The agenda descriptions are intended to give notice to members of the public of a brief general description of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Authority may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action. The Chair reserves the right to discuss the items listed on the agenda in any order.

A person with a disability may contact the Board Secretary's office at (213) 452-0255 or via email BoardSecretary@scrra.net at least 72-hours before the scheduled meeting to request receipt of an agenda in an alternative format or to request disability-related accommodations, including auxiliary aids or services, in order to participate in the public meeting. Later requests will be accommodated to the extent feasible.

SUPPORTING DOCUMENTATION

The agenda, staff reports and supporting documentation are available from the Board Secretary, located at 900 Wilshire Blvd., Suite 1500, Los Angeles, CA 90017, and on the Metrolink website at www.metrolinktrains.com under About > Agendas & Documents.

PUBLIC COMMENTS ON AGENDA ITEMS AND ITEMS NOT ON THE AGENDA

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda or any item not on the agenda, but within the subject matter jurisdiction of the Board, may do so by completing a Speaker's Form and submitting it to the Board Secretary. All speakers will be recognized by the Chairman and will be considered under Item 5 (Public Comment). When addressing the Board, please state your name for the record. Please address the Board as a whole through the Chair. Please note comments to individual Board members or staff are not permitted when addressing the Board. A speaker's comments shall be limited to three (3) minutes.

1. **Call to Order**
2. **Safety Briefing**
3. **Pledge of Allegiance**
4. **Roll Call**
5. **Public Comment**
6. **PUBLIC HEARING**

6.A Title VI Public Hearing for Arrow Service Launch

In October 2022, the Authority expects to inaugurate the new ARROW passenger train service on the 9-mile rail expansion between San Bernardino Downtown and the Redlands University station. This rail expansion falls under the Federal Transit Administration (FTA) Title VI requirement for transit agencies to conduct an equity analysis and public outreach for all new fixed guideway capital projects.

EXECUTIVE COMMITTEE RECOMMENDED (5-0) the Board:

1. Receive public feedback and the results of the Title VI equity analysis;
2. Hold a Public Hearing by the full Board of Directors on April 22, 2022.

There is no budget impact as a result of this report.

7. Approval of Consent Calendar Items: 13A-13H

All Consent Calendar items are listed at the end of the agenda.

8. REGULAR CALENDAR

8A. Memorandum of Understanding (MOU) Between SCRRA and California High-Speed Rail Authority (CHSRA) for the Burbank to Los Angeles Project Section

CHSRA has responded to SCRRA's comments on the Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail (HSR) Burbank to Los Angeles Project Section (Project). However, the impacts of the track alignment on passenger and freight operation capacity and the effects on the Central Maintenance Facility (CMF) tracks alignment still need elaboration at a sufficient level of detail to be deemed fully and adequately addressed before construction. A Memorandum of Understanding (MOU) is needed to guide the process and outcomes for coordination.

Staff recommends that the Board authorize the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the California High-

Speed Rail Authority for Cooperation and Coordination for the Burbank to Los Angeles Section of the HSR System.

There is no budgetary impact as a result of this report.

8B. Contract No. SP545-22 - Law Enforcement Services - Recommendation to Award - County of Los Angeles Sheriff's Department

The Authority has a contract with Los Angeles County Sheriff's Department to provide multi-jurisdictional on-train and patrol law enforcement services across five counties including patrolling the Rights-of-Way and Railroad property (off the train) in the six counties Metrolink serves. The current contract expires on June 30, 2022.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (5-0) that the Board authorize the CEO to award Contract SP545-22 for Law Enforcement Services to the County of Los Angeles Sheriff's Department for a term of three years and two one-year options. The not-to-exceed contract authorization amount is \$53,816,490.13 for the base period and both option years.

The funding for FY23 for this contract (\$9,937,521) has been requested in the Proposed FY23 Operating Budget. Future years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

8C. Contract No. PO869-22 Funding Increase - Diesel Fuel and Diesel Exhaust Fluid - Pinnacle Petroleum, Inc.

The Authority requires Diesel Fuel (Fuel) and Diesel Exhaust Fluid (DEF) to operate its locomotives and Diesel Multiple Units (DMU). Fuel and DEF are delivered in bulk to the Authority's maintenance facilities and in regular and on-call trackside deliveries at various locations. Symptomatic of the recent price spikes, the Authority, along with the wider marketplace, has experienced significant increases in the price for Fuel and anticipates that ongoing Fuel and DEF purchases will soon exceed available contract authority.

It is recommended that the Board increase Contract No. PO869-22 with Pinnacle Petroleum, Inc. by \$7,927,000, for a new total not-to-exceed amount of \$27,387,000, to support continued and uninterrupted deliveries of Diesel Fuel and Diesel Exhaust Fluid (DEF).

The Authority is currently \$1.6 million under its FY22 fuel budget due to realized gains from its fuel hedging program that have exceeded \$3.6M to date.

The \$7,927,000 amount for which additional Contract No. PO869-22 authority is requested is included in the Adopted Operating Budget for FY22.

8D. Request for Deferral of Approval of Preliminary FY23 Budget

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

Staff recommends that the Board approve deferral of the approval of the Preliminary FY23 Budget until May 27, 2022.

Deferral of the approval of the preliminary FY23 budget will have no impact on the budget itself.

9. Chief Executive Officer's Report

- Authority Update

10. Board Members' Comments

11. Chair's Comments

12. Closed Session

- A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION – Pursuant to Government Code Section 54957(b)(1)

Title: Chief Executive Officer

CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6

Agency Designated Representative: Chair Ara Najarian

Unrepresented Employee: Chief Executive Officer

13. CONSENT CALENDAR

13A. Approval of Meeting Minutes - March 25, 2022 Regular Board Meeting

It is recommended that the Board approve the Minutes of the March 25, 2022 Regular Board Meeting.

13B. Resolution for Continued Remote Meetings in Accordance to AB 361

On September 16, 2021 the Governor of CA signed into law AB 361 which amends the Brown Act to allow for continued flexibility for conducting public meetings remotely. The provisions of AB 361 can only be used by SCRRA if the Board of Directors formally votes and adopts the attached resolution which confirms that certain criteria have been met.

General Counsel recommends that if the Board wishes to rely on the provisions of AB 361, then the Board should vote and adopt the attached

resolution which finds that: (a) the factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and (b) state and local officials continue to recommend measures to promote social distancing.

There is no budgetary impact as a result of this report.

13C. Monthly Budget vs Actual Farebox Recovery Progress and Operating Statement for the eight months ended February, 2022

In response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed a forecast for ridership and associated revenue recovery for FY22. Staff will report the status of the ridership recovery forecast and revenue plan versus actual to the Board on a monthly basis for as long as the pandemic significantly affects the financial position of the Authority. Finance Policy requires an Operating Statement be presented to the Board on a quarterly basis, however, during this difficult period, Operating Statements are also being presented monthly. Quarterly presentations of the Operating Statement present a more detailed analysis of revenue and costs.

AUDIT AND FINANCE COMMITTEE received and filed this report.

13D. April Legislative Update

Staff provided an update on current legislative affairs.

EXECUTIVE COMMITTEE received and filed this report.

13E. Cooperative Agreement No. 21-33-097-00 with Riverside County Transportation Commission for the Moreno Valley/March Field Station Expansion Project; Perris Valley Subdivision Milepost 73.50, Construction Support

Approval is needed to execute a Cooperative Agreement between Riverside County Transportation Commission (RCTC) and the Authority for the Moreno Valley / March Field Station Expansion Project at milepost (MP) 73.50 on the Perris Valley Subdivision. This Agreement will establish roles and responsibilities for both parties and provide a budget of \$2,663,100 of RCTC funds for Authority support services to the project.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (5-0) the Board authorize the Chief Executive Officer to:

1. Negotiate and execute Cooperative Agreement No. 21-33-097-00 between Riverside County Transportation Commission and the Authority in the amount of \$2,663,100. The Cooperative Agreement defines roles, responsibilities and funding for Authority's supporting construction services.
2. Contingent upon approval of recommendation number one, approve an

amendment to the FY22 Capital Program portion of the Budget in the amount of \$2,663,100.

Approval of this Budget Amendment will increase the FY2021-22 Capital Program budget by \$2,663,100. All amendment funding is provided by RCTC.

13F. Contract No. SP536-21 - Website Support Services - Web Advanced Contract Extension

Metrolink contracts with a vendor to manage website support services including design upgrades, search engine optimization (SEO) enhancements, and maintenance necessary to ensure the best possible customer experience on the metrolinktrains.com site. Metrolink is in the midst of a Customer-Facing Digital Platforms Strategy project that will align the functionality and user experience of the metrolinktrains.com website, mobile app, ticket machines and SoCal Explorer Rewards program with a clear view of the expected user experience. Continued support services are required for the Authority's metrolinktrains.com website while this project is completed, however the contract with Web Advanced - the Authority's current website support vendor - expires on August 31, 2022. Rather than transition vendors at this time, staff recommends extending the current contract.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (5-0) the Board authorize the CEO to execute a 24-month contract extension with Web Advanced and add contract funding authorization of \$400,000 for continued website maintenance and support services for a new not-to-exceed total contract funding authorization amount of \$900,000.

There is no budget impact resulting from this report in the current year. Expenses for the current year are included in the FY2021-22 Adopted Operating Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

13G. Purchase Order No. EP213-22 - Electric Railcar Mover - Recommendation to Award - The Pape Group dba Pape Material Handling, Inc.

The Authority requires a new electric car mover to support rolling stock vehicle movements at Central Maintenance Facility (CMF) to replace the current 20 year-old diesel mover.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (5-0) the Board authorize the Chief Executive Officer (CEO) to award Purchase Order No. EP213-22 to The Pape Group dba Pape Material Handling, Inc. (Pape) for the purchase of one electric railcar mover for a total

not-to-exceed authorization of \$554,225.07.

The amounts for which contract authority is requested will come from Carl Moyer grant in the amount of \$318,148 and matching funds of \$236,077.07 from State Grant Funding. If this State Grant funding cannot be secured, this equipment will not be purchased.

13H. Project Status Update on Contract No. EP199-19 - Rebuild of Bombardier Railcars

Staff provided an update on the rebuild of 50 Bombardier railcars.

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE received and filed this report.

14. ADJOURNMENT



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metrolinktrains.com/meeting

ITEM ID: 2020-700-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Title VI Public Hearing for Arrow Service Launch

Issue

In October 2022, the Authority expects to inaugurate the new ARROW passenger train service on the 9-mile rail expansion between San Bernardino Downtown and the Redlands University station. This rail expansion falls under the Federal Transit Administration (FTA) Title VI requirement for transit agencies to conduct an equity analysis and public outreach for all new fixed guideway capital projects.

Recommendation

EXECUTIVE COMMITTEE RECOMMENDED (5-0) the Board:

1. Receive public feedback and the results of the Title VI equity analysis;
2. Hold a Public Hearing by the full Board of Directors on April 22, 2022.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. The Public outreach and equity analysis ensure the new Arrow service meets Title VI equity requirements.

Discussion

The Redlands Passenger Rail Project represents the first expansion to the Metrolink system since the June 2016 opening of the Perris Valley Line in Riverside County. The new ARROW service will integrate conveniently with other modes of transportation in the corridor such as auto, bus and bicycle and will offer residents, businesses and visitors a new commuting option to travel to a variety of leisure, education, healthcare and other destinations.

Equity Analysis

As operator of the new ARROW service, the Authority is required to conduct a service equity analysis in compliance with Federal Title VI requirements (FTA C 4702.1B). The equity analysis is intended to determine if the addition of the ARROW service will result in any disparate impacts for minority populations or pose any disproportionate burden for low income populations. Since the ARROW service will utilize Metrolink's existing fare structure and there will be no change in fares no fare equity analysis is required.

Based on Metrolink's Title VI policies, service change proposals are determined to have a Disparate Impact or Disproportionate Burden if the adverse impacts experienced by minority or low-income riders are at least 5% higher than the adverse impacts experienced by non-minority or non low-income riders. Conversely, if the cumulative benefits associated with the service change that accrue to non-minority or non low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

Results of the Arrow Service Equity Analysis (Attachment A.) find that there is no Disparate Impact on minority riders or Disproportionate Burden on low-income riders. No adverse impacts are anticipated with the service implementation, and the benefits of the service accrue to minority and low-income populations at a higher percentage than non-minority and non-low-income populations. Due to the service area demographics, the new line is more likely to serve minority and low-income populations than the existing rail service in the Metrolink service area

The service changes anticipated with Arrow would result in no adverse effects to the community, as there would be an increase in service along the corridor. Consequently, the analysis was undertaken to determine whether the benefits associated with the new service were equitably distributed. Based on the analysis, the benefits of the new service would accrue to minority and low-income populations at a greater rate than non-minority and non-low-income riders, due to the location of the stations and the underlying demographics. Additionally, the Arrow service catchment area has a higher percentage of minority and low-income populations than the existing Metrolink catchment area.

Based on the analysis, minority populations within the Arrow catchment are about 2% greater than minority populations in the Metrolink service area. Also, benefits associated with the Arrow service would accrue more to the minority populations than the non-minority populations. As a result, no Disparate Impact is found.

Additionally, the percentage of low-income households within the Arrow catchment is about 10% greater than the percentage of low-income households in the Metrolink catchment area. Even though this percentage exceeds the 5% threshold, the Disproportionate Burden policy threshold is for benefits that would accrue more to non-low-income populations when

compared to low-income populations. Because this is the inverse—that is, benefits would accrue more to low-income populations at a greater rate than the Metrolink service—there would be no finding of Disproportionate Burden.

As a result of the Arrow service equity analysis, no consideration of mitigations is required.

Results of Public Outreach

As a result of the new planned Arrow Service on the San Gabriel Subdivision a Title VI effort is necessary. Title VI requires an analysis and a public outreach effort to ensure that our new planned service does not create a disparate impact on Limited English Proficiency and identified disadvantage communities. On February 25, 2022 the Metrolink Board authorized the beginning of the public outreach period under Title VI.

In addition to hosting a public outreach meeting for community participation on March 15, 2022, the following activities have been planned and implemented to secure public participation the the Arrow Passenger Service.

Public Outreach Activities include:

- A notice regarding the public hearing in approved LEP newspapers. (scheduled for April 22, 2022)
- The creation of a website for ecomments which includes a comment and survey component which went live as of February 25, 2022. (to date over 70 comments have been received. Almost without exception most comments indicated familiarity with and support for the Arrow Passenger Service Project).
- English/Spanish public meeting (scheduled for and completed on March 15, 2022).
- Live Streaming of public meeting on Facebook so public can view meeting on their own schedule.
- Notices on Metrolink social media advertising the March 15, 2022 public meeting and encouraging community members to leave comments regarding the proposed service.
- Notices regarding the public meeting and how to participate in the meeting on changeable message boards at Metrolink stations.
- Notices on Next Door for 18 zip codes in the communities closest to the proposed Arrow Passenger service encouraging them to participate in the meeting and leave comments.
- Coordination with Metrolink media to create a media update on the status of the hearing.

Background

The Redlands Passenger Rail Project (Project) lengthens the existing San Gabriel Subdivision by 9 miles from downtown San Bernardino to Redlands. The service will enable Metrolink to operate early morning and evening express service to and from downtown Redlands with intermediate station stops between San Bernardino and the University of Redlands. Arrow service will connect with Metrolink service at the downtown San Bernardino Transit Center.

Service Plan

Finalization of the Service Plan will require trial runs with the Diesel Multiple Unit (DMU) equipment on territory to confirm that operation assumptions are practical and obtainable. The draft concept schedule calls for 24 weekday round trips between San Bernardino Transit Center and the University of Redlands. Service hours are 4:30 AM to 10:30 PM. In addition the Metrolink San Bernardino Line Express Trains, 381 and 382 will extend to Downtown

Redlands.

The weekend schedule will include up to 19 round trips between San Bernardino Transit Center and University of Redlands. Service hours are 5:30 AM to 12:30 AM.

Holiday Service Scheduling:

On the following dates, Metrolink will operate Saturday Service in lieu of regular service due to the federal holiday:

- Independence Day (Monday, July 4, 2022)
- Labor Day (Monday, September 5, 2022)
- Thanksgiving Day (Thursday, November 24, 2022)
- Day after Thanksgiving (Friday, November 25, 2022)
- Christmas Day Observed (Monday, December 26, 2022)
- New Year's Day Observed (Monday, January 2, 2023)
- Memorial Day (Monday, May 29, 2023)

Budget Impact

There is no budget impact as a result of this report.

Next Steps

April 22, 2022:

- Hold Public Hearing;
- Receive Title VI equity analysis and summary of public comment

Prepared by: Sylvia Novoa, Public Affairs Manager, Government and Community Relations
Henning Eichler, Market Insights and Analytics Manager, Customer Experience

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Attachment A - Arrow Equity Analysis](#)
[Arrow Project Public Comments](#)
[Presentation - Title VI Public Outreach for ARROW Service](#)
[Public Notice - Arabic](#)
[Public Notice - Farsi](#)
[Public Notice - Korean](#)
[Public Notice - Spanish](#)
[Public Notice - Vietnamese](#)
[Public Notice - Russian](#)
[Public Notice - Japanese](#)
[Public Notice - Chinese](#)

Public Notice - Armenian

Arrow Newspaper Publication

Arrow Nextdoor Ad

Arrow Social Media Ad

Arrow CIS Ad



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QM159-19

Title VI Service Equity Analysis For Arrow Service Extension

Delivered on: February 9, 2021

Prepared by Four Nines Technologies



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TITLE VI SERVICE EQUITY ANALYSIS

1. EXECUTIVE SUMMARY

The San Bernardino County Transportation Authority (SBCTA) envisioned a new passenger rail service that could reconnect San Bernardino and Redlands, but would also have the ability to connect commuters to Los Angeles. In January 2015, the Redlands Passenger Rail project received state and federal environmental clearance. In 2016 the service was officially named Arrow. The Arrow rail project is being built to address the region's population and employment growth and to provide people with greater transportation choices and connect people to more destinations.

In 2015, SBCTA was presented with the results of the Operations and Vehicle Study that identified operating structures to support a future blended system that included the Arrow service and Metrolink rail service. OmniTrans was initially expected to operate the Arrow service, but SBCTA transferred operations to Metrolink in 2019. Scheduled to begin service in 2022, Arrow will run between the San Bernardino Transit Center located at Rialto Avenue and E Street in Downtown San Bernardino and will terminate at the University of Redlands. Limited stop service to Los Angeles will also be offered during the peak commute hours.

As a recipient of Federal Transit Administration (FTA) financial assistance Metrolink is required to comply with Title VI of the Civil Rights Act of 1964 and to carry out the U.S. Department of Transportation's Title VI regulations by evaluating new fixed guideways 6-months prior to implementation to determine whether those changes have a discriminatory impact (Reference: Circular FTA C 4702.1B; Chapter IV-21).

Findings:

Based on Metrolink's Title VI policies, service change proposals are determined to have a Disparate Impact or Disproportionate Burden if the adverse impacts experienced by minority or low-income riders are at least 5% higher than the adverse impacts experienced by non-minority or non low-income riders. Conversely, if the cumulative benefits associated with the service change that accrue to non-minority or non low-income riders are 5% greater than the cumulative benefits that accrue to minority or low-income riders, then that change would be determined to have a Disparate Impact or Disproportionate Burden.

Results of the Arrow Service Equity Analysis find that there is no Disparate Impact on minority riders or Disproportionate Burden on low-income riders. No adverse impacts are anticipated with the service implementation, and the benefits of the service accrue to minority and low-income populations at a higher percentage than non-minority and non-low-income populations. Due to the service area demographics, the new line is more likely to serve minority and low-income populations than the existing rail service in the Metrolink service area. Figure 1 presents the results of the service equity analysis and findings.

From a fare perspective, federal guidance indicates that an equity analysis is required for any and all fares that will change as a result of the capital project. However, there is no change anticipated to the Metrolink per-mile fare structure and customers boarding at the Arrow stations will experience the same per-mile cost and will have access to the same fare products that are available to current Metrolink riders.

Figure 1. Service Equity Analysis Results for Protected and Non-Protected Riders

	Population within Arrow Catchment		Population within Metrolink System Catchment		Difference between Arrow and Metrolink System	Disparate Impact (DI) or Disproportionate Burden (DB)
	Number	%	Number	%		
Minority	281,584	72.36%	11,383,349	70.35%	~2% more Minority	No DI
Non-minority	107,957	27.64%	4,798,222	29.65%		
Low-Income (Households)	48,102	41.55%	1,771,921	31.53%	~10% more Low Income	No DB
Non-low-income (Households)	67,659	58.45%	3,847,841	68.47%		

2. BACKGROUND

The Southern California Regional Rail Authority is the Joint Powers Authority (JPA) which provides the “Metrolink” commuter rail service within the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and northern San Diego County. Metrolink provides a combination of weekday peak period, weekday off peak and weekend rail services on seven lines in southern California. Previous rail service in Redlands included the Pacific Electric “Red Car” trolley system and the AT&SF Railway.

In 1937, the Pacific Electric San Bernardino line abandoned operation of trains that served Redlands from Los Angeles by way of its Eastern District. San Bernardino County Transportation Authority (SBCTA) envisioned a new passenger rail service that could reconnect San Bernardino and Redlands once again but would also have the ability to connect commuters to Los Angeles. Planning service began in 2011, with federal and state environmental clearance (NEPA/CEQA) completed in 2015.

In late 2015, the Redlands Passenger Rail Project (RPRP) Operation and Vehicle Study was presented to the SBCTA Board of Directors, identifying possible operating structures to support the future blended service being brought forth through delivery of the RPRP. The Weekday blended service included both Metrolink service and the Arrow service. Based on evaluation factors, it was determined that using Metrolink as the managing agency for maintenance of way and dispatching services was ideal due to the economies of scale and cost savings associated with using Metrolink’s Positive Train Control system. Nine miles of additional railroad could be incorporated into Metrolink’s maintenance and inspection responsibilities with limited additional staff needed. OmniTrans was initially expected to operate the Arrow service, but SBCTA transferred operations to Metrolink in 2019.

Construction for the rail project began in 2018 with early utility relocation, which moved sewer and water lines into alignment for the anticipated mainline construction efforts. On July 19, 2019, a groundbreaking ceremony occurred and mainline construction began. The two-year project includes replacing all track on the 9-mile line, rebuilding five bridges, and installing 24 grade crossings. While designed as mostly a single-track line, two miles of double track will be

constructed in the middle of the route between San Bernardino – Tippecanoe Station and Redlands – Esri Station to allow trains to pass each other.

The delivery of the Diesel Multiple Unit train sets (DMUs) has allowed Metrolink to begin testing prior to revenue service, which is anticipated to begin in the summer of 2022.

3. SERVICE CHANGES ANTICIPATED

Metrolink has developed a draft schedule that will be finalized after testing the DMUs that have been delivered for this service. At this time, no service eliminations or changes are anticipated on the existing Metrolink service.

The Arrow service will run between the San Bernardino Transit Center located at Rialto Avenue and E Street in Downtown San Bernardino adjacent to San Manuel Stadium and will terminate at the University of Redlands. In addition to standard passenger rail service, the Metrolink Express train will be extended to serve the Redlands – Downtown Station with limited stop service to and from Los Angeles (Union Station) during the peak commute hours.

The new Arrow service was envisioned to have five stations, which includes an existing Metrolink station at Downtown San Bernardino Transit Center:

- San Bernardino – Downtown Station located at 599 W. Rialto Avenue in Downtown San Bernardino (existing Metrolink station)
- San Bernardino – Tippecanoe Station, between Victoria Avenue and Hardt Street
- Redlands – Esri Station, north of the intersection of Redlands Boulevard and New York Street across from the Esri campus in Redlands
- Redlands – Downtown Station, north of the historic Redlands Santa Fe Depot, between Eureka and Orange Streets
- Redlands – University Station at the University of Redlands at the south end of campus near North University Street

During morning and afternoon peak commute hours, trains will operate every 30 minutes. During non-commute or off-peak hours, trains will operate every 60 minutes. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m.

4. FARE CHANGES ANTICIPATED

No fare changes are anticipated with the introduction of the Arrow service, which will be priced at the current Metrolink per-mile fare structure. Customers boarding at the Arrow stations will experience the same per-mile cost and will have access to the same fare products that are available to current Metrolink riders.

5. TITLE VI REGULATORY CONTEXT

5.1. *Federal Regulations*

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) provides that: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient’s and contractor’s programs or activities whether federally assisted or not.

The February 11, 1994, Executive Order 12898 on Environmental Justice requires that disproportionately high and adverse impacts on low-income and minority populations be identified and addressed. Executive Order 12898 applies to all programs, policies, and activities of the transportation program and is consistent with Title VI of the Civil Rights Act of 1964. Executive Order 12898 also requires public involvement and mandates that transportation agencies ensure there is no exclusion from participation, no denial of benefits, and no discrimination in the services which they provide.

The Federal Transit Administration (FTA) requires all transit operators who receive federal funds to conduct assessments to demonstrate nondiscrimination of services and facilities for minority and low-income communities.

In particular, the FTA requires Metrolink to conduct a service and fare equity analysis on any new fixed guideway project 6 months prior to the commencement of revenue service to evaluate the effects of the proposed project on minority and low-income populations. The service equity analysis shall include a comparative analysis of service levels pre-and post- the new fixed guideway capital project. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project.

If the agency that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. Because Metrolink will be operating the service, it is necessary for them to conduct the service and fare equity analysis as appropriate.

However, because the Metrolink fare structure will not change as a result of the capital project, a fare equity analysis is not warranted as part of this equity analysis. Federal guidance states that an equity analysis is required for any and all fares that will change as a result of the capital project. Because there is no change anticipated to the Metrolink per-mile fare structure, customers boarding at the Arrow stations will experience the same per-mile cost and have access to the same fare products that the rest of the Metrolink passengers experience.

It is important to note that no service changes to the remaining Metrolink services are associated with the Arrow service implementation. However, should Omnitrans—the bus operator currently serving the Arrow corridor and connecting to the new Arrow stations—decide to change or reduce service to the stations in the future, it will be Omnitrans’ responsibility to conduct the necessary Title VI equity analyses.

For purposes of the equity analysis, the following definitions apply:

Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification or where there exist one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Adverse effects refer to impacts experienced as a result of a service change, which can include reductions of service elimination of a route/line, decrease in service frequency or decrease in service span.

5.2. *SCRRRA Title VI Policy*

On June 14, 2019, the Metrolink Board of Directors approved the agency's revised Disparate Impact and Disproportionate Burden Policy to establish whether a service or fare change would result in a fair distribution of positive and negative impacts.

Disparate Impacts for Minority Populations

The measure of Disparate Impact involves a comparison of impacts borne by minority populations resulting from service changes, compared to those impacts borne by non-minority populations.

- Service change proposals are determined to have a *Disparate Impact* on minority populations if, when viewed cumulatively, the adverse impacts experienced by minority riders are at least 5% higher than the adverse impacts experienced by non-minority riders.
- Additionally, if the cumulative benefits associated with the service change that accrue to non-minority riders are 5% greater than the cumulative benefits that accrue to minority riders, then the change would be determined to have a *Disparate Impact*.

Disproportionate Burdens for Low-Income Populations

The measure of Disproportionate Burden involves a comparison of impacts resulting from service changes borne by low-income populations compared to those impacts borne by non low-income populations.

- Service change proposals are determined to have a *Disproportionate Burden* on low-income populations if, when viewed cumulatively, the adverse impacts experienced by low-income riders are at least 5% higher than the adverse impacts experienced by non low-income riders.
- Additionally, if the cumulative benefits associated with the service change that accrue to non low-income riders are 5% greater than the cumulative benefits that accrue to low-income riders, then the change would be determined to have a *Disproportionate Burden*.

6. SERVICE EQUITY METHODOLOGY

6.1. *Methodological Approach*

Unlike service equity analyses that compare the impact of service levels before and after a service change, this project reflects a 100% increase in service along the Arrow corridor where no rail service previously operated. As no other changes are anticipated to the remaining system, including frequencies of service or service span, a methodology that considers the census demographics of the proposed new service compared to the census demographics of the existing system would render a comparative data set upon which the Disparate Impact or Disproportionate Burden threshold could be applied.

No adverse effects are associated with the service implementation, consequently, the analysis instead compares the benefits accruing to protected populations compared to non-protected populations to ensure that discriminatory impacts are not experienced.

Because the service is new, no comparative rider data for the Arrow service is available. As a result, the methodology for analysis includes Geographic Information System (GIS) based “catchment analysis” using census data that compares the percentage of protected and non-protected populations within the catchment areas of the new Arrow stations compared to the percentage of protected and non-protected populations for the remainder of the Metrolink service catchment areas. While this analysis does not provide a rider-level analysis, it does reflect the general access to services provided under the Arrow service compared to the general access to services provided by the remaining Metrolink service.

In order to assess the impacts of the proposed service change on minority and low-income populations, the proposed methodology for the Arrow Service Equity Analysis uses census data characteristics within a defined “catchment” for the four new arrow stations:

- Catchment areas for the Arrow stations were defined by a 5-mile buffer around the new stations, with the stations acting as a centroid of the buffer. This buffer size is consistent with former planning studies conducted during the EIS/EIR stage.
- Catchment areas for the remaining Metrolink stations—including the Downtown San Bernardino station that will be used by the Arrow service—were developed by Metrolink staff based on on-board survey data that linked the riders’ home locations to their boarding stations. These catchments were more irregular than the Arrow buffer, as rider behavior is not simply based on station location, but can be influenced by trip-linking associated with other trip purposes (such as day-care, school, doctor) or land uses within the catchment. These catchment areas were defined and used in the 2019 Metrolink Title VI Program Update.

Using this analysis, it is possible to analyze potential impacts that the proposed Arrow service is likely to have on ridership, based on how each population has access to the system. The analysis was conducted using the following:

- 1) The demographic characteristics of the new Arrow Service catchment areas (minority, non-minority, low-income, non-low-income);
- 2) The demographic characteristics of the existing Metrolink catchment areas.
- 3) The difference between the percentage of minority, non-minority, low-income and non-low-income concentrations in the Arrow service catchment compared to those in the existing Metrolink service catchment.

Should the difference between the minority and low income concentrations within the Metrolink catchment area and the minority and low income concentrations in the Arrow catchment area exceed the threshold of 5%, then a finding of Disparate Impact or Disproportionate Burden would be found, as this would signify that the distribution of benefits would be disproportionate. Should the comparison find that minority and low-income concentrations are higher in the Arrow catchment areas, no findings would occur as this would demonstrate that minority and/or low-income populations would have greater access to services than non-minority and non-low-income populations.

6.2. Assumptions/Definitions

Minority Status

Any person that self identifies as non-white under the U.S. Census guidelines is classified as “minority.” This includes American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Pacific Islander.

For purposes of this analysis, minority status is determined by subtracting census respondents who responded “Not Hispanic or Latino” and “White alone” from the total census respondents.

Low-Income

FTA Circular 4702.1B encourages the use of a locally developed threshold for defining low-income status. Following FTA’s guidance to use locally developed and inclusive definitions of low-income status, specifically in regions with a high cost of living, Metrolink defines low-income as falling at or below 200% of the Federal Poverty Guideline (FPG) as defined by the U.S. Department of Health and Human Services (HHS). The 2017 HHS Poverty Guidelines were used to coincide with the time period of the census data used. The HHS Poverty Guidance includes both income and household size in determining income poverty categories in Figure 2, below.

For purposes of the GIS analysis, households that correspond to the 2017 HHS Federal Poverty Guidelines for 2017 were identified. 2017 guidelines were used to coincide with the census data year being used for the analysis.

Figure 2. HHS Federal Poverty Guidelines (2017)

Persons in Family/Household	Federal Poverty Guideline (FPG)	200% FPG
1	\$12,060	\$24,120
2	\$16,240	\$32,480
3	\$20,420	\$40,840
4	\$24,600	\$49,200
5	\$28,780	\$57,560
6	\$32,960	\$65,920
7	\$37,140	\$74,280
8	\$41,320	\$82,640
For families/households with more than 8 persons, add \$4,180 for each additional person.		

Source: Department of Health and Human Services (HHS)

6.3. Data

American Community Survey (ACS)

Demographic and income information was obtained from ACS data at the block group level using the 2017 5-Year Estimates. Because the Arrow analysis includes a comparison of demographic data for both the new Arrow service as well as the existing Metrolink service, the 2017 data was used to coincide with work previously completed for the 2019 Title VI Program Update so an apples-to-apples comparison could be made. Block groups are used for this analysis, as they represent the most granular demographic data available for the following tables used:

- **Table B03002** includes Hispanic or Latino origin by race as a method of indicating those within the population that are both white-alone and not Hispanic or Latino. This would allow us to impute the minority population by subtracting those who responded “Not Hispanic” and “White alone” from the total population.
- **Table B19001** reports income data in ranges at the block group level. To coincide with previous census data analyses used in the 2019 Metrolink Title VI Program Update, the low-income threshold for the analysis was established at \$40,000. This was based on the above definition for low-income, along with the average household size within the Arrow and Metrolink service area. Unlike minority status, this data is presented as “households” and not as individuals.

Geographic Information System (GIS) Catchment Areas

While maps can be an output of a GIS analysis, the analysis is based upon a geospatial analysis of the number and percentages of those within the catchment areas established for the new project and previously established by Metrolink staff. Catchment areas are defined in two ways within this analysis:

- Arrow service catchment areas are defined as those census block groups within a 5-mile buffer from each station, with the station serving as the centroid of the buffer. The buffer does not include block groups that touch but do not have sizable mass within the buffer. This buffer represents the reasonable distance that riders would travel to access the new Arrow service.
- Existing Metrolink service catchment areas are based on origin-destination survey data of rail station users, as used in the Metrolink Title VI Program Update. Data from the survey was used to link riders’ home locations with their boarding station, which provides a more accurate understanding of each station’s catchment area. In this case, the catchment areas for the stations include areas not within a predefined buffer.

7. SERVICE ANALYSIS

Because no service is being eliminated, the analysis needed to consider how the service would benefit protected and non-protected populations. The service equity analysis began with understanding the catchment areas for the proposed Arrow service and existing Metrolink service. Catchment areas for the existing service were not directly linked to a station buffer, as described above. The Arrow service catchment was based on the location of the new stations and 4 centroids of the buffer were included, corresponding to the following new stations:

- San Bernardino – Tippecanoe Station, between Victoria Avenue and Hardt Street
- Redlands – Esri Station, north of the intersection of Redlands Boulevard and New York Street across from the Esri campus in Redlands
- Redlands – Downtown Station, north of the historic Redlands Santa Fe Depot, between Eureka and Orange Streets
- Redlands – University Station at the University of Redlands at the south end of campus near North University Street

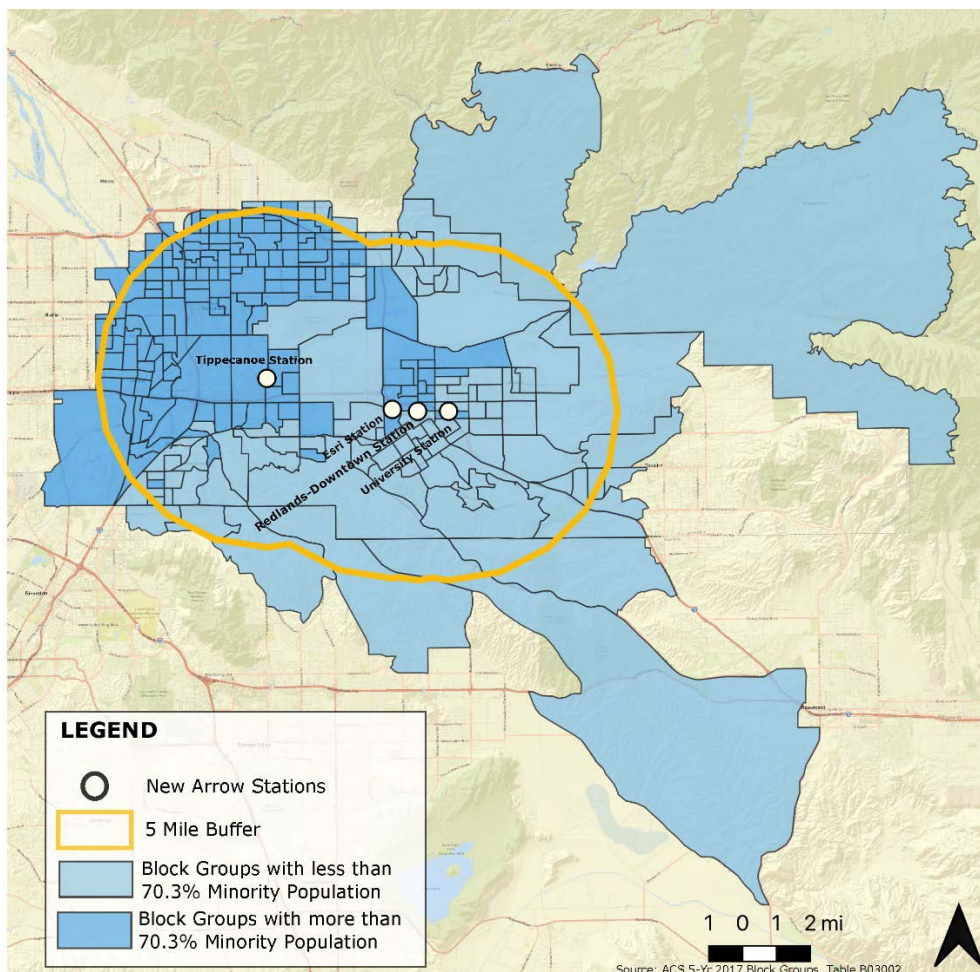
Census data was overlaid within the GIS software to determine the number and percentage of minority individuals and low-income households within the catchment area for the two services. Figure 3 presents the number and percentage of minority and non-minority individuals as well as low-income and non-low-income households for the two services that were analyzed.

Figure 3: Title VI Population Comparisons

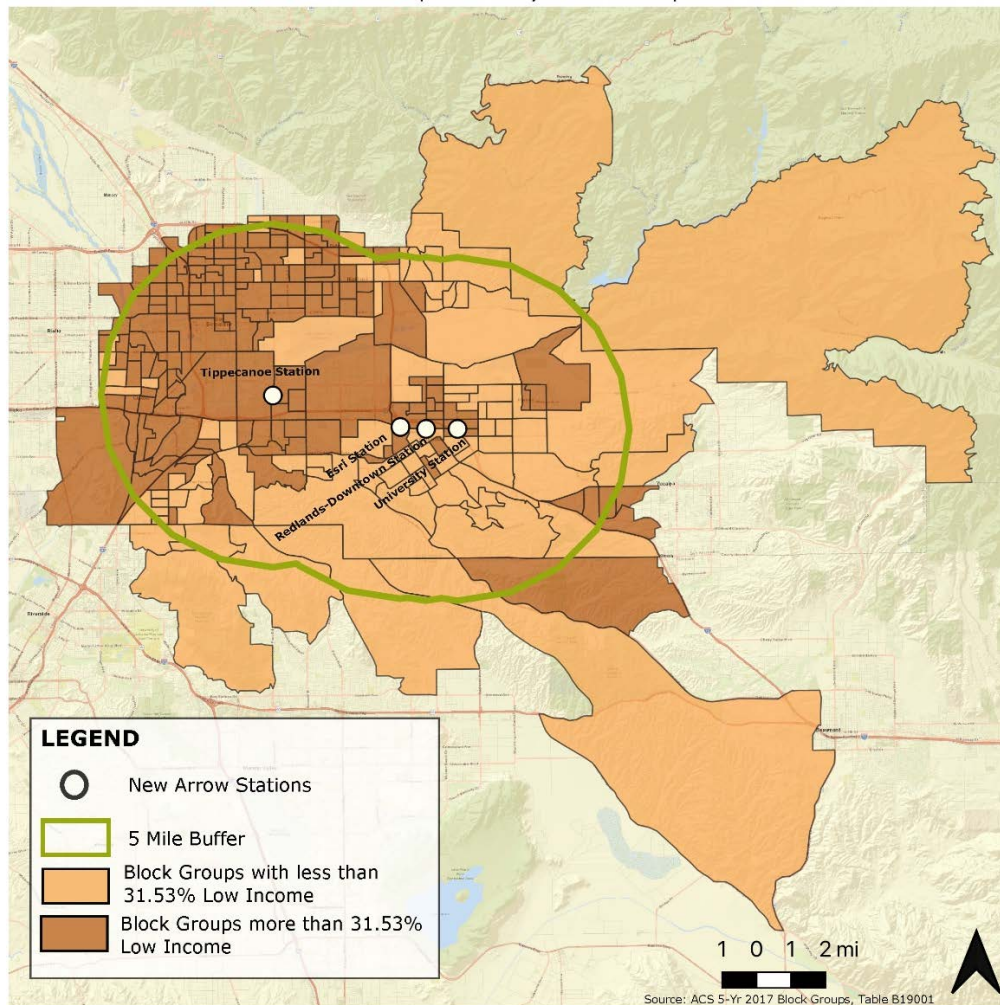
	Population within Arrow Catchment		Population within Metrolink Catchment	
	Number	Percentage	Number	Percentage
Minority	281,369	72.4%	11,383,349	70.3%
Non-minority	107,479	27.6%	4,798,222	29.7%
Low-Income (Households)	48,102	41.6%	1,771,921	31.5%
Non low income (Households)	67,659	58.4%	3,847,841	68.5%

To understand how the census block groups with the highest concentrations of minority populations are arrayed within the Arrow service catchment, we mapped those census block groups with concentrations of minority populations that exceed the catchment area average (72.36%), as seen on Map 1. Map 2 provides a map of the census block groups with low-income households that exceed the catchment area average. While the maps are not the tool used to conduct the equity analysis, they present a greater understanding of where concentrations of minority and low-income populations may reside in relation to the station locations.

Map 1: Minority Concentrations by Block Group within Arrow Catchment

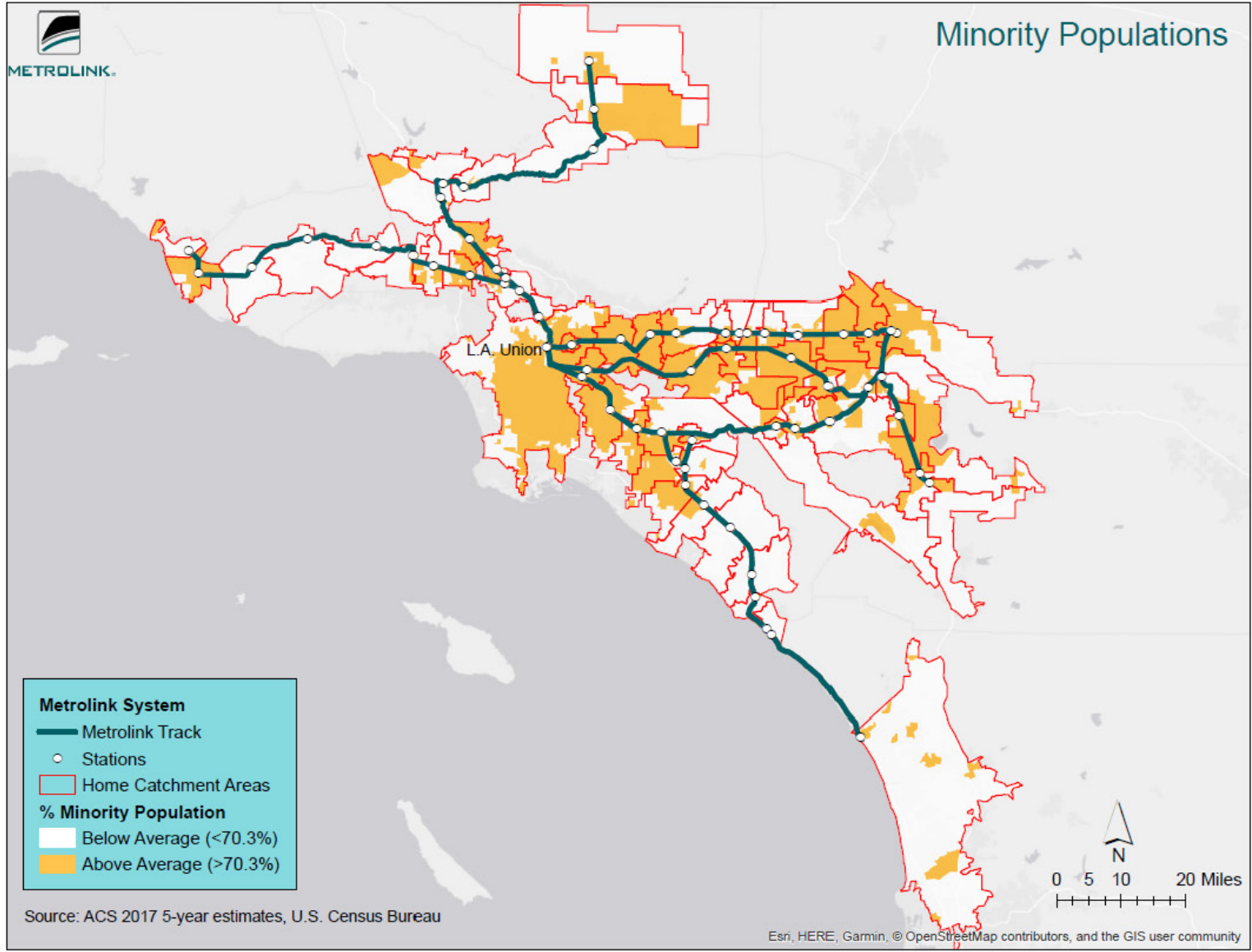


Map 2: Low Income Concentrations by Block Group within Arrow Catchment

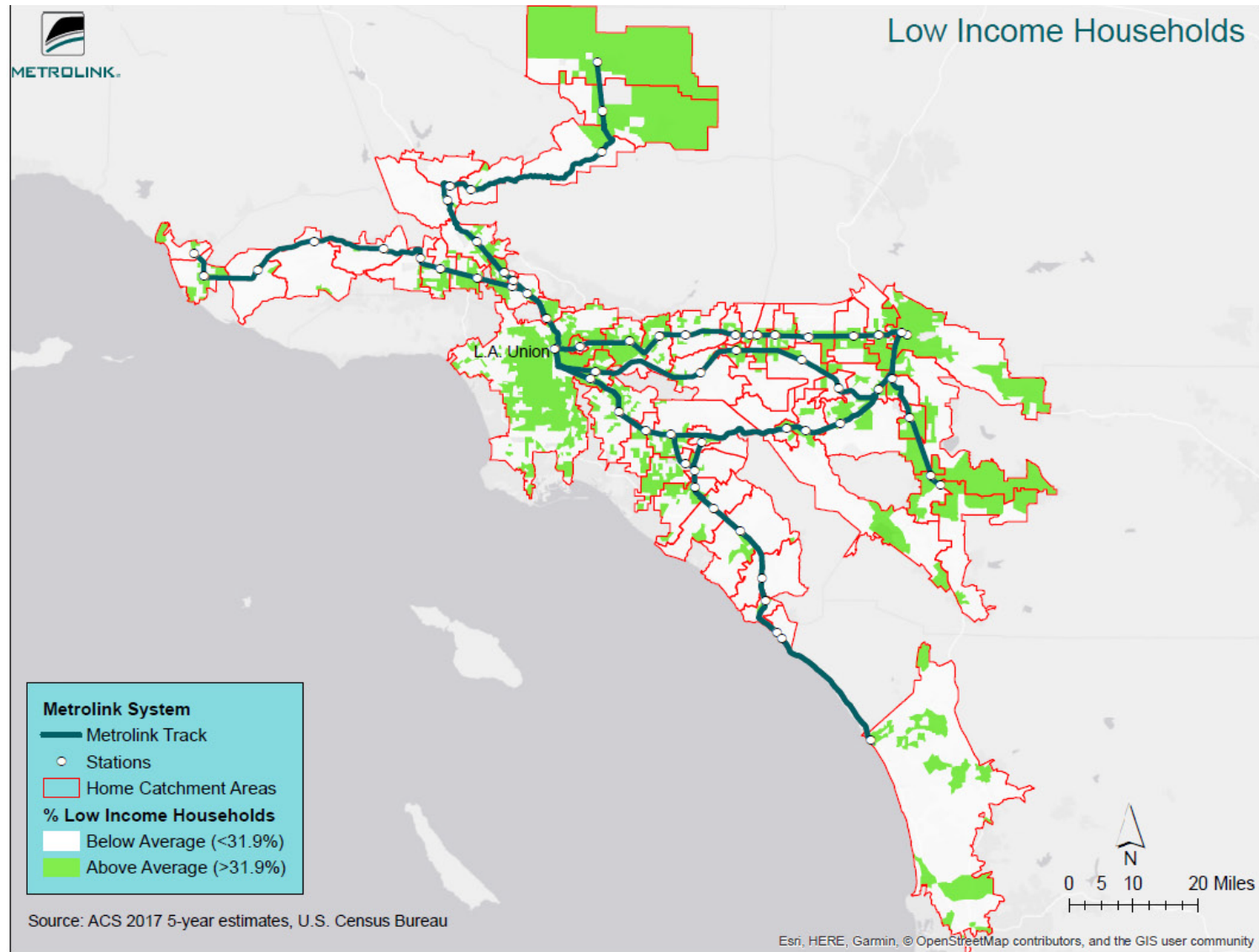


The following maps for the remaining Metrolink service were developed in the 2019 Title VI Program update (appendix G) which reflects those census block groups within the Metrolink catchment areas that have concentrations of minority populations that exceed the system-wide average (70.3%), as presented in Map 3. Map 4 presents the low-income concentrations within the Metrolink catchment areas. As previously referenced, catchment areas for the stations were developed using origin/destination survey data that linked riders' home locations to their boarding station. This has resulted in catchment areas that are irregularly shaped. It should be noted that Map 4 reflects a slightly different percentage of low-income households than the equity analysis (30.9% versus 30.5%), which is likely due to rounding errors in data manipulation. This does not change any findings.

Map 3: Minority Concentrations within Metrolink Catchment Areas



Map 4: Low Income Concentrations within Metrolink Catchment Areas



8. FINDINGS

The service changes anticipated with Arrow would result in no adverse effects to the community, as there would be an increase in service along the corridor. Consequently, the analysis was undertaken to determine whether the benefits associated with the new service were equitably distributed. Based on the analysis, the benefits of the new service would accrue to minority and low-income populations at a greater rate than non-minority and non-low-income riders, due to the location of the stations and the underlying demographics. Additionally, the Arrow service catchment area has a higher percentage of minority and low-income populations than the existing Metrolink catchment area, as shown in Figure 4.

Figure 4: Arrow Service Equity Analysis Findings

	Population within Arrow Catchment		Population within Metrolink System Catchment		Difference between Arrow and Metrolink System	Disparate Impact (DI) or Disproportionate Burden (DB)
	Number	%	Number	%		
Minority	281,584	72.36%	11,383,349	70.35%	~2% more Minority	No DI
Non-minority	107,957	27.64%	4,798,222	29.65%		
Low-Income (Households)	48,102	41.55%	1,771,921	31.53%	~10% more Low Income	No DB
Non-low-income (Households)	67,659	58.45%	3,847,841	68.47%		

Based on the analysis, minority populations within the Arrow catchment are about 2% greater than minority populations in the Metrolink service area. Also, benefits associated with the Arrow service would accrue more to the minority populations than the non-minority populations. As a result, no Disparate Impact is found.

Additionally, the percentage of low-income households within the Arrow catchment is about 10% greater than the percentage of low-income households in the Metrolink catchment area. Even though this percentage exceeds the 5% threshold, the Disproportionate Burden policy threshold is for benefits that would accrue more to non-low-income populations when compared to low-income populations. Because this is the inverse—that is, benefits would accrue more to low-income populations at a greater rate than the Metrolink service—there would be no finding of Disproportionate Burden.

As a result of the Arrow service equity analysis, no consideration of mitigations is required.

ID	Start time	Completion time	Email	Name	Are you aware of this project?	Do you support or oppose this service expansion?	Are you a Metrolink rider?	Do you have any comments you wish to share with Metrolink?
1	2/26/22 4:18:35	2/26/22 4:19:17	anonymous		Yes	Support	Yes, I am a Metrolink rider.	
								Our New Metrolink's Victor Valley Line Extension is Coming Soon for next year.
2	2/26/22 11:01:10	2/26/22 11:02:38	anonymous		Yes	Support	Yes, I am a Metrolink rider.	San Bernardino Depot, Devore, Cajon Pass Junction, Hesperia, Victorville-South, Victorville and Barstow
3	2/26/22 11:02:50	2/26/22 11:03:29	anonymous					
								Expect it to be a failure as designed. Service should have been extend on up to Mentone. More through Metrolink trains need to be operated. Sanbag did a poor planning.
4	2/27/22 17:43:53	2/27/22 17:47:21	anonymous		Yes	Oppose	I have taken Metrolink in the past but no longer	
5	2/28/22 16:57:08	2/28/22 16:58:00	anonymous		No	Support	I have taken Metrolink in the past but no longer	I stopped taking Metrolink because it favors black people over white people

								Metrolink needs to and should have an OPEN HOUSE to the public to tour the Arrow system prior to operating system starting. A open house give everyone the opportunity to learn more and be involved more with the system. In the past many transportation systems involved the community and residents to open houses. Everyone was involved everyone got involved.
6	3/1/22 8:26:00	3/1/22 8:30:40	anonymous	Yes	Support	Yes, I am a Metrolink rider.		
7	3/1/22 12:27:20	3/1/22 12:36:59	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	Please have Arrow service run every 15-20 minutes.	
8	3/1/22 13:51:35	3/1/22 13:52:05	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Very excited for this extension.	

							Maximize number of transfer opportunities between ARROW and Metrolink trips, not just the ones going to Los Angeles but also the IEOC line. In particular avoid having a train leave 1-5 minutes before a connecting train and allow for a 5-15 minute connection window. ARROW trains should connect with all Metrolink trips, this includes the late night train when it is reinstated.
9	3/1/22 15:49:46	3/1/22 15:52:09	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
10	3/1/22 21:23:47	3/1/22 21:24:11	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
11	3/4/22 14:55:35	3/4/22 14:56:17	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	
12	3/5/22 10:45:17	3/5/22 10:46:04	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
13	3/5/22 16:52:04	3/5/22 16:52:22	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
14	3/6/22 4:55:05	3/6/22 4:55:26	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Ok
15	3/6/22 14:51:11	3/6/22 14:51:41	anonymous	Yes	Support	Yes, I am a Metrolink rider.	

								I hope there are future plans for 1 train to go from Redlands to Union Station, on the San Bernardino Metrolink line, instead of having to transfer.
16	3/7/22 15:59:14	3/7/22 16:12:33	anonymous	Yes	Support	Yes, I am a Metrolink rider.	I support green energy. So thank you.	
17	3/7/22 18:12:10	3/7/22 18:12:54	anonymous	Yes	Support	Yes, I am a Metrolink rider.		

I am very excited about extending Metrolink service from San Bernardino to Redlands this year. However, Metrolink now offers only scant service between Riverside and San Bernardino, where soon riders will transfer to a train bound for Redlands. When service begins between San Bernardino and Redlands, please add more trains between Riverside and San Bernardino (or a bus shuttle), so Riverside residents also can take morning trains to jobs and classes in Redlands. Cheers,
David Danelski,
ddanelski@gmail.
(951) 850-0143, cell

18 3/7/22 21:09:01 3/7/22 21:18:02 anonymous

Yes

Support

Yes, I am a Metrolink rider.

							Please consider extending the service west to the San Bernardino Depot to connect with the Amtrak service. As more trains come online consider extending it further west to Rancho Cucamonga to connect with the planned bus rapid transit line between to the Ontario airport and possibly the high speed rail connection to Las Vegas.
19	3/9/22 8:12:58	3/9/22 8:17:30 anonymous	Yes	Support	I have never taken Metrolink		
20	3/9/22 13:18:06	3/9/22 13:21:06 anonymous	Yes	Support	Yes, I am a Metrolink rider.		The opportunity to extend Metrolink service to Redlands should not be passed up. With the uncertainty of fuel availability and the move away from gasoline powered vehicles, the extension of Metrolink service should be approved.
21	3/9/22 23:22:53	3/9/22 23:23:23 anonymous	Yes	Support	Yes, I am a Metrolink rider.		Okay
22	3/10/22 6:25:28	3/10/22 6:26:45 anonymous	Yes	Support	Yes, I am a Metrolink rider.		
23	3/10/22 6:31:23	3/10/22 6:31:55 anonymous	Yes	Support	I have taken Metrolink in the past but no longer		

24	3/10/22 8:11:18	3/10/22 8:12:32 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	Need more regular connections to downtown LA. We live in the mountains and need to commute.
25	3/10/22 9:07:43	3/10/22 9:11:23 anonymous	Yes	Support	Yes, I am a Metrolink rider.	I can't wait until it comes to Redlands!! Hurry :)
26	3/10/22 9:12:07	3/10/22 9:12:41 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Totally can't wait until service begins!!
27	3/10/22 9:12:48	3/10/22 9:13:13 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Can it come sooner than fall?
28	3/10/22 9:13:19	3/10/22 9:13:59 anonymous	Yes	Support	Yes, I am a Metrolink rider.	My son is blind and now he has a safe way to get to work. THANKS!
29	3/10/22 9:14:03	3/10/22 9:14:32 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Super excited for this service!
30	3/10/22 9:14:37	3/10/22 9:15:08 anonymous	Yes	Support	Yes, I am a Metrolink rider.	It will save me an hour of time, not sitting in the gridlock.
31	3/10/22 9:15:11	3/10/22 9:15:41 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Beats sitting in traffic! Thanks!
32	3/10/22 9:15:58	3/10/22 9:16:30 anonymous	Yes	Support	Yes, I am a Metrolink rider.	I will use the station at Redlands University.

I am very excited for this project to be completed. This will help provide much needed commute relief for people who live in Redlands and Yucaipa and take the train to Cal State LA and Los Angeles for education and jobs. Could you please make sure the train times are coordinated at the San Bernardino-Downtown Station for seamless connections between the Arrow trainsets and the Metrolink trainsets, as well as work with Omnitrans to coordinate train-bus connections at the new stations. Thank you.

33	3/10/22 9:32:53	3/10/22 9:38:53 anonymous	Yes	Support	Yes, I am a Metrolink rider.
34	3/10/22 9:51:04	3/10/22 10:12:50 anonymous	Yes	Support	Yes, I am a Metrolink rider.
35	3/10/22 10:59:30	3/10/22 11:00:10 anonymous	Yes	Support	I have taken Metrolink in the past but no longer

It's about time. Thank you!!!!

36	3/10/22 11:36:14	3/10/22 11:40:16	anonymous	Yes	Undecided	I have taken Metrolink in the past but no longer	Yes, please make no horn crossings as it helps with noise pollution and creates a better environment. There has To be an innovation in train crossing technology, that helps keep crossings safe and yet does not create loud noises from horn.
37	3/10/22 11:43:18	3/10/22 11:46:11	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	I would LOVE to take the metrolink to work, but as I live in Yucaipa, the drive to Rialto is already halfway to my office, so I am very excited to be able to board it in Redlands!!! My wife can just take me and drop me off before taking the kids to school. We can't wait for it to open officially!
38	3/10/22 13:20:11	3/10/22 13:21:52	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
39	3/10/22 15:06:37	3/10/22 15:07:36	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	Are there future plans to connect with the San Bernardino International Airport?
40	3/10/22 15:08:03	3/10/22 15:09:05	anonymous	Yes	Oppose	I have taken Metrolink in the past but no longer	Hoping Redlands doesn't become another San Bernardino

41	3/10/22 20:10:00	3/10/22 20:11:36	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Don't Stop with Redlands. How bout to Palm Springs. Sounds far fetched but U can work it out. 😊
42	3/11/22 11:23:29	3/11/22 11:24:20	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	I'm excited to be able to take the train into LA from Redlands and if the schedule works I would use it to commute to San Bernardino.
43	3/11/22 15:32:23	3/11/22 15:34:41	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	I would like to know if there will be security on the train, and at the downtown San Bernardino depot. I would like to use this train in service, in conjunction with a bike. I have concerns about getting from work to the SB Depot during evening commute time, and would like to know if there will be any type of security for passengers.

44 3/11/22 16:05:49 3/11/22 16:08:37 anonymous

Yes

Support

I have taken Metrolink
in the past but no
longer

During testing, the
trains were sounding
their horn near the
intersection of Eureka
St and Oriental Avenue
in Redlands. There is
considerable outdoor
dining in that area and
the horn was a major
disturbance. I
understand the safety
need to make sure cars
and pedestrians are
aware of the train, but
the noise will serve as
a major deterrent from
patronizing these
restaurants.

My comment on this project is I think it's great! I am excited to have rail back in Redlands however, I am not a fan of the arrow service, servicing the line most of the time. Instead of having the small locomotives I rather have the line be 100% ran by Metrolink. I need to commute to LA from the Redlands University every morning. Having the Metrolink service from Redlands downtown and no University is a pain. I'm also not comfortable with taking the new arrow train and would rather be comfortable overall with just Metrolink running the line. Thanks.

45 3/11/22 15:50:29 3/11/22 16:27:22 anonymous

Yes

Support

Yes, I am a Metrolink rider.

							I would wish that Metrolink would run full service on the line to all the stations throughout day and I'm not comfortable at all with the new locomotives/trains and would rather be comfortable and trust Metrolink in running the whole line. Thanks
46	3/11/22 17:38:39	3/11/22 17:39:49	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
47	3/12/22 9:14:49	3/12/22 9:15:38	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	
48	3/12/22 9:20:51	3/12/22 9:21:06	anonymous	Yes	Support	I have never taken Metrolink	

							I would like for Metrolink to be more active on the line and provide more service, and extend all the way to the University Station as I commute from there and would rather be comfortable with the Metrolink trains than the new arrow trains :) I also hope that Metrolink will provide more frequent service to Redlands downtown, rather than one in the morning and afternoon, more train service of Metrolink trains. Thank you for listening to my comment, and hope to ride the Metrolink to Redlands soon! ~Dave
49	3/12/22 16:32:09	3/12/22 16:35:37	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
50	3/12/22 17:48:10	3/12/22 17:48:30	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	
51	3/12/22 18:55:06	3/12/22 18:55:55	anonymous	Yes	Support	Yes, I am a Metrolink rider.	I wish that Metrolink would provide more Metrolink trains in the morning and afternoon to Redlands

52	3/12/22 20:53:28	3/12/22 20:57:53	anonymous	Yes	Support	Yes, I am a Metrolink rider.	I would like to share with Metrolink that I would like them to provide the Redlands line with more Metrolink service. Instead of having just 1 Metrolink train in the morning and 1 in the afternoon can they provide more? I need to commute and take the Metrolink to LA but can't there be more trains going back to Redlands in the morning? I would love having more Metrolink trains heading back into Redlands in the morning too and I'm sure this would bring in more business for Metrolink and Im sure a lot of people can agree! Thanks Metrolink
53	3/12/22 20:57:55	3/12/22 20:58:44	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Love this whole project and idea, but wish Metrolink would provide more service on the line instead of 1 to LA in the morning and then one back later in the day. Thanks

I also would like to comment on if Metrolink could extend to Yucaipa or atleast Mentone? I think that this would bring in a lot of commuters and for me who doesn't have a car who lives in Yucaipa and relies on the Metrolink to get to work everyday it would be better to have a station in Yucaipa. Also more service on the line of Metrolink trains would be awesome 😊

Eric

54	3/12/22 20:58:45	3/12/22 21:00:25	anonymous	Yes	Support	Yes, I am a Metrolink rider.
55	3/12/22 21:00:28	3/12/22 21:00:31	anonymous	Yes	Support	Yes, I am a Metrolink rider.
56	3/12/22 21:00:35	3/12/22 21:00:39	anonymous	Yes	Support	Yes, I am a Metrolink rider.
57	3/12/22 21:00:41	3/12/22 21:00:44	anonymous	Yes	Support	Yes, I am a Metrolink rider.
58	3/12/22 21:00:45	3/12/22 21:00:49	anonymous	Yes	Support	Yes, I am a Metrolink rider.
59	3/12/22 21:00:50	3/12/22 21:00:53	anonymous	Yes	Support	Yes, I am a Metrolink rider.
60	3/12/22 21:00:55	3/12/22 21:00:58	anonymous	Yes	Support	Yes, I am a Metrolink rider.
61	3/12/22 21:01:00	3/12/22 21:01:02	anonymous	Yes	Support	Yes, I am a Metrolink rider.
62	3/12/22 21:01:03	3/12/22 21:01:06	anonymous	Yes	Support	Yes, I am a Metrolink rider.

63	3/13/22 18:38:13	3/13/22 18:39:20 anonymous	Yes	Support	Yes, I am a Metrolink rider.	We need connecting rail more than ever. thanks for this great service.
64	3/13/22 23:42:52	3/13/22 23:43:01 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
65	3/14/22 7:20:47	3/14/22 7:28:05 anonymous	Yes	Undecided	Yes, I am a Metrolink rider.	Metrolink service as proposed, but audit ridership closely and modify a indicated. The last thing we need is another public transport system akin to all those huge buses that no one uses. These political pet projects cost taxpayers dearly and continue without accountability or good sense. If no one uses the Arrow to/from SB, abandon it. If Metrolink occupancy to Union Station merits more service, supply it. If neither pans out, close the thing down. I realize that this will hurt the feelings of some urban 'planners', but they need to realize that 'vision' is no substitute for reality. And why was
66	3/14/22 9:02:00	3/14/22 9:02:55 anonymous	Yes	Support	Yes, I am a Metrolink rider.	

						I have taken Metrolink in the past but no longer	I typically use metro link on the weekend to travel to Union Station and make connections. I wouldn't be a daily commuter.
67	3/14/22 10:31:56	3/14/22 10:34:53	anonymous	No	Support		
68	3/14/22 10:46:37	3/14/22 10:47:28	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Love the ride!
69	3/14/22 12:28:10	3/14/22 12:28:23	anonymous	Yes	Support	Yes, I am a Metrolink rider.	

Redlands and I'm very happy and excited about this project however I would like to comment on something. I am hearing that Metrolink is providing one round trip express train from Redlands downtown to LA Union station round trip. If possible can Metrolink provide one to Redlands from LA in the morning and the express from Redlands downtown to LA and also same for evening/afternoon rush hour. I need a train in the morning heading into to Redlands to take me to work, but in my opinion just more Metrolink service is better off going both ways in the morning

70 3/14/22 15:48:48 3/14/22 15:58:14 anonymous

Yes

Support

Yes, I am a Metrolink rider.

One Metrolink train to LA round trip isn't enough. Please add more Metrolink service to the line.

71 3/14/22 15:58:16 3/14/22 15:58:50 anonymous

Yes

Support

Yes, I am a Metrolink rider.

I am loving the project and I'm super excited about it, but I would like to make a comment/request for Metrolink. If Metrolink could please run multiple trains on the Redlands line or at least 4 two both ways one to LA and one to Redlands in the morning and afternoon or just have Metrolink trains throughout the day because I live in Upland and need to commute to Redlands in the morning and Im hoping there's a Metrolink train out to Redlands in the morning too. Thanks!

72	3/14/22 17:56:05	3/14/22 17:59:09 anonymous	Yes	Support	Yes, I am a Metrolink rider.
73	3/14/22 17:59:12	3/14/22 17:59:17 anonymous	Yes	Support	Yes, I am a Metrolink rider.
74	3/14/22 17:59:18	3/14/22 17:59:23 anonymous	Yes	Support	Yes, I am a Metrolink rider.
75	3/14/22 17:59:25	3/14/22 17:59:28 anonymous	Yes	Support	Yes, I am a Metrolink rider.

76	3/14/22 17:59:30	3/14/22 18:00:03	anonymous	Yes	Support	Yes, I am a Metrolink rider.	I am loving the project and I'm super excited about it, but I would like to make a comment/request for Metrolink. If Metrolink could please run multiple trains on the Redlands line or at least 4 two both ways one to LA and one to Redlands in the morning and afternoon or just have Metrolink trains throughout the day on the Redlands line.
77	3/14/22 18:00:05	3/14/22 18:01:20	anonymous	Yes	Support	Yes, I am a Metrolink rider.	I love this project but when it opens hope to see lots of Metrolink trains on the line not just all arrow!

							I live in Fontana and work in Redlands downtown. I am hoping when the line opens there will be a train to Redlands in the morning and one back in the afternoon towards LA or just frequent Metrolink trains on the line. Thanks! I'm also more comfortable with Metrolink than arrow. 😊
78	3/14/22 18:01:22	3/14/22 18:04:41	anonymous	Yes	Support	I have never taken Metrolink	
79	3/14/22 18:04:42	3/14/22 18:04:46	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
80	3/14/22 18:04:47	3/14/22 18:05:11	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Can't wait for the Metrolink frequent service in Redlands 😊
81	3/14/22 18:05:13	3/14/22 18:05:17	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
82	3/14/22 18:05:19	3/14/22 18:05:37	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Hopes it opens this summer for tourist season.
83	3/14/22 18:05:38	3/14/22 18:05:44	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Open this summer
84	3/14/22 18:05:46	3/14/22 18:05:49	anonymous	Yes	Support	Yes, I am a Metrolink rider.	

							Public open house before opening the line for revenue service. Introduce the system to the general public before operating. Show the residents and customers what is coming soon. Have many community engagement events show casing Arrow Arrival coming Fall 2022 invitation to other customers from other counties in Southern California.
85	3/15/22 7:50:50	3/15/22 7:54:49	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
86	3/15/22 13:19:28	3/15/22 13:19:59	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Love this project, excited to see Metrolink trains here in Redlands and will be riding Metrolink daily to commute.
87	3/15/22 13:20:00	3/15/22 13:20:12	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Can't wait for the Metrolink here in Redlands!!!

							I am all for the project but would like Metrolink to provide more than just one train inbound and outbound. If possible can Metrolink make more of their trains come into Redlands downtown, I think it's great to have one going out but what about one coming in the morning too? I'd very much appreciate it thanks! 😊
88	3/15/22 13:20:31	3/15/22 13:22:15	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
89	3/15/22 13:22:16	3/15/22 13:22:21	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
90	3/15/22 13:22:22	3/15/22 13:22:47	anonymous	Yes	Support	Yes, I am a Metrolink rider.	More Metrolink into Redlands please thank arrow, we need an inbound in the morning too.
91	3/15/22 13:22:49	3/15/22 13:24:28	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Metrolink needs more than just one train out of Redlands, we need a train coming into Redlands from LA in the morning too
92	3/15/22 13:44:15	3/15/22 13:51:33	anonymous	Yes	Support	Yes, I am a Metrolink rider.	

college/univ.
communities is always
a good idea.
However—I would
recommend you
ENSURE that there be
local-access bus
connections to city
lines at ALL hours you
plan for the trains to
run. Not all folks can
use Uber/Lyft, for
instance.

I speak as a former
student/volunteer who
used to use the
91/Perris Vly line—
have had to drop some
appointments/classes
due to a change in the
last LAUS to Downtn
Perris times on the
weekends. RTA does
not ensure connections
at that time, that
station— and am
disabled.

93	3/15/22 16:37:58	3/15/22 16:44:12 anonymous	Yes	Support	Yes, I am a Metrolink rider.
94	3/15/22 16:48:57	3/15/22 16:50:20 anonymous	Yes	Undecided	Yes, I am a Metrolink rider.

95 3/15/22 17:03:28 3/15/22 17:10:07 anonymous

Yes

Support

Yes, I am a Metrolink rider.

about the Arrow Light Rail Service. I've reviewed the current plan and I have some ideas in which you can improve the quality of the service. First would be an expansion of the initial segment to Highland and San Bernardino International Airport, before going back to San Bernardino Transit Center. This would be a loop line that would bring rail transit to Highland and the Airport, which are areas that currently lack it. Highland has a lot of people and jobs so a rail line there would definitely be used. Since commercial flights are planned for San Bernardino International Airport, a

96	3/15/22 17:20:12	3/15/22 17:22:42 anonymous	Yes	Undecided	I have taken Metrolink in the past but no longer	I had difficulty logging in at the beginning of the zoom meeting. You probably covered this item, but how does one get from the San Bernardino Transit Center to the Metrolink if you don't use the express train? Thanks
97	3/15/22 17:24:14	3/15/22 17:24:43 anonymous	Yes	Support	Yes, I am a Metrolink rider.	I am happy for the New project and I been writing for 6 years now

What series of train numbers will be used as this extension is a connection to two existing services (the IEOC and San Bernardino lines) as opposed to a Through Train service (such as for example, the Perris Line and the Santa Barbara/San Luis Obispo Amtrak Train Service from San Diego?). This service is similar to E-Bart and the AirBART Service trains in the bay area in that a cinnamon to a second train will be required to go from Redlands to Oceanside or Los Angeles.

Will you use 500 numbers or 13 or 1800 numbers for the Arrow trains?

98 3/15/22 17:21:13 3/15/22 17:27:42 anonymous

Yes

Support

Yes, I am a Metrolink rider.

							What is the date this will open and will mor of the 300 trains be restored both weekdays and weekends? Will they extend more 800 line trains to Downtown San Bernardino (800, 804, 813, 817, 809, 806?) Will they consider something like this in Riverside for the Perris segment?
99	3/15/22 17:28:01	3/15/22 17:32:54	anonymous	Yes	Support	Yes, I am a Metrolink rider.	
100	3/15/22 17:38:28	3/15/22 17:38:54	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	
							Will it Ben possible to extend the path to Calimesa?
101	3/15/22 17:41:04	3/15/22 17:42:02	anonymous	Yes	Support	Yes, I am a Metrolink rider.	The meeting id # for the zoom did not work for me. Tried several times.
102	3/15/22 18:32:17	3/15/22 18:37:42	anonymous	Yes	Support	Yes, I am a Metrolink rider.	WE NEED MORE TRAINS! good job
103	3/15/22 20:20:59	3/15/22 20:21:10	anonymous	Yes	Support	Yes, I am a Metrolink rider.	More Metrolink in Redlands

104	3/15/22 20:21:11	3/15/22 20:21:52	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Would love if METROLINK would extend to Yucaipa and Mentone :) heard the gold line is trying to extend but no one wants that we want Metrolink ^^
105	3/16/22 0:25:15	3/16/22 0:28:20	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	When the new rail line in Redlands line will open and how much it will cost to ride between the Redlands station and the university of Redlands.
106	3/16/22 8:23:32	3/16/22 8:38:02	anonymous	Yes	Support	Yes, I am a Metrolink rider.	The more passenger rail, the better!
107	3/16/22 9:11:48	3/16/22 9:12:53	anonymous	Yes	Support	Yes, I am a Metrolink rider.	They should extend the SB line more than have 1 train there
108	3/16/22 9:27:22	3/16/22 9:32:08	anonymous	Yes	Support	I have never taken Metrolink	If I missed the Zoom meeting last night bc it was scheduled at the same time as the Redlands City Council meeting, how can I provide comments to Metrolink about the RPRP/ Arrow Line project development?
109	3/16/22 13:24:53	3/16/22 13:26:01	anonymous	Yes	Support	Yes, I am a Metrolink rider.	Please Have The Metrolink Victor Valley Line.
110	3/16/22 19:27:46	3/16/22 19:28:12	anonymous	Yes	Support	I have taken Metrolink in the past but no longer	

111	3/17/22 6:15:22	3/17/22 6:16:08 anonymous	No	Support	I have taken Metrolink in the past but no longer	
						Yes. Also, do you think it's possible if Metrolink could add a newly proposed commuter link passenger service between Fullerton and Escondido (via North Main Corona, Lake Elsinore and Murrieta/Temecula) and the proposed extension going further south to Murrieta/Temecula and Escondido to link with the I-15 Corridor?
112	3/19/22 0:48:51	3/19/22 0:51:40 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
113	3/19/22 8:58:13	3/19/22 8:58:23 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
114	3/19/22 8:58:25	3/19/22 8:58:30 anonymous				

If at all possible, please make the Arrow schedule have the same depart minute each hour it operates (memory scheduling) so it will be easier to remember. Also, please schedule the first westbound Arrow run to arrive in San Bernardino for the first or at least the second westbound San Bernardino Line train of the day. Overview very excited about the startup of this service. Many I know are very excited to start riding!!!

115	3/24/22 11:07:42	3/24/22 11:10:28 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
116	3/24/22 14:15:48	3/24/22 14:16:05 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
117	3/25/22 17:51:43	3/25/22 17:52:16 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Have a few trains on Saturday.

							participated in public planning around the Redlands Station, This is "just the ticket" for expanding MetroLink's service network & frequencies (to hourly on all lines)!- Please avoid these pitfalls: 1. Don't stop the tracks there! Architect S. Polyzoides' original design sketch was to place a big ol' flower bed across the End Of Track at Redlands; I was able to tell him DON'T BLOCK THE WAY OF THE FUTURE & about the sign at the temporary end of San Diego Trolley's unfinished Green Line that read "TO BE CONTINUED" that's the spirit! Before the Grand Electrify. Hybrid. Solar panels along the tracks. Phase out diesel. Reduce carbon emissions.
118	3/28/22 0:07:46	3/28/22 2:53:58 anonymous	Yes	Support	I have taken Metrolink in the past but no longer		
119	3/28/22 6:50:40	3/28/22 6:58:12 anonymous	Yes	Support	Yes, I am a Metrolink rider.		

120 3/28/22 15:53:44 3/28/22 15:56:44 anonymous

Yes

Support

I have taken Metrolink
in the past but no
longer

I would like a clear
start time for the train
to begin in Redlands.
AS of now I currently
commute to Upland. It
is very inconvenient, as
well as expensive to
drive to San
Bernardino station,
take the train and walk
to work, then repeat in
8 hours. I am trying to
anticipate using the
train in the future, and
cycling to the station in
Redlands, but there is
no indication of when
it will begin.

121	4/1/22 10:44:31	4/1/22 10:51:06 anonymous	Yes	Support	Yes, I am a Metrolink rider.	work in Claremont. I've been using Metrolink for many years and like the service. I've found that over the past few years, the punctuality of the trains has much improved. While there are fewer scheduled train rides now, they are now usually on time and the service, including in these times of Covid, has been excellent. I look forward to taking the Arrow to San Bernardino and to transferring to Metrolink from there. My family, friends and I have also been using Metrolink to visit L.A. and Oceanside, attend cultural events, and transfer to the Flyaway bus for many years. We appreciate the public
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car. My ability to get to jobs and destinations in San Bernardino County, or the suburbs in general, depends on consistent and timely service.

I support the extension to Redlands and hope you will continue to expand service to additional cities in the Inland Empire (Hemet, Murrieta, Temecula), frequency of service, and travel speed/reliability. Metrolink trains are a hair faster than rush hour traffic, but I would not generally travel in the peak-hour direction since I live in LA. I would be travelling in the opposite direction as rush hour traffic,

Wish there was one more stop around California Ave

122	4/1/22 10:54:24	4/1/22 11:08:20 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
123	4/1/22 15:55:00	4/1/22 15:55:52 anonymous	Yes	Support	Yes, I am a Metrolink rider.	
124	4/1/22 20:18:20	4/1/22 20:19:02 anonymous	Yes	Support	Yes, I am a Metrolink rider.	

125	4/2/22 0:54:00	4/2/22 0:55:03 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	Will there be rap cards to board & how much will fare be for one day & to transformer from Omnitrans will there be a discount
126	4/2/22 6:59:50	4/2/22 7:00:18 anonymous	Yes	Support	I have never taken Metrolink	
127	4/2/22 12:20:51	4/2/22 12:21:54 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	Need more stops to Ontario station like you have at Rancho station.
128	4/2/22 14:27:09	4/2/22 14:30:53 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	This commuter connection between San Bernardino and Redlands have been on the planning table for years. It's exciting to finally see this project come into existence.
129	4/2/22 14:54:29	4/2/22 14:55:17 anonymous	Yes	Support	Yes, I am a Metrolink rider.	I am excited to ride the new train! Thank You.
130	4/2/22 21:28:03	4/2/22 23:11:12 anonymous	No	Support	Yes, I am a Metrolink rider.	Hoping for WiFi to be available on Metrolink trains.
131	4/3/22 5:24:50	4/3/22 5:31:26 anonymous	Yes	Support	Yes, I am a Metrolink rider.	We love riding!!! Your employees are the best, we appreciate them, so excited 😊 to finally have Metro here! Thank you.

							Please seamlessly coordinate the Arrow line schedule with the San Bernardino and Orange County line schedules so we can catch our destinations without extended waits in the San Bernardino Transit Center. Please provide enhanced security at the Redlands parking station/structure for the safety of the passengers and vehicles.
132	4/3/22 8:49:38	4/3/22 8:56:09 anonymous	Yes	Support	Yes, I am a Metrolink rider.		
133	4/3/22 12:25:23	4/3/22 12:27:54 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	I love this project as a Bay Area resident. I think that the DMUs should run farther down the Metrolink line. I think that these DMUs are quieter and more efficient, so I ask you to take the idea of running them other places in the future into consideration.	
134	4/3/22 16:51:43	4/3/22 16:52:01 anonymous	Yes	Support	Yes, I am a Metrolink rider.		

135	4/4/22 9:01:31	4/4/22 9:03:05 anonymous	Yes	Support	I have taken Metrolink in the past but no longer	I do not think that replacing the DMUs with ZEMUs after only a few years is sustainable.
136	4/5/22 8:57:00	4/5/22 8:59:34 anonymous	Yes	Support	Yes, I am a Metrolink rider.	I think this is an excellent eastern extension to the Metrolink system. I obviously hope for synchronized arrival and departure times for the Metrolink lines that service the San Bernardino Transit Center for seamless and stress-free transfer to and from Arrow to the broader Metrolink system.
137	4/5/22 14:36:23	4/5/22 14:37:12 anonymous	Yes	Support	I have never taken Metrolink	Can you please post the proposed daily schedule
138	4/6/22 13:32:45	4/6/22 13:33:49 anonymous	Yes	Support	Yes, I am a Metrolink rider.	It would be appreciated if Inland Empire-Orange County line trains also used this extension so that people like me who reside in Orange County can easily go to Redlands and back, among other things.

139	4/6/22 21:00:25	4/6/22 21:02:52 anonymous	Yes	Support	Yes, I am a Metrolink rider.	Please consider expanding the once daily Metrolink trips from Redlands to LA Union station to more than once daily and on weekends. It would provide vital service to people in this community and additional business to those in the Redlands community. Thank you.
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Title VI Public Outreach for ARROW Service

Metrolink Board of Directors



METROLINK

Background

- FTA requires transit agencies to conduct a Title VI equity analysis and public outreach for all new fixed guideway capital projects.
- As the operator for the ARROW service the Authority is responsible for meeting the Title VI requirements including public outreach.

Public Outreach

- Opportunity for online public comment
 - Established at February Board meeting Feb 25, 2022
- Meeting notices and information directing community members to online survey and meeting posted on social media including Next Door
- Electronic station message boards informing public of community meeting
- Coordination with SBCTA regarding public meeting for distribution
- A virtual public workshop March 15, 2022



Results-highest number of comments received

- 120 on-line comments received
 - Majority of respondents support the new Arrow Service
 - Majority of respondents would like to see an increase in service to San Bernardino and Redlands
 - Most respondents were aware of the new Arrow Service
- 

هيئة السكك الحديدية الإقليمية لجنوب كاليفورنيا (SCRRA)

إشعار بجلسة استماع عامة / خدمة الركاب المقترحة أروو (ARROW)

تعقد هيئة السكك الحديدية الإقليمية لجنوب كاليفورنيا (SCRRA) جلسة استماع عامة في اجتماع مجلس إدارتها يوم الجمعة 22 أبريل 2022 لمناقشة خدمة قطار الركاب المقترحة أروو (ARROW). وتتوقع الهيئة افتتاح خدمة قطار الركاب الجديدة أروو (ARROW) في أغسطس 2020، على امتداد 9 أميال للسكك الحديدية من وسط مدينة سان برناردينو (San Bernardino) إلى محطة جامعة ريدلاندز (Redlands). هذا الامتداد يندرج ضمن متطلبات الباب السادس لإدارة النقل الفيدرالية (FTA) الخاص بوكالات النقل لإجراء تحليل الأسهم والتوعية العامة للمشاريع الرأسمالية الجديدة ذات المسار التوجيهي الثابت، التي تسعى إليها مترولينك (Metrolink) لتوفير فرص للإدماج والمشاركة المجتمعية، من خلال دعوة الجمهور إلى مراجعة وتقديم الملاحظات على الخدمة المقترحة.

سيتم إدراج جلسة الاستماع العامة على جدول أعمال اجتماع مجلس إدارة هيئة السكك الحديدية الإقليمية لجنوب

كاليفورنيا (SCRRA) يوم الجمعة 22 أبريل 2022 الساعة 9:00 صباحاً

[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

تتوفر المعلومات المتعلقة بالخدمة الجديدة للتفتيش العام في موقع مترولينك (Metrolink) الإلكتروني www.metrolinktrains.com أو في ردهة المبنى بمكتب المقر الرئيس (SCRRA)، في

(900 Wilshire Blvd., Los Angeles, CA 90017) خلال ساعات العمل الرسمية، من الاثنين إلى الجمعة، من الثامنة صباحاً حتى الرابعة عصرًا، ويمكن تقديم التعليقات والاقتراحات شفهيًا أو كتابيًا في جلسة الاستماع العامة، أو إرسالها قبل جلسة الاستماع العامة، من خلال النقر على خيار "eComment" لإرسال تعليق إلكتروني فوري على www.metrolinktrains.com/ecomments، أو عن طريق البريد إذا تم تلقيها قبل جلسة الاستماع العامة إلى عناية (Metrolink Fares) في مكتب مقر (SCRRA)، أو إرسالها بالفاكس إلى عناية (Metrolink Fares) قبل جلسة الاستماع على الرقم (213) 452-0421. يجب تقديم التعليقات العامة، بصرف النظر عن طريقة الاتصال، وتسليمها في موعد أقصاه 12 أبريل 2022. وقد يستمر المجلس في هذه المسألة إلى وقت أو تاريخ لاحق وفقًا لتقديره للوضع.

اداره راه آهن منطقه ای کالیفرنیا جنوبی (SCRRA) اطلاعیه استماع عمومی / سرویس پیشنهاد شده مسافر ARROW

اداره راه آهن منطقه ای کالیفرنیا جنوبی (SCRRA)، روز جمعه، 22 آوریل 2022، یک استماع عمومی در جلسه هیئت مدیران خود در ارتباط با سرویس پیشنهاد شده قطار مسافری ARROW تشکیل خواهد داد. در ماه اوت 2022، این اداره انتظار دارد که سرویس قطار مسافری جدید ARROW را در مسیر راه آهن 9 مایلی بین سن برناردینو داون تاون (San Bernardino Downtown) و ایستگاه دانشگاه ردلندز (Redlands) افتتاح کند. این توسعه ریلی تحت الزام عنوان VI اداره حمل و نقل فدرال (FTA) برای آژانس های حمل و نقل، جهت انجام تجزیه و تحلیل حقوق صاحبان سهام و اطلاع رسانی عموم برای تمام پروژه های مهم تثبیت شده جدید است. Metrolink با دعوت از مردم جهت بررسی و ارائه بازخورد در مورد سرویس پیشنهادی جدید، در صدد ایجاد فرصت هایی برای گنجاندن و تعامل با جامعه است.

استماع عمومی در دستورکار جلسه هیئت مدیران SCRRA در:

روز جمعه، 22 آوریل 2022، [HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting) ساعت 9:00 صبح فهرست خواهد شد

اطلاعات مربوط به سرویس جدید برای بازرسی عموم در وب سایت Metrolink به نشانی www.metrolinktrains.com، یا طی ساعات عادی اداری، از دوشنبه تا جمعه از ساعت 8 صبح تا 4 بعد از ظهر در لابی ساختمان دفتر مرکزی SCRRA، واقع در 900 Wilshire Blvd., Los Angeles, CA 90017 در دسترس است. نظرات و پیشنهادات را می توان به صورت شفاهی یا کتبی به جلسه عمومی ارسال کرد، یا می توان آنها را قبل از جلسه عمومی با کلیک کردن بر روی گزینه "eComment" برای ارسال نظریه الکترونیکی فوری در www.metrolinktrains.com/ecomments ارسال کرد، یا از طریق پست، در صورتی که قبل از جلسه استماع عمومی به Metrolink Fares در دفتر مرکزی SCRRA دریافت شود، یا قبل از جلسه به شماره (213) 452-0421 به اطلاع Metrolink Fares از طریق فکس ارسال کرد. تمام نظرات عمومی، صرفنظر از فرم ارتباط، باید حداکثر تا 12 آوریل 2022 ارسال و دریافت شده باشند. این موضوع ممکن است توسط هیئت تا زمان یا تاریخ بعدی به صلاحدید آنها ادامه یابد.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)
공청회 공지/애로우(ARROW) 승객 서비스 (제안)

Southern California Regional Rail Authority (SCRRA)은 제안된 애로우 승객 열차 서비스에 관해 2022년 4월 22일 금요일 이사회 회의에서 공청회를 소집할 예정입니다. 2022년 8월, 철도청은 샌버나디노 다운타운과 레드랜즈 대학교 역 사이의 9 마일 연장 철도에서 새로운 승객 열차 서비스를 개시할 예정입니다. 이 철도 연장은 대중 교통 기관이 모든 신규 고정 가이드웨이 도시개발 사업에 대한 형평성 분석 및 공공 지원을 수행해야 하는 연방 교통국(FTA) Title VI 요구 사항에 해당합니다. Metrolink는 대중들이 새로 제안된 서비스를 검토하고 피드백을 제공할 기회를 갖도록 하여 이 사업에 대한 지역사회의 참여를 유도하고 있습니다.

공청회는 아래 SCRRA 이사회 회의 안건에 포함될 것입니다:

2022년 4월 22일 금요일 오전 9시

[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

이 신규 서비스에 관한 정보는 Metrolink 웹사이트 www.metroinktrains.com를 방문하거나 SCRRA 본사 건물 로비 900 Wilshire Blvd., Los Angeles, CA 90017에서 입수하실 수 있습니다. 오피스는 월요일에서 금요일 오전 8시에서 오후 4시까지 오픈합니다. 의견이나 제안은 공청회에서 구두로 또는 서면으로 제출하실 수 있고, 또는, 공청회가 열리기 전 www.metroinktrains.com/ecomments에서 "eComment" 옵션을 클릭하여 의견을 즉시 제출하실 수 있습니다. 우편으로 보내실 때 SCRRA 본사 Metrolink Fares앞으로 보내시거나 공청회 전에 팩스로 Metrolink Fares 앞으로 보내셔도 됩니다. 팩스 번호는 (213) 452-0421. 모든 시민들의 의견은, 보내는 형식과 관계없이, 반드시 2022년 4월 12일까지 접수되어야 합니다. 이 건은 이사회의 단독 재량으로 시간이나 날짜가 더 늦추어질 수 있습니다.

Autoridad de Tren Regional del Sur de California (SCRRA)

Aviso de Audiencia Pública/Servicio de Pasajeros Arrow Propuesto

La Autoridad de Tren Regional del Sur de California (SCRRA, por sus siglas en inglés) convocará a una audiencia pública en su Reunión de la Junta Directiva, el viernes 22 de abril de 2022 con respecto al servicio de trenes de pasajeros ARROW propuesto. En agosto de 2022, la Autoridad espera inaugurar el nuevo servicio de tren de en la extensión ferroviaria de 9 millas entre el centro de San Bernardino y la estación de la Universidad de Redlands. Esta extensión ferroviaria bajo el requisito del Título VI de la Administración Federal de Tránsito (FTA, por sus siglas en inglés) para que las agencias de tránsito lleven a cabo un análisis de equidad y alcance público para todos los nuevos proyectos de capital de vías fijas. Metrolink busca crear oportunidades para la inclusión y compromiso con la comunidad al invitar al público a revisar y brindar comentarios sobre el nuevo servicio propuesto.

La Audiencia pública será incluida en la agenda de la reunión de la Junta Directiva de SCRRA:

Viernes 22 de abril de 2022 a las 9:00 a.m.

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La información con respecto al nuevo servicio está disponible para inspección pública en el sitio web de Metrolink en www.metrolinktrains.com o en el vestíbulo del edificio de la oficina central de SCRRA, ubicada en 900 Wilshire Blvd., Los Ángeles, CA 90017 durante el horario regular de oficina de lunes a viernes de 8 a.m. a 4 p.m. Los comentarios y sugerencias pueden ser presentados oralmente o por escrito en la audiencia pública, o publicados antes de la audiencia pública haciendo clic en la opción “eComment” para enviar un comentario electrónico instantáneo en www.metrolinktrains.com/ecomments, por correo si se recibe antes de la audiencia pública a la atención de Metrolink Fares en la oficina central de SCRRA, o por facsímil a la atención de Metrolink Fares antes de la audiencia al (213) 452-0421. Todos los comentarios públicos, independientemente de la forma de comunicación, deben ser enviados y recibidos a más tardar el 12 de abril de 2022. Este asunto puede ser continuado por la Junta a una fecha u hora posterior a su exclusivo criterio.

NHÀ ĐƯƠNG CỤC ĐƯỜNG RÀY KHU VỰC MIỀN NAM CALIFORNIA (SCRRA)
THÔNG BÁO VỀ ĐIỀU TRẦN CÔNG KHAI/ DỊCH VỤ HÀNH KHÁCH ARROW ĐƯỢC ĐỀ XUẤT

Nhà Đường Cục Đường Rầy Khu Vực Miền Nam California (SCRRA) sẽ triệu tập phiên điều trần công khai tại cuộc Họp Ban các Giám Đốc, vào thứ Sáu, ngày 22 tháng Tư năm 2022 về dịch vụ xe hỏa chở khách ARROW theo đề xuất. Vào tháng 8 năm 2022, Cơ quan chức năng dự kiến sẽ khánh thành dịch vụ xe lửa chở khách ARROW mới trên đoạn đường sắt kéo dài 9 dặm giữa San Bernardino Downtown và ga Đại học Redlands. Phần mở rộng đường sắt này tuân theo yêu cầu Tiêu đề VI của Cục quản lý vận tải liên bang (FTA) đối với các cơ quan vận tải để tiến hành phân tích công bằng và tiếp cận công chúng đối với tất cả các dự án vốn theo phương thức cố định mới Metrolink tìm cách tạo cơ hội hòa nhập và gắn kết với cộng đồng bằng cách mời công chúng đánh giá và cung cấp phản hồi về dịch vụ đề xuất mới.

Phiên điều trần công khai sẽ được liệt kê trên nghị trình của Buổi Họp Ban Các Giám Đốc SCRRA
vào ngày: Thứ Sáu, 22 tháng Tư, 2022 lúc 9:00 sáng
[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

Thông tin về dịch vụ mới hiện có cho công chúng kiểm tra trên trang mạng của Metrolink tại www.metrolinktrains.com hoặc tại hành lang tòa nhà của văn phòng thuộc trụ sở chính của SCRRA, tọa lạc tại 900 Wilshire Blvd., Los Angeles, CA 90017 vào các giờ giấc làm việc thông thường từ thứ Hai tới thứ Sáu, 8 giờ sáng tới 4 giờ chiều. Các góp ý và đề nghị có thể được nộp lên bằng lời nói hoặc trên văn bản tại phiên điều trần công khai, hoặc đăng tải trước khi có phiên điều trần bằng cách bấm vào lựa chọn “eComment” để nộp lên một góp ý tức thời bằng điện tử tại www.metrolinktrains.com/ecomments, hoặc qua thư nếu nhận được trước khi có phiên điều trần để gửi đến Metrolink Fares tại văn phòng thuộc trụ sở chính của SCRRA, hoặc fax đến Metrolink Fares trước phiên điều trần tại số (213) 452-0421. Mọi góp ý của công chúng, bất kể đến dạng thức liên lạc nào, phải được nộp và nhận được chậm lắm là ngày 12 tháng Tư, 2022. Vấn đề này có thể được xem xét tiếp tục bởi ủy ban vào ngày giờ nào đó sau này theo sự tùy tiện của họ.

**Региональное управление железных дорог Южной Калифорнии
(SCRRA)**

**Уведомление о публичных слушаниях / Предлагаемая пассажирская
служба ARROW**

Региональное управление железных дорог Южной Калифорнии (SCRRA) проведет публичные слушания на заседании Совета директоров в пятницу, 22 апреля 2022 года, по поводу предлагаемого пассажирского поезда ARROW. В августе 2022 года власти ожидают открытия нового пассажирского обслуживания поездом ARROW на 9-мильной железнодорожной ветке между центром Сан-Бернардино и станцией University of Redlands. Это расширение железной дороги подпадает под действие Раздела VI Федерального транзитного управления (FTA) для транспортных агентств по проведению анализа справедливости и работы с общественностью для всех новых капитальных проектов с фиксированными направляющими. Metrolink стремится создать возможности для вовлечения и взаимодействия с местными общинами, приглашая общественность ознакомиться с предложением и оставить отзыв о новой предлагаемой услуге.

Публичные слушания будут включены в повестку дня заседания Совета директоров SCRRA по следующим вопросам:

Пятница, 22 апреля 2022 г., 9:00.

[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

Информация о новой услуге доступна для всеобщего ознакомления на веб-сайте Metrolink по адресу www.metrolinktrains.com или в холле здания штаб-квартиры SCRRA, расположенного по адресу 900 Wilshire Blvd., Los Angeles, CA 90017, в обычные часы работы с понедельника по пятницу, с 8.00. до 16:00. Комментарии и предложения могут быть представлены в устной или письменной форме на публичных слушаниях или опубликованы до публичных слушаний, с помощью опции «eComment» для того, чтобы отправить мгновенный электронный комментарий на www.metrolinktrains.com/ecommments, или по почте, если он будет получен до публичного слушания до сведения Metrolink Fares в штаб-квартире SCRRA или отправлен по факсу до сведения Metrolink Fares до слушания по

телефону (213) 452-0421. Все комментарии общественности, независимо от формы сообщения, должны быть представлены и получены не позднее 12 апреля 2022 г. Совет директоров может перенести рассмотрение этого вопроса на более позднее время или дату по своему собственному усмотрению.

南カリフォルニア地域鉄道管理局 (SCRRA)
公聴会のお知らせ/ 提案中のアロー乗客サービス

南カリフォルニア地域鉄道管理局 (SCRRA) は、2022 年 4 月 22 日金曜日の理事会会合にて、提案中のアロー乗客列車サービスに関する公聴会を開きます。2022 年 8 月には、管理局はサンベルナーディーノのダウンタウンとレッドランド大学駅のための 9 マイルを延長ラインとして新たなアロー乗客列車サービスを開始する予定です。この列車延長ラインは、メトロリンクが提案中の新サービスのレビューとフィードバックに市民の皆さんを招くことにより地域社会との内包 (インクルージョン) と取り組みの機会の創出を追求している新規固定ガイドウェイ資本プロジェクトのために、交通管理機関が平等性分析と市民アウトリーチを行うというもので、連邦交通局 (FTA) の第 VI 章要件に該当します。

公聴会は、SCRRA 理事会会合の議事に挙がっています：
2022 年 4 月 22 日金曜日 午前 9 時
[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

新サービスに関して市民の皆さんが検討するための情報は、メトロリンクのウェブサイト www.metrolinktrains.com あるいは、SCRRA 本部オフィスのビルロビー、住所 900 Wilshire Blvd., Los Angeles, CA 90017 にて月曜日から金曜日の午前 8 時から午後 4 時の間に入手できます。コメントや意見は、公聴会において口頭で述べていただけますし、公聴会に先立って “eComment” のオプションをクリックして www.metrolinktrains.com/ecomments 宛、書面による電子コメントを即時に提出することもできます。もしくは、公聴会に先立って郵送も可能ですが、その際には Attn: Metrolink Fares at the SCRRA headquarters office 宛に、あるいは Attn: Metrolink Fares としてファックス番号 (213) 452-0421 までお送りください。どのような形で提出されても、全コメントは 2022 年 4 月 12 日が締め切りです。なお本件は、理事会の判断により後の期日まで継続されるということもあります。

南加州地區鐵路管理局 (SCRRA)
公眾聽證會/提議的 ARROW 客運服務通告

南加州地區鐵路管理局 (SCRRA) 將於 2022 年 4 月 22 日週五在其董事會會議上就提議的 ARROW 客運列車服務舉行公開聽證會。2022 年 8 月，管理局預計將在聖貝納迪諾市中心和雷德蘭茲大學站之間 9 英里的鐵路延長線上開通新的 ARROW 客運列車服務。這條鐵路延長線符合聯邦交通管理局 (FTA) 第六章的要求，要求交通機構對所有新的固定導軌資本項目進行公平分析和公共宣傳。Metrolink 旨在通過邀請公眾審查並就新提議的服務提供反饋來創造社區民眾納入和參與的機會。

公開聽證會將列入 SCRRA 董事會會議的議程：

2022 年 4 月 22 日，週五上午 9 時

[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

有關新服務的信息可在 Metrolink 網站 www.metrolinktrains.com 或位於 900 Wilshire Blvd., Los Angeles, CA 90017 的 SCRRA 總部辦公室大樓大廳供公眾查閱，在週一至週五從早上 8 點到下午 4 點正常辦公時間；並且可以在公開聽證會上以口頭或書面形式提交評論和建議，或者在公開聽證會之前通過點擊“eComment”選項在 www.metrolinktrains.com/ecomments 提交即時電子評論，或通過郵件發布，如果 SCRRA 總部辦公室在公開聽證會前收到，收件人 Metrolink Fares，或在聽證會前通過 (213) 452-0421 傳真至收件人 Metrolink Fares。所有公眾評論，無論採用何種聯繫形式，都必須在 2022 年 4 月 12 日之前提交和收到。董事會可以自行決定將此事推遲到以後的時間或日期。

ՀԱՐԱԻԱՅԻՆ ՔԱԼԻՖՈՐՆԻՈՅ ՇՐՋԱՆԱՅԻՆ ԵՐԿԱԹՈՒՂԻԻ ՎԱՐՉՈՒԹԻՒՆ (ՀՔՇԵՎ-SCRRA)

ՀԱՆՐԱՅԻՆ ՆԻՍՏԻ ԾԱՆՈՒՑՈՒՄ – ԱՌԱՋԱԴՐՈՒԱԾ «ԷՐՕ» ՈՒՂԵՒՈՐՆԵՐՈՒ ՍՊԱՍԱՐԿՈՒԹԻՒՆ

Հարաւային Քալիֆորնիոյ Շրջանային Երկաթուղիի Վարչութիւնը (ՀՔՇԵՎ- SCRRA) հանրութիւնը կը հրաւիրէ հանրային նիստի մը իր Վարչական խորհուրդի ժողովին, Ուրբաթ, 22 Ապրիլ 2022ին, առաջադրուած «ԷՐՕ» ուղեւորներու կառաջարի (շոգեկառքի) սպասարկութեան վերաբերեալ: Օգոստոս 2022ին, Վարչութիւնը կ'ակնկալէ բացումը կատարել նոր «ԷՐՕ» ուղեւորներու կառաջարի սպասարկութեան Սան Պետրանտինո եւ Եունիվըրսիթի աֆ Ռետլենտը կայարանին միջեւ 9 մղոննոց յաւելուած գիծին վրայ: Երկաթագիծի այս յաւելուածը կ'իյնայ Դաշնակցային Փոխադրութեան Վարչութեան (FTA) Թայթըլ VI-ի փոխադրութեան գործակալութիւններու վերաբերեալ պահանջներուն տակ՝ կատարելու սեփականութեան արժեւորումի վերլուծութիւն եւ հանրային զեկուցում բոլոր հաստատուած հիմնական ուղեցոյց նոր ծրագիրներուն համար, որոնց միջոցաւ «Մերթօլինք»ը կը ձգտի ստեղծել ներառութեան եւ ներգրաւուածութեան առիթներ համայնքին հետ՝ հանրութիւնը հրաւիրելով առաջադրուած նոր սպասարկութիւնը վերատեսութեան ենթարկելու եւ անոր մասին մեկնաբանութիւններ հայթայթելու համար:

Հանրային նիստը պիտի արձանագրուի ՀՔՇԵՎի (SCRRA) Վարչական խորհուրդի ժողովի յուշատետրին վրայ, Ուրբաթ, 22 Ապրիլ 2022ին, առաւօտեան ժամը 9ին:

[HTTPS://METROLINKTRAINS.COM/MEETING](https://metrolinktrains.com/meeting)

Նոր սպասարկութեան վերաբերեալ տեղեկութիւնը տրամադրելի է հանրային ստուգման «Մերթօլինք»ի www.metrolinktrains.com կայքին վրայ կամ SCRRA-ի կեդրոնական գրասենեակի հասցէին՝ 900 Wilshire Blvd., Los Angeles, CA 90017, գրասենեակային սովորական ժամերուն՝ Երկուշաբթիէն Ուրբաթ, առաւօտեան ժամը 8էն կ'ընկնէ ժամը 4: Բերանացի կամ գրաւոր մեկնաբանութիւններ եւ առաջարկներ կարելի է ներկայացնել հանրային նիստին ընթացքին կամ նախքան հանրային նիստը՝ սեղմելով “eComment” տարբերակը www.metrolinktrains.com/ecomments կայքէջին վրայ, ելեկտրոնային մեկնաբանութիւն զետեղելու համար. կարելի է նաեւ նախքան հանրային նիստը փոստատարով ուղարկել մեկնաբանութիւններ՝ Metrolink Fares-ի ուշադրութեան, SCRRA-ի կեդրոնական գրասենեակի հասցէին կամ «Ֆէքս»ով՝ դարձեալ Metrolink Fares-ի ուշադրութեան, (213) 452-0421 թիւին: Բոլոր հանրային մեկնաբանութիւնները, անկախ իրենց հաղողակցութեան միջոցէն, ներկայացուած եւ ստացուած պէտք է ըլլան նախքան 12 Ապրիլ 2022: Նախկին բոլոր հանրային մեկնաբանութիւնները եւ առաջարկները՝ ստացուած ըստ նախնական Հանրային Նիստին պիտի տրամադրուին Վարչութեան եւ ներառուին նիստի ատենագրութեան մէջ: Սոյն հարցը խորհուրդին կողմէ եւ անոր ազատ որոշումով կրնայ շարունակուիլ յետագային:

Novoa, Sylvia

From: Pena, Michelle
Sent: Monday, March 28, 2022 3:21 PM
To: Novoa, Sylvia
Subject: FW: Ad Request Form
Attachments: 3565580 Tagalog.docx; 3565583 Farsi.docx; 3565584 Korean.docx; 3565587 Vietnamese.docx; 3565590 Japanese.docx; 3565593 Chinese.docx; 3565581 Arabic.docx; 3565579 Armenian.docx; 3565585 spanish.docx; 3565588 RUSSIAN.doc

From: Menemshyan, Armine <MenemshyanA@scrra.net>
Sent: Monday, March 28, 2022 3:10 PM
To: Pena, Michelle <PenaM@scrra.net>
Subject: RE: Ad Request Form

Hi Michelle,

Attached are all the translations and here is the list of publications along with the publication dates, languages, order numbers and cost:

143663 Public Notice for Proposed Arrow Passenger Service - PO A2200908				
Newspaper	Language	Publication date	Order Number	Total Cost
Orange County Reporter (OC)	English	3/25/2022	3565578	\$74.40
Ventura County Star (VT)	English	3/25/2022	3565592	\$324.20
Daily News (LA)	English	3/25/2022	3565582	\$387.00
Riverside Press Enterprise (RIV)	English	3/25/2022	3565589	\$432.00
San Bernardino County Sun (SB)	English	3/25/2022	3565591	\$401.20
LA Sentinel (African American)	English	3/31/2022	3565586	\$321.20
Armenian Media Network (Armenian)	Armenian	3/25/2022	3565579	\$404.71
Beirut Times (Arabic/Lebanese)	Arabic/Lebanese	3/25/2022	3565581	\$794.12
Panorama (Russian)	Russian	3/30/2022	3565588	\$329.41
La Opinion (Spanish)	Spanish	3/25/2022	3565585	\$773.48
Rafu Shimpō (Japanese)	Japanese	3/29/2022	3565590	\$672.94
World Journal (Chinese)	Chinese	3/25/2022	3565593	\$488.23
Korea Daily (Korean)	Korean	3/25/2022	3565584	\$1,298.82
Asian Journal (Tagalog)	Tagalog	3/26/2022	3565580	\$1,394.12
Nguoi Viet Daily News (Vietnamese)	Vietnamese	3/25/2022	3565587	\$342.35
Iranshahr Weekly (Persian)	Persian	3/25/2022	3565583	\$794.12

\$9,232.30

Thank you!
Armine

From: Menemshyan, Armine
Sent: Monday, March 21, 2022 1:58 PM
To: Pena, Michelle <PenaM@scrra.net>
Subject: RE: Ad Request Form

Hi Michelle,

Nothing else is needed from you. They promised to translate and publish the notice before the April 8 deadline.

Will forward all translations and proofs of publication as soon as I receive them from Daily Journal.

Thanks!
Armine

From: Pena, Michelle <PenaM@scrra.net>
Sent: Monday, March 21, 2022 10:36 AM
To: Menemshyan, Armine <MenemshyanA@scrra.net>
Subject: RE: Ad Request Form

Hi Armine,

I'm just following up to see if there's anything else I need to do for this publication request.

Thanks,
Michelle

From: Menemshyan, Armine <MenemshyanA@scrra.net>
Sent: Thursday, March 10, 2022 3:05 PM
To: Pena, Michelle <PenaM@scrra.net>
Subject: RE: Ad Request Form

Hi Michelle,

In the past, for these kind of public notices, we would request translations in ten languages and publications in six general circulation papers covering 5 counties (please see below):

MEDIA	YES/NO
Adjudicated General Circulation Papers	
Orange County Reporter (OC)	X
Ventura County Star (VT)	X
Daily News (LA)	X
Riverside Press Enterprise (RIV)	X
San Bernardino County Sun (SB)	X
LA Sentinel	X
Armenian Media Network (Armenian)	X
Beirut Times (Arabic/Lebanese)	X
Panorama (Russian)	X
La Opinion (Spanish)	X
Rafu Shimpo (Japanese)	X
World Journal (Chinese)	X
Korea Daily (Korean)	X
Asian Journal (Tagalog)	X
Nguoi Viet Daily News (Vietnamese)	X
Iranshahr Weekly (Persian)	X

Is it ok if I revise the Request for Quote to uncheck some of the publications (attached)?

Thanks!
Armine

From: Pena, Michelle <PenaM@scrra.net>
Sent: Thursday, March 10, 2022 2:40 PM
To: Menemshyan, Armine <MenemshyanA@scrra.net>
Subject: RE: Ad Request Form

Hi Armine,

Please see attached Request for Quote. I selected all the newspapers like in the example provided to me, but I'm curious if the top five listed are sufficient since they meet the legal requirement of one general circulation newspaper per jurisdiction? This must be published by April 8. The requisition number is 143663.

Thanks,
Michelle

From: Menemshyan, Armine <MenemshyanA@scrra.net>
Sent: Wednesday, March 9, 2022 2:17 PM
To: Pena, Michelle <PenaM@scrra.net>
Subject: RE: Ad Request Form

Hi Michelle,

Attached is the request form.

Please do the following:

- Complete and email the attached form
 - Select the papers you'd like the notice to be published
 - Select if translations are needed
 - Select the frequency (should the ad or notice be published once or twice?)
- Is there a deadline the ad or notice must be published by?
- Email the final notice
- Please issue a requisition for this request

Thank you!
Armine

From: Pena, Michelle <PenaM@scrra.net>
Sent: Wednesday, March 9, 2022 1:47 PM
To: Menemshyan, Armine <MenemshyanA@scrra.net>
Subject: Ad Request Form

Hi Armine,

I received a completed ad from Sylvia for a public hearing on 4/22. Can you please send me the Ad Request form I need to fill out to move this along?

Thanks,
Michelle



METROLIA

MICHELLE PENA

Board Secretary

213.452.0255 **T**

213.248.4106 **M**

WASH YOUR HANDS, WEAR YOUR MASK, WATCH YOUR DISTANCE.

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Novoa, Sylvia

From: Candler, Sheri
Sent: Tuesday, April 5, 2022 11:53 AM
To: Novoa, Sylvia
Cc: Mack, Gina
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI
Attachments: Nextdoor ad.PNG

Here is what the ad looked like. Screenshot attached too



Metrolink
Sponsored

Notice of Public Meeting

Have feedback on Metrolink's proposed new passenger service connecting San Bernardino - Downtown to Los Angeles of Redlands Station? Attend our public meeting on May 15.



METROLINK

SHERI CANDLER

Marketing Manager II

213.452.0204 **T**

213.215.3583 **M**

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From: Novoa, Sylvia <NovoaS@scrra.net>
Sent: Tuesday, April 5, 2022 10:52 AM
To: Candler, Sheri <CandlerS@scrra.net>
Cc: Mack, Gina <MackG@scrra.net>
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI

Yes ma'am, that would be the one.

From: Candler, Sheri <CandlerS@scrra.net>
Sent: Tuesday, April 5, 2022 10:51 AM
To: Novoa, Sylvia <NovoaS@scrra.net>
Cc: Mack, Gina <MackG@scrra.net>
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI

Is this in regard to the ARROW project ads I just ran in March.



METROLIA

SHERI CANDLER

Marketing Manager II

213.452.0204 **T**

213.215.3583 **M**

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From: Novoa, Sylvia <NovoaS@scrra.net>
Sent: Tuesday, April 5, 2022 10:45 AM
To: Candler, Sheri <CandlerS@scrra.net>
Cc: Mack, Gina <MackG@scrra.net>
Subject: Please send copies of the Next Door and CIS sign verbiage for Title VI

I need to put in a packet and send to Michelle Pena for mail-out. Thank you

Novoa, Sylvia

From: Hawkins, Brett
Sent: Tuesday, April 5, 2022 1:17 PM
To: Novoa, Sylvia
Subject: samples



Metrolink was live.

Published by Brett Hawkins · March 15 at 4:30 PM ·

Metrolink espera inaugurar el nuevo servicio de tren de pasajeros ARROW que conecta el centro de San Bernardino con la estación de la Universidad de Redlands durante el otoño de 2022. ¿Tiene comentarios sobre el servicio propuesto? Asista a nuestra reunión pública virtual el 15 de marzo. RSVP aquí: metrolink.org/3h0CzVh

PARA ASISTIR A LA REUNIÓN PÚBLICA

martes, 15 de marzo de 2022

4:30 pm PST (en español)

Zoom Videoconferencia

Identificación de la reunión (Meeting ID): 899 3797 0394

Enlace: <https://us02web.zoom.us/j/89937970394>

Via teléfono: (833) 548-0276

See Translation

Proceso De Revisión Pública: Servicio Arrow

15 de marzo, 2022



METROLINK **zoom**



Metrolink was live.

Published by Brett Hawkins · March 15 at 5:00 PM ·



In Fall of 2022, the Authority are planning to inaugurate the new ARROW passenger train service on the 9-mile rail extension between San Bernardino Downtown and the University of Redlands station. This rail extension falls under the Federal Transit Administration (FTA) Title VI requirement for transit agencies to conduct an equity analysis and public outreach for all new fixed guideway capital projects. Metrolink seeks to create opportunities for inclusion and engagement with the community by inviting the public to review and provide feedback on the proposed service. You can provide comments at metrolinktrains.com/ecomments. The comment period closes April 12, 2022.

We will be streaming on Facebook Live, but you can also attend the public meeting via Zoom Video Conference:

Zoom Video Conference

Meeting ID: 854 1525 2326

Weblink: <https://us02web.zoom.us/j/85415252326>

Via Phone: (833) 548-0276

Public Review Process: Arrow Service

March 15, 2022



METROLINK 



Metrolink ✓

Published by Brett Hawkins · March 11 at 9:00 AM ·



Metrolink expects to inaugurate the new ARROW passenger train service connecting San Bernardino - Downtown to University of Redlands Station during fall 2022. Have feedback on the proposed service? Attend our public meeting on March 15. RSVP here:

metrolink/3h0CzVh

Metrolink espera inaugurar el nuevo servicio de tren de pasajeros ARROW que conecta el centro de San Bernardino con la estación de la Universidad de Redlands durante el otoño de 2022. ¿Tiene comentarios sobre el servicio propuesto? Asista a nuestra reunión pública virtual el 15 de marzo. RSVP aquí: metrolink/3h0CzVh

See Translation





Metrolink @Metrolink · Mar 14

...

PUBLIC MEETING TOMORROW: Metrolink expects to inaugurate the new ARROW passenger train service connecting San Bernardino - Downtown to University of Redlands Station during fall 2022. Have feedback on the proposed service? Attend our public meeting: metrolink/3H9tGDf





Metrolink

8,803 followers

1mo •

Metrolink expects to inaugurate the new ARROW passenger train service connecting San Bernardino - Downtown to University of Redlands Station during fall 2022. Have feedback on the proposed service? Attend our public meeting on March 15. RSVP here: metrolink/3s2ihRs



METROLII

BRETT HAWKINS

Social Media Specialist

213.452.0399 **T**

213.808.7405 **M**

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Novoa, Sylvia

From: Mack, Gina
Sent: Tuesday, April 5, 2022 1:32 PM
To: Novoa, Sylvia; Candler, Sheri
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI

Hi Silvia!!

Here's what we posted for the last meeting notice.

Metrolink will be hosting a virtual meeting to discuss the proposed Arrow passenger train service. The meeting is open to the public and will take place on March 15 at 5:00 PM. Please visit [Metrolinktrains.com/publichearing](https://metrolinktrains.com/publichearing) for more information.

From: Novoa, Sylvia <NovoaS@scrra.net>
Sent: Tuesday, April 5, 2022 10:52 AM
To: Candler, Sheri <CandlerS@scrra.net>
Cc: Mack, Gina <MackG@scrra.net>
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI

Yes ma'am, that would be the one.

From: Candler, Sheri <CandlerS@scrra.net>
Sent: Tuesday, April 5, 2022 10:51 AM
To: Novoa, Sylvia <NovoaS@scrra.net>
Cc: Mack, Gina <MackG@scrra.net>
Subject: RE: Please send copies of the Next Door and CIS sign verbiage for Title VI

Is this in regard to the ARROW project ads I just ran in March.



METROLINK

SHERI CANDLER

Marketing Manager II

213.452.0204 **T**

213.215.3583 **M**

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From: Novoa, Sylvia <NovoaS@scrra.net>

Sent: Tuesday, April 5, 2022 10:45 AM

To: Candler, Sheri <CandlerS@scrra.net>

Cc: Mack, Gina <MackG@scrra.net>

Subject: Please send copies of the Next Door and CIS sign verbiage for Title VI

I need to put in a packet and send to Michelle Pena for mail-out. Thank you



METROLINK®

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

.....

ITEM ID: 2020-718-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: Memorandum of Understanding (MOU) Between SCRRA and California High-Speed Rail Authority (CHSRA) for the Burbank to Los Angeles Project Section

Issue

CHSRA has responded to SCRRA's comments on the Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail (HSR) Burbank to Los Angeles Project Section (Project). However, the impacts of the track alignment on passenger and freight operation capacity and the effects on the Central Maintenance Facility (CMF) tracks alignment still need elaboration at a sufficient level of detail to be deemed fully and adequately addressed before construction. A Memorandum of Understanding (MOU) is needed to guide the process and outcomes for coordination.

Recommendation

Staff recommends that the Board authorize the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the California High-Speed Rail Authority for Cooperation and Coordination for the Burbank to Los Angeles Section of the HSR System.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment(s) of :

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This MOU enhances our relationship with public partners such as CHSRA to integrate and coordinate services.

Discussion

While CHSRA responded to the Authority's comments on the Draft EIR/EIS in the Final EIR/EIS, certain elements of project work, such as the phasing of construction impacts at CMF (Attachment A) still need to be developed to an even greater level of detail than presented to be deemed fully and adequately addressed. Specifically, additional work will be required on the design, the assessment of impact, and the subsequent identification of mitigation and future investments required. Such additional work would be necessary in order to clear the Project for construction.

SCRRA staff and CHSRA staff jointly drafted an MOU (Attachment B) to guide ongoing efforts and to provide an organizational framework whereby the Authority and SCRRA engage, as partners, for the development of the Project Section of HSR. This engagement will involve continued planning, design, and eventual construction of improvements in the SCRRA Metrolink corridor and discussions about future commitments by the respective agencies. The MOU is drafted to document the intent to preserve and protect existing and planned rail operations and related maintenance activities and facilities in the Project Section corridor while also providing for the introduction of HSR.

Drafts of the MOU were shared with members of the Executive Committee of the Board at their February 11 and March 11, 2022 meetings. Comments were offered by the Committee members to the MOU. Specifically,

- Director McCallon requested an addition to Article 3b that calls for exploring reconfiguration and/or replacement of existing functions and operations at CMF required to maintain yard and maintenance facility functions "in a manner that does not assume the shifting of maintenance activities to the EMF in an effort to increase capacity at CMF."
- Director Trembley requested:
 - Recital K shall begin with "Whereas, the Authority shall fully reimburse SCRRA expenses ..."
 - Recital N to acknowledge the actions taken by the CHSRA in its January 20, 2022 Board Meeting to certify the Burbank to Los Angeles Final Environmental Impact Report (EIR) under CEQA and directed the (CHSRA) Chief Executive Officer to sign the Draft Record of Decision and issue it as a Final Record of Decision under NEPA
 - New Article 14 to clarify that the MOU should incorporate, by reference, the recitals into the body of the MOU

These requested revisions are incorporated into the revised draft of the MOU (Attachment B).

Background

CHSRA published a Draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) for the Burbank to Los Angeles Project Section of the CHSR Project on May 29, 2020 and solicited comments through August 31, 2020, including the minimum 45-day public review pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) and an additional 45 days in consideration of limitations caused by the COVID-19 pandemic. CHSRA considered comments received on the Draft EIR/EIS and responded to substantive comments on the Draft EIR/EIS in the development of the Final EIR/EIS which were made available to the public on November 5, 2021.

CHSRA's Board of Directors held a two-day meeting on January 19 and January 20, 2022 and voted to certify the Final EIR/EIS and approve the Preferred Alternative (the HSR Build Alternative, including the Burbank Station) pursuant to CEQA. CHSRA's Board of Directors, in the Authority's role as NEPA lead agency, also directed the CHSRA's Chief Executive Officer to issue a Record of Decision for the Burbank to Los Angeles Project Section. The Record Of Decision selected the Preferred Alternative (the HSR Build Alternative, including the Burbank Station).

Budget Impact

There is no budgetary impact as a result of this report.

Next Steps

Upon execution of the MOU, staff will continue to work with CHSRA to refine project designs and to perform analysis to confirm that impacts to Metrolink operations and maintenance activities are appropriately and adequately addressed.

Prepared by: Roderick Diaz, Director Planning & Development
David Huang, Planning Manager I

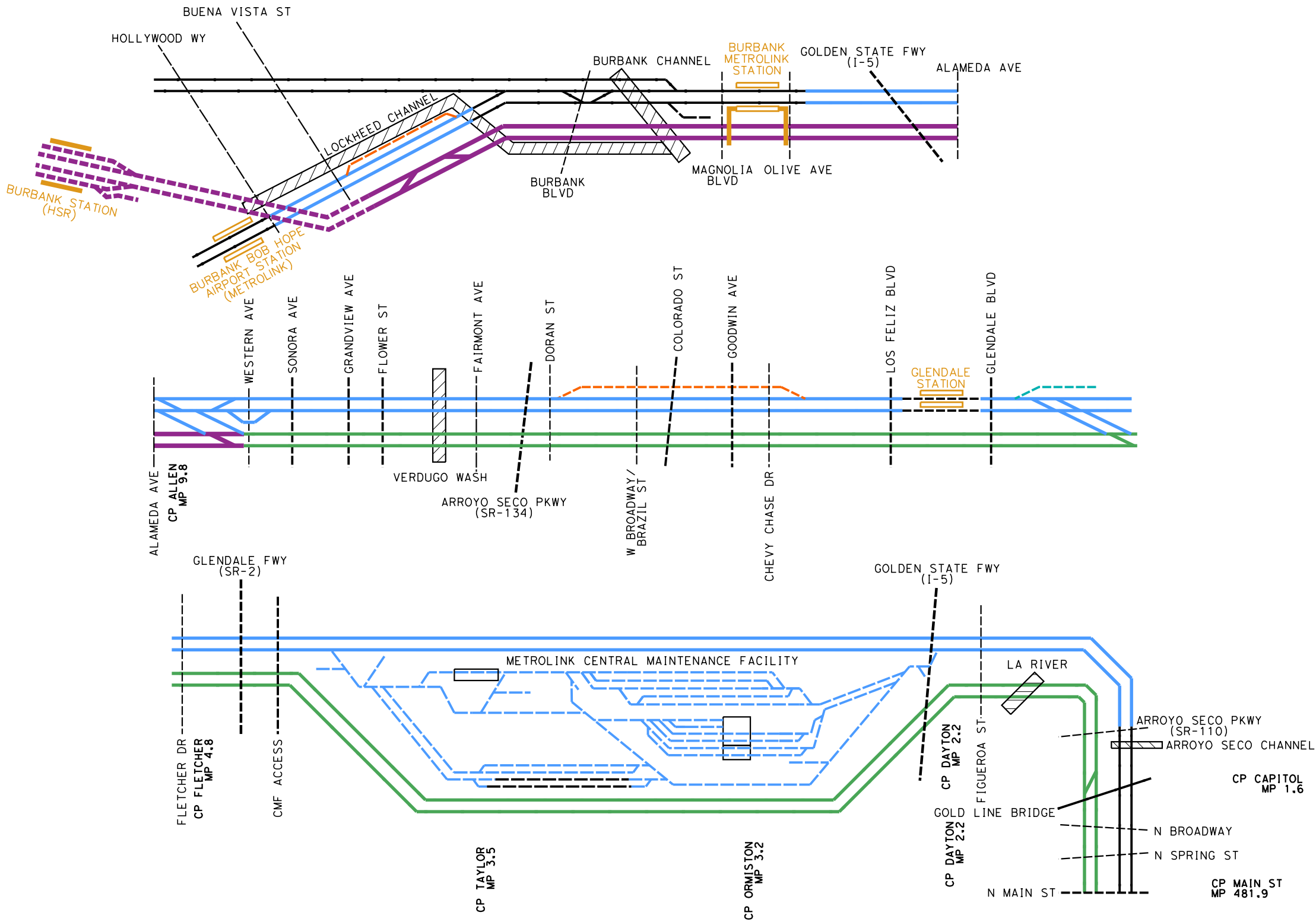
Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Attachment A - Overview of CMF Impacts](#)

[Attachment B - SCRRA CHSRA MOU Revised for Adoption](#)

Attachment A - Overview of CMF Impacts



LEGEND (TRACKWORK)

- EXISTING FREIGHT/PASSENGER MAINLINE TRACK
- EXISTING FREIGHT/PASSENGER SECONDARY TRACK
- NEW AMTRAK/METROLINK/UPRR MAINLINE TRACK
- NEW AMTRAK/METROLINK TRENCH/TUNNEL
- NEW AMTRAK/METROLINK SECONDARY TRACK
- NEW UPRR MAINLINE TRACK
- NEW UPRR SECONDARY TRACK
- NEW TERRY LUMBER SPUR TRACK
- NEW HSR TRACK ELEVATED
- NEW HSR TRACK AT GRADE
- NEW HSR TRACK TRENCH/TUNNEL
- NEW SHARED MAINLINE TRACK
- NEW SHARED SECONDARY TRACK
- NEW TRACK BRIDGE

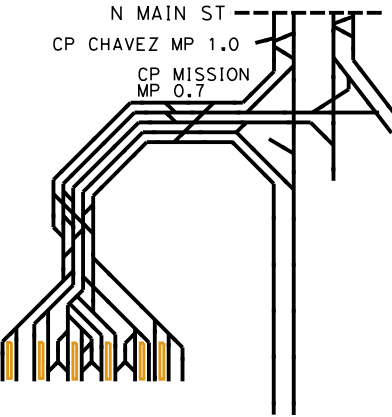
- EXISTING STATION PLATFORM
- EXISTING STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL
- NEW STATION PLATFORM
- NEW STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL

LEGEND (ROADWAY)

- EXISTING AT-GRADE CROSSING
- EXISTING GRADE SEPARATION (LOCAL STREET)
- EXISTING GRADE SEPARATION (MAJOR HWY/FREEWAY)
- NEW OR MODIFY GRADE SEPARATION

LEGEND (GENERAL)

- DRAINAGE SYSTEM



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 08/27/2021

PEPD
RECORD SET

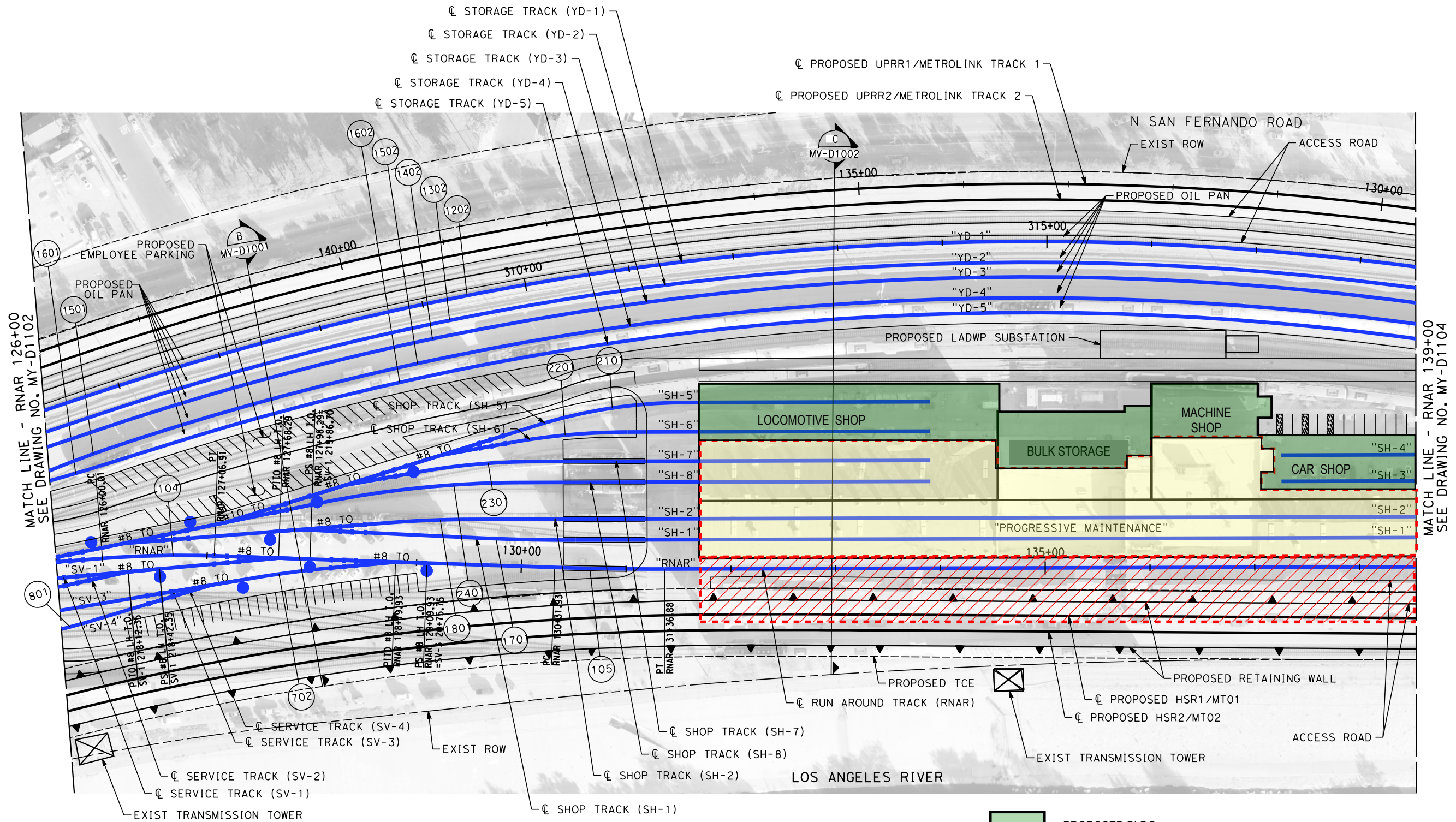
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TRACK SCHEMATIC

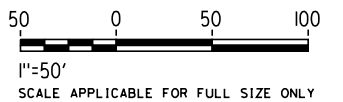
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NOTE:
STATIONING FOR ONLY SELECT TRACKS SHOWN.

- PROPOSED BLDG
- EXISTING BLDG TO REMAIN
- EX BLDG TO REMOVE



NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. HAYNES
DRAWN BY
I. MORENO
CHECKED BY
C. LEE
IN CHARGE
C. LEE
DATE
08/27/2021

PEPD
RECORD SET

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CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
CMF
TRACK PLAN - SHEET 3 OF 4

CONTRACT NO.
HSR14-39
DRAWING NO.
MY-D1103
SCALE
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SHEET NO.

**MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
and
THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

**FOR COOPERATION AND COORDINATION ON THE BURBANK TO LOS ANGELES
SECTION OF THE HSR SYSTEM PROJECT**

This Memorandum of Understanding (MOU) is entered into by and between the California High-Speed Rail Authority (Authority) and Southern California Regional Rail Authority (SCRRA), (referred to herein collectively as the “Participants”), regarding cooperation and coordination to address potential rail corridor conflicts in the Burbank to Los Angeles Section of the overall California High-Speed Rail system (HSR).

RECITALS

- A. Whereas, the Authority is responsible for planning, designing, constructing, and operating HSR. Its state statutory mandate is to develop an HSR system that coordinates with the state’s existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports; and
- B. Whereas, upon completion, HSR will provide intercity, high-speed service on more than 800 miles of track, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego; and
- C. Whereas, the Authority, along with the Federal Railroad Administration (FRA), prepared first-tier environmental impact reports/environmental impact statements (EIR/EISs) evaluating the statewide HSR system and selecting corridors for further study in second-tier EIR/EISs; and
- D. Whereas, the Authority and FRA selected the SCRRA Metrolink corridor to advance for further study between Burbank and Los Angeles; and
- E. Whereas, the 2018 State Rail Plan envisions, in the long term, frequent HSR service on the SCRRA Metrolink corridor integrated with locally developed passenger rail improvements, including Metrolink’s; and
- F. Whereas, in July of 2020, the Authority issued a Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Burbank to Los Angeles HSR project section describing and analyzing the Authority’s proposed project between these two cities (the Project Section); and

- G. Whereas, the Project Section, as described in the Draft EIR/EIS, would share the rail corridor owned by Los Angeles County Metropolitan Transportation Authority and operated and maintained by SCRRA for the provision of Metrolink commuter rail service; and
- H. Whereas, the Authority engaged in an extensive planning process to develop the proposed Project Section including portions of the SCRRA Metrolink corridor in a manner that would minimize right of way needs and attendant impacts by keeping HSR within the existing railroad corridor, and by sharing track with Metrolink and other operators; and
- I. Whereas, the proposed Project Section alignment would also share the rail corridor with Amtrak, the Metrolink Antelope Valley Line, the Metrolink Ventura County Line ("Traditional Passenger Rail Service"), and Union Pacific Railroad ("Freight Rail Service"); and
- J. Whereas, the Draft EIR/EIS describes the Project Section, including the alignment, modifications to existing roadway crossings, electrification, maintenance facilities, and stations, as well as analyzes the environmental impacts of the Project Section; and
- K. Whereas, the Authority shall fully reimburse SCRRA expenses associated with review of preliminary and final engineering design plans, reports, specifications, drawings, agreements and other documents pertinent to the Project consistent with the terms of the existing reimbursement agreement (HSR11-17); and
- L. Whereas, SCRRA has reviewed the Draft EIR/EIS and has provided comments to the Authority regarding the Project Section; and
- M. Whereas, SCRRA requires that the introduction of HSR does not have an unmitigable adverse impact on Traditional Passenger Rail Service or Freight Rail Service or Facilities in the Project Section; and
- N. Whereas, the Participants acknowledge that the Authority on January 20, 2022 certified the Burbank to Los Angeles Final Environmental Impact Report (EIR) under CEQA and directed the Chief Executive Officer to sign the Draft Record of Decision and issue it as a Final Record of Decision under NEPA..

NOW, THEREFORE, the Participants hereby acknowledge and agree to the following:

1. The Authority acknowledges that public entities having jurisdiction and/or rights in and around the Project Section, including SCRRA, have existing facilities as well as infrastructure and service development and/or expansion plans that may relate to or be impacted by the Project Section.
2. The purpose of this MOU is to establish an organizational framework whereby the Authority and SCRRA engage, where possible, as partners for the development of the Project Section of HSR, including continued planning, design, and eventual construction of improvements in the SCRRA Metrolink corridor that

preserve and protect existing and planned rail operations and related maintenance activities and facilities in the Project Section corridor while also providing for introduction of HSR.

3. The Authority and SCRRA will coordinate and cooperate in good faith, including with other stakeholders as appropriate, on the following areas related to the Project Section, including, without limitation:
 - a. minimization of disruption to the surrounding community, existing operations, and maintenance of key operational facilities at Metrolink's Central Maintenance Facility (CMF) during construction;
 - b. reconfiguration and/or replacement of existing functions and operations at CMF required to maintain yard and maintenance facility functions in a manner that does not assume the shifting of maintenance activities to the EMF in an effort to increase capacity at CMF
 - c. impacts to SCRRA tracks and track capacity throughout the Project Section and particularly within proximity of Los Angeles Union Station;
 - d. overall passenger and freight operations and capacity between Burbank and CMF and between CMF and Los Angeles Union Station;
 - e. compliance with SCRRA design standards and agreements regarding operations and infrastructure in the corridor;
 - f. implementation of mitigation measures as identified in the Final EIR/EIS and directed by the Authority's Board of Directors to address environmental impacts of the Project Section, or other measures that will facilitate construction and operation of the Project Section; and
 - g. other areas that may arise that require coordination and resolution.
4. This MOU is intended as an initial step to facilitate the cooperation, coordination and intentions set forth herein. The Participants expect that, if the Project Section is approved by the Authority, project characteristics, their impacts, and mitigations may be defined in more detail or refined as the design advances to final design. As the relationship evolves, and as the Participants reach consensus of how to best develop, and coordinate access to, the Project Section rail corridor, more detailed and specific documents will take the place of this MOU. The documents shall also take into consideration needs related to the implementation of SCORE and Link US. Such documents may take the form of an updated MOU, one or more agreements, or one or more management plans (such as a CMF Design and Construction Phasing Plan and a Burbank to Los Angeles Rail Corridor Capacity Management and Development Plan). Such documents would define the conditions for advancement of design and project implementation through successive phases.

5. The Participants agree to collaborate, cooperate, and coordinate with each other, including their respective staff and/or consultants, to achieve the objectives of this MOU including, among other actions:
 - a. the commitment of personnel;
 - b. the participation in recurring meetings and/or workshops;
 - c. the exchange of necessary technical and other information; and
 - d. good faith negotiation of more detailed agreements where needed.
6. The respective contact points for communication and information exchange, as well as any notice required to be submitted under this MOU are:

Director of Operations and Maintenance
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Chief Strategy Officer
Southern California Regional Rail Authority
900 Wilshire Blvd., Suite 1500
Los Angeles, CA 90017

7. The Participants agree to work diligently together and in good faith, using their best efforts to mitigate impacts to existing and future Freight Rail Service or Traditional Passenger Rail Service or facilities within the Project Section and to resolve any unforeseen issues and disputes arising out of the performance of this MOU.
8. Commitments herein shall be effectuated consistent with the Final EIR/EIS and related decisions thereon by the Authority Board of Directors. Any design refinements and/or any adjustments to mitigations are expected to fall within the environmental footprint and assessment described in the Authority's Final EIR/EIS for the Project Section. In the event such future refinements necessitate further environmental review and are determined to be necessary to the Project Section, it will be the Authority's responsibility to complete the necessary supplemental environmental review processes.
9. Should the Participants reach an impasse in the collaborative effort anticipated by this MOU, the contact points (identified above) will make an expeditious and good faith effort at working together through dedicated meetings to reach a compromise or resolution. Should that effort be unsuccessful, the Participants agree to elevate the outstanding issues to their respective Chief Executive Officers who will then make an expeditious and good faith effort at working together through dedicated meetings to reach a compromise or resolution.

10. This MOU is a voluntary initiative and does not create any legally binding rights, limitations, or obligations upon the Participants. Each party shall bear its own costs related to this effort unless otherwise agreed in writing.
11. This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that either Participant may have entered pertaining to this Project Section or HSR, in general.
12. This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement regarding this Project Section is executed between the Participants, or one or both Participants withdraws from the MOU, whichever is earlier.
13. This MOU can only be amended by the Participants in writing. The Participants may, at any time, withdraw from this MOU by providing a written notice to the other Participant 60 days in advance of the date of withdrawal.
14. This MOU incorporates, by reference, the recitals into the body of the MOU.

**FOR THE SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**FOR THE CALIFORNIA HIGH-
SPEED AUTHORITY**

**Darren Kettle
Chief Executive Officer**

**Brian P. Kelly
Chief Executive Officer**

Date: _____, 2022

Date: _____, 2022

-End of MOU-



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-692-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Darrell Fizer, Interim Chief Safety, Security & Compliance Officer

SUBJECT: Contract No. SP545-22 - Law Enforcement Services - Recommendation to Award - County of Los Angeles Sheriff's Department

Issue

The Authority has a contract with Los Angeles County Sheriff's Department to provide multi-jurisdictional on-train and patrol law enforcement services across five counties including patrolling the Rights-of-Way and Railroad property (off the train) in the six counties Metrolink serves. The current contract expires on June 30, 2022.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE RECOMMENDED (5-0) that the Board authorize the CEO to award Contract SP545-22 for Law Enforcement Services to the County of Los Angeles Sheriff's Department for a term of three years and two one-year options. The not-to-exceed contract authorization amount is \$53,816,490.13 for the base period and both option years.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. Law enforcement services provide safety

and security to the Metrolink commuter rail system and its passengers, thereby ensuring a safe operating environment.

Discussion

A Request for Proposal (RFP) was posted on the Authority's online bidding platform, PlanetBids, on April 30, 2021. Twenty-seven vendors and law enforcement agencies downloaded the bid documents. Staff reached out to representatives from Los Angeles Police Department (LAPD), and the Sheriff's departments in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, soliciting their interest in proposing for the replacement of the Metrolink law enforcement services contract. Representatives from five law enforcement agencies attended the pre-proposal conference on May 13, 2021. A single proposal was received on July 20, 2021 from LASD indicating their interest in continuing to provide law enforcement services for Metrolink trains.

Staff requested feedback from the other law enforcement agencies to find out why they declined to submit proposals. Their representatives indicated that since the scope of work called for a single-agency policing model for the entire Metrolink system, it created significant resource and deployment challenges as personnel would have to travel considerable distances to provide services well beyond their regular jurisdictions.

LASD's proposal (see related Attachment A, per COMS Committee direction) was evaluated and determined to meet all technical qualifications described in the RFP's scope of work (Attachment C). LASD's price proposal (Attachment B) is based on costs determined by Los Angeles County Auditor-Controller with an escalation of 4.0% per annum.

Staff previously prepared a recommendation for the Board to award this contract during its meeting on November 12, 2021, for services to begin in January 2022. However, due to the inability of the Sheriff's department to get the contract authorized by its County Board of Directors in the then given timeframe, the Sheriff's department requested to postpone the award of the contract. It was therefore decided to withdraw the item from the agenda and instead extend the current contract for law enforcement services for six months until June 30, 2022 to allow for adequate time to complete the contract negotiations.

Background

The primary mission of law enforcement services on Metrolink is to ensure public safety onboard the train, to coordinate enforcement with the cities along the right-of-way, and to assist with Metrolink's fare enforcement and physical security program. In addition, Los Angeles County Sheriff's Department (LASD) provides patrolling services on the Metrolink right-of-way in all six Counties and has made removal and enforcement of homeless encampments a priority along the railway. The new contract has 34 deputies assigned. Of the 34 deputies assigned, there are 6 deputies, 1 team leader and 1 sergeant that are dedicated to patrolling the entire Metrolink Right-of-Way. LASD also provides weekend service on the Orange County, Antelope Valley, San Bernardino, and Ventura lines.

During the April 8th COMS meeting the question arose about the difference in costs from the November COMS meeting when this item was initially presented. The difference (\$1.3M,

approximately \$261,000 per each of the five years of the proposed contract) was due to a miscalculation on the excel spreadsheet, which did not include liability insurance and K9 costs.

The Authority has obtained law enforcement services from the LASD since the beginning of its operations. The current contract was awarded by the Board in May 2017 and expires on June 30, 2022.

The last three fiscal year actual costs are as follows: FY19 \$8,771,705, FY20 \$9,014,010, and FY21 \$9,627,351.

Law enforcement services needed for future Arrow service are being assessed by the Authority's staff and will be addressed accordingly.

Budget Impact

The funding for FY23 for this contract (\$9,937,521) has been requested in the Proposed FY23 Operating Budget. Future years will be requested through the annual budget or an equivalent process. There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

Alternatives Considered

The Board may reject the recommendation to award this contract, however, this is not recommended as it would compromise passenger security.

Next Steps

Upon Board approval, staff will execute a new contract with Los Angeles County Sheriff's Department for 3 years and two one-year options.

Prepared by: Tinh Quach, Manager II, Security
Angelos Kastrisianakis, Principal Contract and Compliance
Administrator
Darrell Fizer, Interim Chief Safety, Security and Compliance Officer

Approved by: Darrell Fizer, Interim Chief Safety, Security and Compliance Officer

Attachment(s)

Attachment A - SP545-22 LASD Technical Proposal.pdf

Attachment B - SP545-22 LASD Price Proposal

Attachment C - SP545-22 Contract DRAFT - SOW.pdf

Los Angeles County Sheriff's Department
Special Operations Division



Request For Proposal

Los Angeles County Metrolink Bureau
Transit Law Enforcement Services

RFP No. SP545-22

"One Team, Infinite Possibilities"



L A S D & M E T R O L I N K



METROLINK®



Message From The Sheriff

I want to thank the Southern California Regional Rail Authority Board of Directors in considering the Los Angeles County Sheriff's Department for your Transit Policing and System security needs.

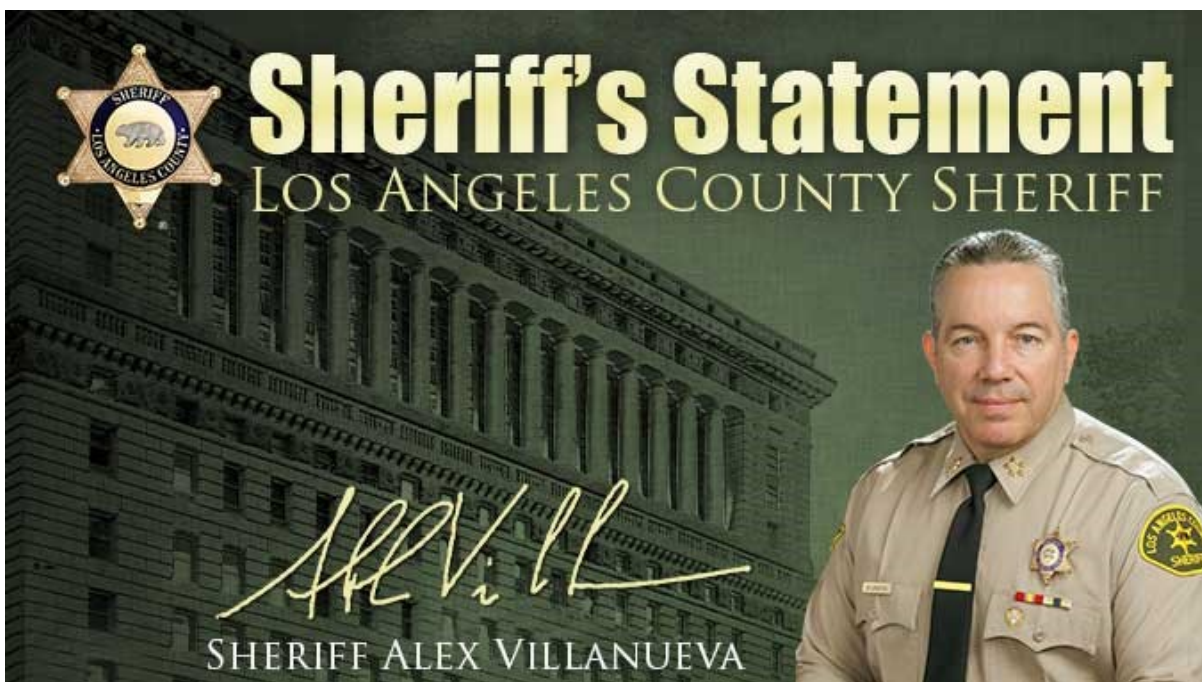
LASD is the single most experienced and proven provider of contract law enforcement services in the Nation. With intergovernmental offerings dating back to 1954, LASD presently serves 42 contract cities and 131 unincorporated communities, spanning the entirety of a diverse Los Angeles County. As a worldwide leader in law enforcement, LASD is regularly called upon to provide training and technical assistance for police agencies throughout Los Angeles County, the State, Nation and indeed, law enforcement partners from around the globe.

On a local level, LASD provides a comprehensive range of contract law enforcement services and support which are unparalleled, wherein offerings are uniquely tailored to meet the specific needs of those we serve. LASD currently possesses Metrolink Bureau, with forty three (43) sworn personnel already transit trained, invested, and dedicated to the Metrolink contract. From humble beginnings associated with the policing of one rail line, LASD has constructed two transit bureaus with customized offerings, so that value and service merge at the crossroads of excellence.

In this, LASD has distilled the translation of services into "value added," for those we serve, particularly with Metrolink. In overhead reduction, creative deployment strategies, training cost savings, Countywide free service offerings, use of technology, innovation specific to transit, emergency preparedness, proven successes, diverse community and government partnerships, or the like; LASD's transit specific management approach consciously embeds functional and financial benefits.

In an age of heightened terrorism awareness and vulnerability worldwide, LASD leads the way in Transit Counterterrorism and serves already fully capable of meeting Metrolink's service needs, in this critical area of Metrolink System safety infrastructure. Moreover, in a land where approximately 1 million persons board Metrolink trains a day, on the 3rd largest commuter rail system in the nation, LASD exclusively possesses sufficient transit trained and dedicated personnel, Countywide assets, logistic/tactical exclusive advantage, agency capacity, and transit specific expertise, to meaningfully meet Metrolink's on time service, customer service and global System safety and enforcement related suite of needs.

With proven success, vast resources and a commitment to excellence as our hallmarks, I'm excited at the prospect of strengthening LASD's partnership with Metrolink and jointly ensuring Metrolink proves the safest public transportation system in the Nation and worldwide.



Proposer: Los Angeles County Sheriff's Department

Contact Information: Captain Sergio V. Escobedo, 211 West Temple Street, Los Angeles, CA 90012

Phone: 213-229-1647 *Email:* svescobe@lasd.org

Service Area Intended: LASD intends to provide Law Enforcement and security related services to all Metrolink trains within the six counties they traverse. Moreover, LASD commits to patrolling the Right of Ways controlled by the Southern California Regional Rail Authority.
Dated 05/26/21



Agency Qualifications and Capabilities

The Los Angeles County Sheriff's Department was formed in 1850 and since this time, has grown to become the largest sheriff's department in the world. LASD holds jurisdictional responsibilities over 4,084 square miles, and is the law enforcement service provider to well over 3 million Los Angeles area residents. LASD provides general law enforcement and/or security related services to 42 contract cities,



131 unincorporated communities, 37 superior courts, 10 community colleges, the world's largest jail system and the approximately one million commuters who utilize the Metrolink and Metropolitan Transportation Authority's trains, buses and facilities each and every day. With an annual budget of over 3.5 billion dollars, more than 18,000 personnel and a sworn law enforcement cadre topping 10,000, LASD possesses an array of layered and diverse law enforcement and security services which support LASD's capabilities in its existing contract with Metrolink and well beyond.

The Sheriff is statutorily responsible for providing law enforcement in the County of Los Angeles and serves as the Director of Emergency Management for the County. As such, the Sheriff's emergency preparedness duties for the County are broad and include readiness of the County Emergency Operations Center, through LASD's Emergency Operations Bureau. This Bureau coordinates and controls emergency response throughout the Region and is responsible for strategic and tactical planning for disasters, civil unrest, terrorist acts, major emergencies and/or large scale pre-planned activities. The Emergency Operations Bureau, in collaboration with other intelligence entities (such as the Joint Regional Intelligence Center, or J.R.I.C.) is charged with gathering and dissemination of intelligence information to combat crime and prevent terrorist attacks.

The Los Angeles County Sheriff's Department is a fully qualified law enforcement agency in the State of California and is compliant with the California Commission on Peace Officer Standards and Training (POST) requirements. LASD provides a full range of qualified law enforcement service offerings including, but not limited to: Crime Prevention, Intervention and Suppression, Community (and Transit Community) Policing, Canine Explosives (bomb) Detection, Traffic Enforcement, Investigative Services, response to crime calls, Helicopter Patrol, Threat Interdiction/Terrorism Prevention and importantly, an entire Bureau dedicated to Metrolink.

Categorical, bulleted and visual information further illustrating select LASD assets (and capabilities) are contained within the pages which follow.

Special Enforcement Bureau

- Formed in 1958 and one of the country's premier tactical units
- Special Weapons and Tactics Team (SWAT) handle barricades, hostage situations, high-risk operations, security for dignitaries and political officials
- Mass Transit Counterterrorism and disaster response capabilities, with monthly Metro specific response training
- Mobile Radiation Detection Vehicles (for screening Metro facilities and rail cars)
- Comprehensive Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) interdiction response program, mobile CBRNE forensics lab staffed by LASD scientists, and Chem/Bio Detection Canine
- Heavy lift aircraft on 5 minute alert, to airlift Special Weapons Team members and Tactical Paramedics for Active Shooter incidents, Mutual Aid and/or disaster tied events
- Emergency Services Detail (ESD), personnel who specialize in search and rescue, trapped persons, mass casualty incidents, maritime and dive operations
- Coordination, liaison and joint training with Los Angeles County law enforcement agencies, FBI, ATF, TSA, DHS, US Secret Service, US Coast Guard, US Navy Seals, Los Angeles and Long Beach Port Police and local Surface Transportation partners, including Metrolink and Metro Commuter Rail



Aero Bureau

- Aerial reconnaissance, surveillance and ground unit support, consisting of a 21 helicopter/fixed wing fleet for pursuit management, suspect searches, ground unit coordination, missing person



searches, surveillance, search and rescue, transportation and long-range surveillance operations

- Microwave video downlink systems (air-to-ground live video)
- Technologically advanced airborne equipment and communications systems including Night Vision, FLIR (Forward Looking Infrared), Searchlights, PA systems, radiation detection and Lo-Jack tracking systems

Hazardous Materials Detail

- Response to potential/actual terrorism acts involving CBRNE (Chemical, Biological, Radiological , Nuclear, Explosives) weapons to detect, identify, sample and collect hazardous evidence
- Liaison for FBI's Hazardous Materials Response Team
- Mobile laboratory truck to field test suspicious substances
- Only working Weapon of Mass Destruction (WMD) Chemical/Biological Detection K9 in the Nation



Arson Explosive Detail (AED)



- Fire and explosives investigative, technical and emergency response services
- All team members - full-time Certified Bomb Technicians and Arson Investigators
- Response to: suspicious packages, incendiary devices, bombs, explosions, bombings, fire fatalities or persons injured, terrorist/criminal use of explosives, clandestine drug labs, radiation releases
- Integrated C-IED (Counter Improvised Explosive Device) Transit Response Team
- LASD/FBI Certified Bomb Technicians and Fire Investigators
- Threat assessment and IED/Incendiary Device recognition
- C-IED Device Detection Canine/Handlers



Emergency Operations Bureau

- Strategic and tactical planning for emergencies, major civil disturbance events, maintenance and sustainment of the County Emergency Operations Center, coordination of disaster preparedness training
- Provides Incident Management Teams and Field Command Post equipment to manage disasters, major emergencies, and civil disorder events
- Collects and disseminates "open source" threat intelligence on terrorism and public safety, to combat crime and prevent terrorist attacks
- Coordinates Mutual Aid regional emergency response, search and rescue operations, surface transportation and aviation related incidents





Counter Terrorism Unit (Emergency Operations Bureau)



- Cultivation of community, governmental and criminal sources of information to support ongoing Homeland Security investigations (LASD and FBI)
- Supports Joint Regional Intelligence Center (JRIC) with “human intelligence” products, via criminal investigations and other information sourcing
- Monitoring of websites, journals, blogs and chat rooms for extremist postings and other intelligence; as well as foreign newscasts, newspapers and periodicals for events that may have relevance to the United States and specifically, Los Angeles
- Department liaison for the Law Enforcement Intelligence Unit (LEIU) and affords Bureau and Station investigative support on Homeland Security tied intelligence investigations and activities



Tactical Planning Unit (Emergency Operations Bureau)

- Strategic and tactical planning for emergencies, major Departmental and governmental events
- Maintenance, training and sustainment of Departmental Operations Center Teams, County Emergency Operations Center Teams, and Department Incident Management Teams
- Management of the Disaster Communications Service
- Development, presentation and coordination of disaster preparedness training and exercises for the Department and other governmental entities
- Liaison and coordination in disaster preparedness plans with Federal, State, County and local governments
- Maintenance, staffing and operation of major event field command posts and support equipment
- Collection and maintenance of information on Nationwide civil disorder incidents, especially those requiring police attention; and any event for which significant Departmental response is anticipated



Joint Regional Intelligence Center

- Multi-jurisdictional task force, all-crimes approach and disseminates intelligence to prevent terrorist attacks and combat crime
- Intake Center for tips and leads for all crimes including terrorism, Surface Transportation related events, and includes a dedicated LASD-Transit Policing Division Deputy, assigned full time
- Comprised of the Los Angeles County Sheriff’s Department, Federal Bureau of Investigation, Department of Homeland Security, State of California Department of Justice, Office of Homeland Security, Los Angeles, Long Beach and Los Angeles Airport Police Departments
- Liaison and “info share” which includes law enforcement, public safety, and critical infrastructure sectors, in order to prevent terrorist attacks and combat crime
- LASD’s liaison for INTERPOL



Department Operations Center



- Management center for executive and support staff to coordinate use of Department resources during emergencies
- The Department Operations Center (DOC) manager is in charge of emergencies as the Department Incident Commander. Emergency teams are comprised of the Emergency Operations Bureau and select Department members which are configured, consistent with the State's Standardized Emergency Management System (SEMS)
- The DOC may be activated upon request/authority of an LASD Area Commander or higher ranking executive, or any Unit Commander, or Watch Commander, acting on the authority of any of these individuals

Sheriff's Response Team

- The Sheriff's Response Team (SRT) is comprised of a highly skilled and disciplined cadre of departmental personnel that can be summoned for either preplanned, or spontaneous events, in order to maintain, or restore public order. This, through the use of innovative equipment, tactics, protocol and procedures created, adopted and refined for such purposes



- Capable of performing crowd and riot control, passive or resistive protestor arrests, security for fixed critical facilities or infrastructure, and Force Protection at CBRNE incidents
- Personnel are decentralized strategically throughout the County and are of various rank (line, supervision, managerial and executive)

Mounted Enforcement Detail

- Riot control, crowd management and crime suppression
- Available to augment Transit Policing Division personnel during special events, civil unrest, or other crowd management and/or specialized enforcement needs
- Response to mutual aid and tactical response situations
- Supplements Mobile Field Force operations



Mental Evaluation Team (MET)

- Teams of Department of Mental Health Clinicians and Deputy Sheriffs who respond to assist Patrol Deputies with the mentally ill, suicide attempts, gravely disabled persons, or barricaded suspects
- Specialized expertise/mental health trained and certified
- Arrange placement and/or transportation to appropriate facilities for mental health, social services or 5150 WIC related needs

Los Angeles County Special Victims Bureau

- Investigates allegations of rape and sexual assault, as well as physical/sexual assault of children (over 500 adult rape/sexual assault cases and 3,500 child physical/sexual abuse assault cases annually)
- Participation on Federal (FBI) task force (SAFE Team) in child exploitation, child pornography and internet related offenses
- Home to the Los Angeles Regional Human Trafficking Task Force comprised of Federal, State and local law enforcement, social service agencies and community based organizations; to rescue juvenile and adult victims of commercial sex and labor exploitation, prosecute traffickers and buyers who target those most vulnerable

Homicide Bureau

- Investigates homicides, suicides, suspicious deaths, missing/unidentified persons, as well as deputy and outside agency officer involved shootings
- Liaison with the Department of Justice and National Center for Missing and Exploited Children, maintains database on murder cases for all participating police agencies within LA County

Operation Safe Streets Bureau

- Comprised of Operation Safe Street Detail, Gang Enforcement Team, Gangs Surveillance Unit, Intelligence Unit and Hate Crimes Unit
- Gathers, coordinates and disseminates information concerning gangs and their activities and both forms and participates in street gang suppression efforts
- Investigates Hate Crimes committed by gang members and assists with prosecution at State and Federal levels, as well as assisting Department Bureaus with any gang related Hate Crime
- Engages in Probation/Parole Searches, investigates crimes committed by gang members or associates, locates and apprehends wanted suspects, executes search and arrest warrants
- Manages complex gang related investigations and large scale, multi-jurisdiction operations
- Departmental liaison concerning gangs and gang activity for LASD personnel and other local, state and Federal law enforcement agencies, in addition to affording expert courtroom testimony

Major Crimes Bureau

- Terrorist groups, moral crimes (“vice” activities), cargo theft, series pattern robberies, kidnappings, Amber Alerts, surveillance operations, extortion, organized crime, prison gangs, outlaw motorcycle gangs, gaming, solicitations to commit murder, illegal medical practices, fugitive warrants, extraditions, casino operations, crimes involving government officials, assault weapon violations, witness security and/or relocation



Major Crimes Burglary Robbery Task Force received the 2015 Centurion Award for Excellence in Field Operations as well as Excellence in Investigations

Fraud and Cyber Crimes Bureau

- Includes High Technology Crimes Detail, Computer Crimes Unit, Identity Theft Detail, Technical Operations Detail, Fraud Detail, Real Estate Fraud Detail, Elder Fiduciary Fraud, the Detective Information Resource Center and integrates the Cyber Investigation Center and Southern California High-Tech Task Force
- Investigates computer related crime in Los Angeles County, provides experts and comprehensive investigation, forensics, support, training and research of crimes involving digital devices and the internet; collaborates with local, County, State and Federal law enforcement agencies to combat high-tech crime, involving a variety of media and digital data delivery systems



Crime Analysis Program (Station/Bureau and Countywide)

- Data collection from law enforcement information sources and systems including crime and arrest data, teletypes, Field Interview Record cards, call for service data, crime reports, gang information, booking information, open source collection points, etc.
- Prepares crime bulletins, maps, and charts for law enforcement, contracted entities (such as Metro and its security forces) and authors edited (sanitized) bulletins for public awareness and assistance (where public involvement proves beneficial)



Contract Law Enforcement Bureau (CLEB)

- Contract Law Enforcement Bureau's (CLEB) mission is to provide for the effective administration and oversight of all aspects of the Department's contracts for law enforcement services. To this end, CLEB has specific responsibility to conduct studies, draft contracts, monitor contracts and services provided, ensure proper billing and compliance for services performed, monitor services provided to unincorporated areas, train department personnel, including managers, regarding contracts and compliance, and coordinate with the Auditor-Controller's Office in the development of contract service costs.



Forensic Crime Lab and Scientific Services Bureau

- Crime scene investigation, including examination and/or collection of evidence and laboratory services; identification of body fluids (blood, saliva, semen, DNA testing), Combined DNA Indexing System (CODIS): entry of DNA profiles into a database for search against profiles from known donors and other criminal cases
- Photo/Digital Imaging, Polygraph, Questioned Documents and Trace Evidence
- Identification of bullets/cartridges to specific firearms, gunshot residue examination, tool mark comparisons, determination of distance, and serial number restoration



Community Partnerships Bureau (CPB)

- Community Policing strategies, quality of life concern intervention, counterfeit and piracy enforcement, criminal/civil abatement, homeless encampments, “At Risk Youth” Intervention programs initiation and management
- Probation compliance checks, locating and apprehending absconders Coordinating and promoting Crime Prevention and Community Relations programs, overseeing the LASD Civilian Volunteer Program, Community Emergency Response Team programs, and Disaster Volunteer Management Teams
- “SANE” Program initiation and implementation (where uniformed deputies teach youth regarding the dangers of drugs and narcotics and where 24,000 4th-6th graders are favorably influenced monthly, at 127 schools, in 24 school districts)
- Member and LASD designate for the joint agency *Homeless Services Team for Los Angeles County*, comprised of LASD/COPS, Los Angeles Homeless Services Authority (LAHSA) and the Chief Executive Office (CEO). Team efforts focus on homeless, homelessness and encampment issues.



Los Angeles County Jails

- Average daily inmate population historically between 15,000-18,000
- Serves approximately 80,000 jail meals daily, including meals for 23 Sheriff’s Stations, all court lock-up facilities and 27 city jails
- Education/rehabilitation programs afforded thousands of inmates (such as, GED/High School Diploma, college preparation, religious services and self-betterment programming)
- Approximately 1400 Religious and Volunteer Services providers



Taskforce for Regional Auto theft Prevention

- Multi-agency, multijurisdictional auto theft task force, comprised of investigators from the LASD, Department of Motor Vehicles, Department of Insurance, National Insurance Crime Bureau, California Highway Patrol, Los Angeles Police Department, Long Beach Police Department, El Monte Police Department and responsible for the investigation, prosecution and deterrence of vehicle theft in Los Angeles County

Metal Theft Detail

- Investigates stolen or misappropriated metals and scrap, maintains liaison with major industrial metal supply sources, serves as a technical expert and resource for Bureau detectives in local metal theft crime and/or crime trends

Sheriff's Academy

- Academy classes for Regulars, Reserves, Security Assistants, Security Officers, Custody Assistants, Explorers and Community Members
- Eight *Regular* (Peace Officer) Academy classes annually



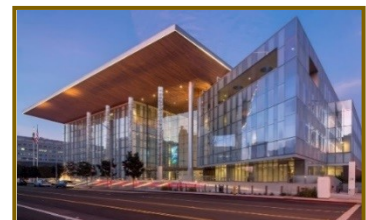
Los Angeles County Parks Bureau

- Community/Problem Oriented Policing and quality of life service support to 179 County parks, lakes, nature trails, wildlife sanctuaries, golf courses and recreation areas
- Patrol, Detective Bureau, Special Problem Teams, Mounted Enforcement, Boating, Dive, Off-Road, and Bicycle Patrols



Los Angeles County Courts

- 37 Superior Courts, 600 Bench Officers, Law Enforcement and Court Room Lockup Security Support, over 2,000 budgeted positions
- Service and enforcement of hundreds of thousands of civil and criminal processes annually



Los Angeles County Services Bureau

- Nearly 200 County facilities and 300 locations serviced, six major hospitals, 11 County Departments, 500 LASD personnel and 1,100 contracted Private Security Officers

Office of the County Counsel

- Comprised of hundreds of attorneys and support staff, 13 Law Divisions, an Administrative Services Bureau and an Executive Office. County Counsel are legal advisors to the Board of Supervisors and County Departments, along with LASD and Metro



Transit Services Bureau

- The Transit Services Bureau (TSB) is the unit within the Sheriff's Department that contracts with the Los Angeles County Metropolitan Transportation Authority (Metro) to provide police services to all of the areas within the County, other than those areas that fall within the City of Los Angeles. As part of a transit policing team, TSB works with the Los Angeles Police Department (LAPD), the Long Beach Police Department (LBPD) and Metro Security Services, to ensure the safety of transit riding patrons and Metro employees.



Metrolink Bureau

- The Los Angeles County Sheriff's Department Metrolink Bureau was formed in October of 1992 to meet the needs of the nation's fastest growing commuter rail system. Granted a contract to police the Metrolink system from the Southern California Regional Rail Authority (SCRRA), their duties include the policing of the railroad right-of-way within Los Angeles County and on-board security for the entire system.



Experience and Capabilities Of Key Personnel

Chief Jack Ewell is assigned to Special Operations Division and functions as the *Commanding Officer* for LASD's Contract with Metrolink and Metro. He has direction and oversight responsibility for the entirety of Transit Law Enforcement and LASD's day to day contract services for both entities. He oversees all Operational and Contract Compliance elements of the Division.

While the Division Chief reports to the Assistant Sheriff of Countywide Operations, the Executive Officer, and the Sheriff of Los Angeles County, he acts as functional arbiter and contract designate for all issues within SOD and for Metrolink, including, but not limited to, Personnel, Budget, Contract Compliance, and LASD Executive Liaison.

Chief Ewell is directly supported by two Commanders, with 60+ years of combined experience in law enforcement. These two executives are responsible for identifying, developing and carrying out goals and strategies consistent with the Chief's vision and direction, making recommendations, keeping him apprised in relevant aspects of the Operation and in specific tasks tied to their primary and collateral duties. In this, each Commander has overarching Command responsibilities for main branches of the Division's Operation. In this manner, requisite executive tier managerial oversight is assured within each of the Division's Bureaus and their sub-sets.

Commander Bobby Wyche is responsible for the Metrolink, Transit Services Bureau (TSB), and Emergency Operations Bureau (EOB) portions of the Command. Commander Joseph Williams is responsible for Special Enforcement Bureau (SEB) and Aero Bureau. Both Commanders serve as conduit between the Division Chief and Bureau Captains. Both Commanders manage an assortment of collateral duties and special projects, either directed by the Chief and the Department, or which are self-initiated.

Captain Edward Wells is the Unit Commander of Metrolink Bureau. Captain Wells oversees the day-to-day operations within the Bureau and is ultimately responsible for the actions and productivity of his respective personnel; as well as coordinative efforts with peer Captains, to ensure the Division's overarching Mission is achieved. Captain Wells reports to the Division Commanders and Division Chief.



Experience and Capabilities Of Key Personnel

 Jack W. Ewell <i>Chief</i>  41 Years of Service	Supervisory/ Managerial Years of Service 33 Years	Transit Specific Law Enforcement Years of Service 3-1/2 Years
Education Bachelor of Science in Business Administration Pepperdine University		
Achievements Medal of Valor • Gold Valor Medal • LA Police Commission Distinguished Service Medal for actions in the North Hollywood bank robbery assisting LAPD • Bronze Star Medal (USMC) • Combat Action Ribbon (USMC)		
Training and Certification Basic POST Certificate • Intermediate POST Certificate • Advanced POST Certificate • Supervisory POST Certificate • Management POST Certificate •		
Assignment Experience Chief 2020 to Present Special Operations Division • Responsible for Special Enforcement Bureau, Aero Bureau, Emergency Operations Bureau, Transit Services Bureau, and Metrolink Bureau		

Assignment Experience

Commander

2018 to 2020

Special Operations Division

- Oversees Special Enforcement Bureau and Aero Bureau

Captain

2014 to 2018

Special Operations Division

- Unit Commander of Special Enforcement Bureau

Lieutenant

2009 to 2014

Special Operations Division (Special Enforcement Bureau)

- Operations Lieutenant
- Emergency Services Detail Lieutenant
- Special Enforcement Detail Lieutenant

Special Operations Division (Aero Bureau)

- Operations Lieutenant
- Air 5 Rescue Lieutenant

Sergeant

1988 to 2009

Special Enforcement Bureau

- Special Weapons Team Leader
- Air Rescue 5 Crew Chief
- Dive Sergeant

East Los Angeles Station

- Field Sergeant

Special Enforcement Bureau

- Special Weapons Team Leader

Lynwood Sheriff's Station

- Field Sergeant
- Detective Sergeant

Note; Assignment experience, training and achievements are partial listings, based upon space limit requirements. Additional information is available upon request.

 Bobby Wyche <i>Commander</i> 	Supervisory/Managerial Years of Service 16 Years
	Education Master of Science in Emergency Service Administration California State University Long Beach Bachelor of Science in Criminology California State University Long Beach
Achievements	
Meritorious Service Award • Numerous Commendations	
Training and Certification	
Incident Command 100-200 • Incident Command 300-400 • Incident Command 700-800 • Section Specific (EOC) Planning and Operations • Section Specific (EOC) Management and Section Coordinators • Section Specific (EOC) Logistics and Finance Sections • Homeland Security and Evaluation Program (HSLEEP) Training • California Specialized Training Institution in emergency Management • Law Enforcement in Counter Terrorism • Anti-Defamation League Advance Training School • Criminal Intelligence Certificate • Criminal Intelligence Sharing-Civil Rights and Civil Liberties Certificates • Tactical Entry Training and Search Warrant Service	
Assignment Experience	
<u>Commander</u> 2020 to Present Special Operations Division • Management of law enforcement services for Transit Services Bureau and Metrolink Bureau <u>Captain</u> 2016—2020 Industry Station • Unit Commander for Industry Station • Management of Sworn and Professional Staff assigned to Industry Station	

Assignment Experience

Emergency Operations Bureau

- Unit Commander for Emergency Operations Bureau
- Management of Sworn and Professional Staff assigned to Emergency Operations Bureau

Lieutenant

2010 to 2016

Emergency Operations Bureau

- Responsible for Operations and Tactical Planning

Lakewood Station

- Watch Commander

West Hollywood Station

- Watch Commander

Sergeant

2005 to 2010

Emergency Operations Bureau

- Tactical Planning Unit

Temple Station

- Field Sergeant

Inmate Reception Center

- Line Sergeant

Note; Assignment experience, training and achievements are partial listings, based upon space limit requirements. Additional information is available upon request.

 Joseph J. Williams 	Supervisory/Managerial Years of Service 12 Years
	Education Bachelor of Arts in American Studies Roosevelt University Associate In Applied Science College of DuPage
Achievements FBI National Academy • Numerous Commendations	
Training and Certification Basic POST Certificate • Intermediate POST Certificate • Advanced POST Certificate • Supervisory POST Certificate • Management POST Certificate	
Assignment Experience <u>Commander</u> 2020 to Present Special Operations Division • Responsible for Special Enforcement Bureau and Aero Bureau <u>Captain</u> 2019 to 2020 Special Enforcement Bureau • Unit Commander of Special Enforcement Bureau <u>Lieutenant</u> 2018 to 2019 Office of the Sheriff • Executive Aide Compton Station • Operations Lieutenant	

Assignment Experience

Century Station

- Watch Commander

Office of the Sheriff

- Executive Aide

Sergeant

2013 to 2014

Office of the Sheriff

- Executive Aide

Special Enforcement Bureau

- SWAT Team Leader

Century Station

- Field Sergeant

Note; Assignment experience, training and achievements are partial listings, based upon space limit requirements. Additional information is available upon request.

 Edward C. Wells <i>Captain</i>  33 Years of Service	Supervisory/ Managerial Years of Service 15 Years	Transit Specific Law Enforcement Years of Service 10 Years
Education Bachelor of Arts in Public Administration California State University Long Beach		
Achievements Three time Commendable Restraint Commendation recipient • Transit policing experience at three different ranks • Selected by panel of Metrolink executives to command Metrolink Bureau		
Training and Certification Basic POST Certificate • Intermediate POST Certificate • Advanced POST Certificate • Supervisory POST Certificate • Management POST Certificate		
Assignment Experience <u>Captain</u> 2019 to Present Metrolink Bureau • Unit Commander overseeing 43 sworn and 6 professional staff members. <u>Lieutenant</u> 2011 to 2019 Office of the Sheriff • Executive Aide • Assisted Assistant Sheriff with daily operations of Custody Division. Cerritos Sheriff's Station • Operations Lieutenant Crime Information Management Bureau • Acting Captain		

Assignment Experience

Walnut Station

- Watch Commander

Century Regional Detention Center

- Compliance Lieutenant

Men's Central Jail

- Watch Commander

Sergeant

2006 to 2011

Contract Law Enforcement Bureau

- Contract Manager for both Metrolink and Metro contracts

Transit Services Bureau

- Field Sergeant

Note; Assignment experience, training and achievements are partial listings, based upon space limit requirements. Additional information is available upon request.



Experience and Capabilities Of Key Personnel

LASD/Special Operations Division "Key Personnel" jointly manage law enforcement services currently provided to Metrolink. Key Personnel have **nearly 130+ years combined law enforcement experience**. Each possess managerial expertise outside the transit realm, that is of relevance in work performed for Metrolink. As a result, execution in executive management for Metrolink proves more transit law enforcement provider craft, as opposed to mere competency.

Key Personnel each have professional associations tied to geographic, or other unique characteristics of the Commands they oversee. In some instances, networks amongst Bureaus overlap, while in others, the established relationship built by one Command, proves advantageous to the needs of another. Because of interdivisional networking opportunities, "dot connect" in such instances, is both simplistic and synergistic. The same principle holds true for Commands that prove outside of SOD, yet are resident within the grander LASD umbrella (whether Special Enforcement Bureau, Arson Explosives Detail, Homicide, Aero Bureau, Hazardous Materials Detail, Terrorism Early Warning Group, Emergency Operations Bureau, or the Joint Regional Intelligence Center).

Whether international (Interpol/Counterterrorism) contacts, local government heads, or the very Metrolink hierarchy LASD works with and for, SOD Key Personnel can access external partners and/or LASD's decentralized (but single agency) contacts, timely and effectively.

In Los Angeles, Chatsworth, Northridge, Burbank, Glendale, El Monte, Pomona, Buena Park, Upland, or the over 42 Contract Cities and dozens of unincorporated areas LASD serves, Key Personnel directly, or through LASD's Countywide network of Station Captains, can immediately access well formed relationships throughout the Los Angeles Region.

In this, it is worthy of mention that the Sheriff of Los Angeles County holds a rich local law enforcement leadership legacy. With incredibly deep and effective professional relationships with heads of law enforcement and government throughout the County of Los Angeles and Nation, LASD's Key Personnel can rapidly network, literally around the globe, depending on the nature of the need.

Current Metrolink Staffing	
Sworn Item	Amount
Captain	1
Lieutenant - Operations	1
Sergeant - Operations	1
Sergeant - Field	6
Bonus I - Access Service Investigator	2
Bonus I - Canine Handler	3
Deputy - Generalist	29
Sworn Total	43
Professional Staff Item	Amount
Secretary V	1
Operations Assistant I	1
Operations Assistant II	1
Sheriff's Station Clerk II	2
LET - Admin	1
Professional Staff	6
Total Assigned	49



Management Plan/Approach

The Los Angeles County Sheriff's Department, Special Operations Division proposes to provide Transit Law Enforcement Services on Metrolink trains within the six counties they traverse. Moreover, LASD commits to patrolling the Right of Ways controlled by the Southern California Regional Rail Authority.





Management Plan/Approach



Crime, law enforcement response and investigations relating to Transit events are unique, due to the fact they cross over into other law enforcement geographic areas. The Los Angeles County Sheriff's Department currently provides law enforcement and security services to Metrolink's Rail Transit System in Los Angeles County and outlying areas. This coverage area encompasses the approximately 1400 square miles in Los Angeles County. LASD's deployment model factors these sorts of variables and provides staffing (in type and sufficiency) to address Metrolink's mammoth System safety and security related suite of needs. Based upon decades of County-wide growth

and years of "Transit Specific" contractor experience, LASD cites the following foundational tenet within its Management Plan and Approach:

Metrolink's System safety and security needs and desire for a crime free System functionally and logically lend themselves to consolidation of law enforcement services

Rationale associated with this tenet includes, but is not limited to:

- LASD's presence and service offerings uniquely position LASD to singularly service all Metrolink's security needs
- LASD has no Countywide counterpart in codified functions, responsibility, capability, or capacity
- A singular agency and lone Chief of Transit Service Law Enforcement for Metrolink (as well as Local, State and Federal law enforcement agencies, transit entities and domestic/international counterterrorism efforts), directly benefits Metrolink
- Decentralized Sheriff's Stations throughout the Los Angeles County, augment and support services for Metrolink; and can be instantaneously and uniquely leveraged, as can LASD's Countywide Service offerings
- A singular provider averts inherent dangers and complexity associated with multi-agency response (in moving tactical problems, multiple Commands [and decisions as to who is in charge], different policies/procedures, radio frequency differences, concurrent interaction efforts with Metrolink Operations, and the like).
- Metrolink identity is fostered and patron confusion (as to who to call for law enforcement needs) is reduced, regardless of where persons are on the System

- Canine Teams are specially trained to make immediate determinations on unattended packages, whereby patron safety is enhanced and service interruptions are reduced
- Overhead cost replication would be avoided (in supervisors, managers, support staff, space and equipment tied costs, training, etc.)
- Well fostered and long standing professional relationships of trust (with law enforcement partners, transit agencies, local community stakeholders, local government and Metrolink employees) would continue as a productivity/efficiency multiplier and Transit Community Policing favorable facet
- A singular Crime Analysis Unit betters Metrolink and SOD's ability to combat crime and address quality of life and fare evasion instances. In a singular reporting clearinghouse, crime data (alongside other System information, such as fare evasion and citation issuance) are synthesized and help form System wide policing and presence deployment strategies (whereas multi-provider reporting would prove cumbersome, time consuming to decipher and merge, less strategic overall, would require additional resources, could hold dissimilar response ideology, amongst a sea of similar potential complications)
- Public Utilities Code Section 30504 (wherein it speaks of the Transit Policing Commanding Officer [Chief] of the Unit), appears to support a singular law enforcement provider. Within this, rest a host of practical reasons of direct and indirect benefit to Metrolink in ensuring; specifically inclusive of a lone, Executive tier decision maker and law enforcement liaison, for *any* System wide transit event, which requires law enforcement involvement.

Metrolink's deployment strategy allows for flexibility of personnel assignments and staffing hours as needed, to meet critical needs during peak ridership and respond to current crime trends, based on Intelligence Led Policing statistics. Staffing numbers will be consistent with ridership, deploying more personnel during peak commute hours, with less staffing at lighter travel times.

At the heart of the *Geographic Deployment* model, Field Units will be responsible for areas that incorporate overlapping rail responsibilities, rather than a singular modal assignment. Said simply, the closest unit to a call or request for service will respond to the incident.

Additionally, in instances of natural disaster, specific threat of a terrorist attack to Metrolink's System, or an actual terrorist event, Metrolink command staff can bolster staffing in a variety of ways. First, SOD can leverage the depths of patrol and specialty service assets, Division wide, to surge and address a given problem. SOD can require shift hold overs, re-purpose Special Teams to supplement event handling (and/or backfill critical line staffing positions), SOD can re-purpose administrative positions, can mandate overtime for personnel, cause personnel placed on a 12/12 schedule, can remove regular days off, cancel vacations, or can request assistance from other Sheriff Stations (whether a singular Station, or the all of LASD's massive patrol forces Countywide). LASD can place the entirety of these patrol personnel on this same 12/12 schedule and depending on the severity of the Transit Event, can potentially devote up to half of LASD's entire field force to event handling and restoration of transit normalcy.

LASD's ability to mount forces and sustain efforts finds itself too in a host of ancillary services which are only realized (and become instantaneously critical) during such events. Decentralized Sheriff's Stations throughout Los Angeles County have emergency power/generator systems, their own fuel sources, or communications redundancies (so they can self-dispatch and operate independent if/where re-quired). Where each have their own Station Emergency Operations Centers and can coordinate with LASD, other Agencies, City Government and in Metrolink's needs.

Where crime investigation is concerned, Metrolink Bureau currently has two (2) dedicated transit specialized detectives, who are adept in general investigation, as well as specialty areas (such as with Access Services/Fare Media tied investigations).

Where disorder, homelessness and quality of life issues are concerned, Sheriff's Department's Mental Evaluation Teams (Crisis Response Units) are specially trained in intervention strategies and social service offerings. This, in order to ensure "best practices" in meeting the rigors of *persons in need of services*, while concurrently ensuring System integrity/operability, cleanliness, compliance with the Code of Conduct and ridership desire (upon which the Transit System rests).

Los Angeles County Sheriff's Department (LASD) Patrol Stations will, in some instances, prove first responders to incidents on the Metrolink System, due to their patrol units having a shorter response time in their respective jurisdictions. Such services are provided at no cost to Metrolink. In addition, several types of LASD special services and response will be included at no cost to Metrolink which include: Homicides (including suicides), Special Victims (Child Abuse & Sexual Assault), Fraud & Cyber Crimes, Human Trafficking, Operations Safe Streets (Gangs), and Major Crimes (Organized Crime). In LASD's 42 Contract Cities, the local Sheriff's Station will handle traffic investigations at no cost to Metrolink. Response to major incidents, such as an active shooter, or natural disaster will be provided as Mutual Aid and at no cost to Metrolink.

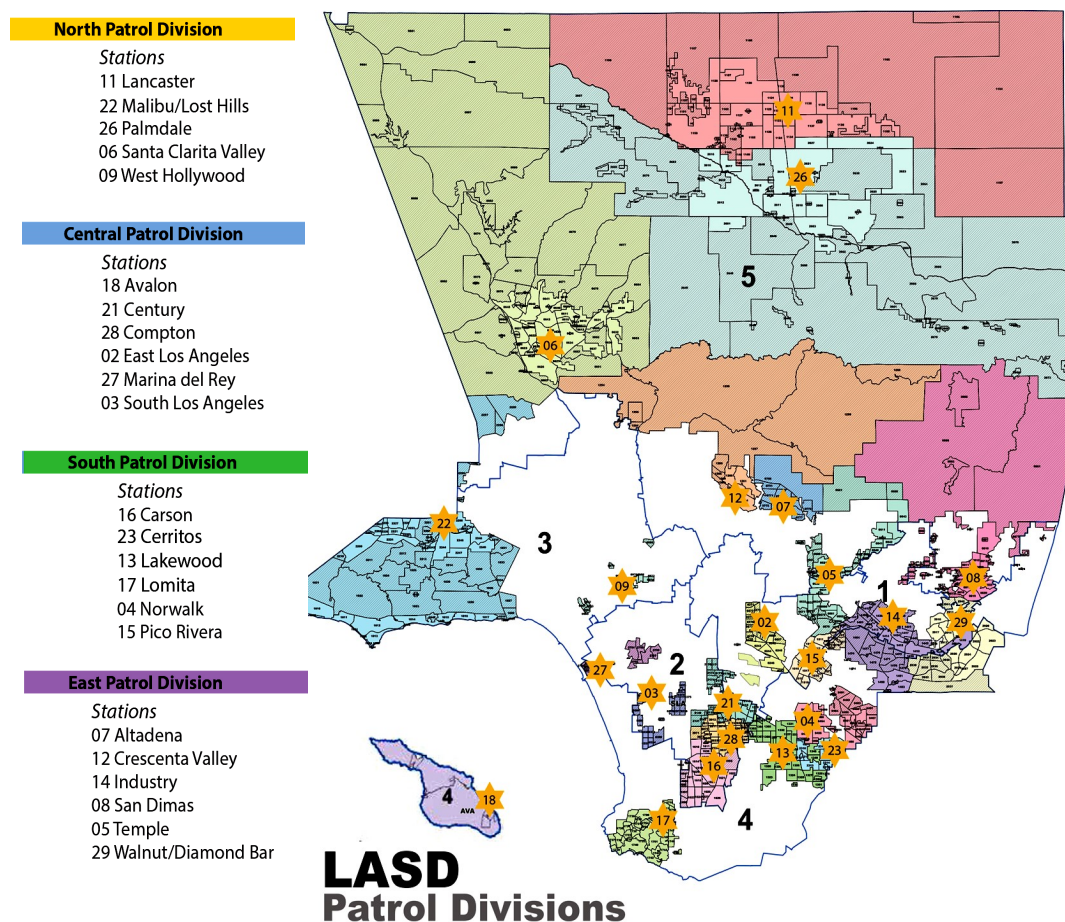
LASD holds (and/or will work to establish) Memorandums of Understanding (MOU's) with local police agencies that have Metrolink Rail Service or facilities within the Agency's jurisdiction. The MOU's will delineate how the local agency is a first responder to incidents involving Metrolink, how they are to investigate certain incidents related to Metrolink (including traffic), and how they're to provide Mutual Aid during major incidents.

It is however important to note that 9-1-1 (law enforcement and fire related) calls for service, regardless of agency jurisdiction, are provided, by the concerned local agency, at no cost to Metrolink and are simply composite of local government agency operating costs, in emergency services.

The Los Angeles County Sheriff's Department will provide the needed resources required to provide the services under the contract (vehicles and associated operating costs; police radios and communications equipment; Mobile Data Terminal laptops [Mobile Digital Computers]; and traffic enforcement devices and equipment).

While costs of equipment are passed on to Metrolink in the annual services rates for line staff providing service, said plainly, resources such as those listed above, are simply factored into LASD's overhead model. Because of LASD's current contractual relationship with Metrolink, a great number of these assets are already purchased and in use.

In short, LASD is a decades accomplished expert and Countywide leader in accessing resources, personnel changes, and work unrelated to Metrolink while still maintaining services. This, whether simple requests for assistance from local agencies outside of Metrolink, or a massive Metrolink, System wide event.



Los Angeles County Sheriff's Department
Special Operations Division



Attachments

Los Angeles County Metrolink Bureau
Transit Law Enforcement Services

RFP No. SP545-22



METROLINK®

“One Team, Infinite Possibilities”

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

LAW ENFORCEMENT SERVICES TO THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)
METROLINK COMMUTER RAIL SYSTEM

CONTRACT NO. SP545-22
LAW ENFORCEMENT SERVICES

1.0 PURPOSE

The Los Angeles County Sheriff's Department (LASD) is presenting this Scope of Work report to present an outline of its current and proposed law enforcement services to the SCRRA's METROLINK rail system. As a law enforcement agency, the LASD is dedicated to providing the best quality law enforcement service that will ensure riders and employees of METROLINK a safe and efficient customer experience, along with an elevated quality of life.

2.0 BACKGROUND

METROLINK operates and maintains a commuter rail system serving six Southern California counties. The METROLINK Board of Directors is made up of representatives from the Authority member agencies of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The Authority is responsible for operating and maintaining railroad Rights of Way (ROW) in the six counties along the METROLINK service corridor and operating on the lines of other freight railroads. METROLINK covers 512 route miles and serves more than 55 rail stations. Current operations include 144 daily revenue trains. Metrolink runs seven days a week with limited service on Saturday and Sundays. LASD's Metrolink Bureau is the only law enforcement agency METROLINK has utilized since its inception in 1992.

3.0 SCOPE OF WORK

The Los Angeles County Sheriff's Department's Metrolink Bureau has the ability to coordinate services and negotiate agreements with outside law enforcement agencies in the METROLINK system area. There are currently 29 patrol deputies, three K9 deputies, and seven sergeant positions assigned to the Bureau. Additionally, the Metrolink Bureau command staff is comprised of one captain and one lieutenant. Metrolink Bureau has a six member civilian staff comprised of five secretarial staff members and one law enforcement technician. This policing model focuses on a regional law enforcement strategy. The LASD is proposing the same policing plan in its bid for contract No. SP545-22

Due to the vast geographic area policed by Metrolink Bureau, deputies are currently assigned to report to one of two work locations. The first is located in the Chatsworth Courthouse at 9425 Renfield Avenue, Chatsworth. The second is located at the Brackett Airport at 1805 McKinley Avenue, La Verne. Deputies assigned to the Chatsworth office focus their patrol duties and respond to calls for service on METROLINK'S Ventura and Antelope Valley Lines. Deputies assigned to the Brackett office patrol and respond to calls for service along METROLINK'S San Bernardino, Riverside, Orange County, 91, and IEOC lines.

Metrolink Bureau personnel are deployed daily as indicated in the following charts:

Chatsworth Units

Sunday (0600-2200)	Monday (0500-2300)	Tuesday (0500-2300)	Wednesday (0500-2300)	Thursday (0500-2300)	Friday (0500-2300)	Saturday (0600-2200)
611A 611B	611A 611B 613B	611A 611B 613B	611A 611B 613B	611A 611B 613B	611A 611B 613B	611A 611B

Brackett Units

Sunday (0600-2200)	Monday (0500-2200)	Tuesday (0500-2200)	Wednesday (0500-2200)	Thursday (0500-2200)	Friday (0500-2200)	Saturday (0600-2200)
614A 616A	614A 615A 616A	614A 615A 616A	614A 615A 616A	614A 615A 616A	614A 615A 616A	616A 616B

ROW Team Deployment

Sunday RDO	Monday Variable Hours	Tuesday Variable Hours	Wednesday Variable Hours	Thursday Variable Hours	Friday Variable Hours	Saturday RDO
	610Z3 610Z4 610Z5	610Z3 610Z4 610Z5	610Z3 610Z4 610Z5	610Z3 610Z4 610Z5	610Z3 610Z4 610Z5	

The Redlands Passenger Rail Project (Arrow) is projected to begin service in 2022. This will necessitate an expansion of law enforcement services as depicted in Chart A. The associated costs are depicted in Chart B.

OVERVIEW:

- Commence in the Middle of Fiscal Year 2022
- Five Passenger Stations between San Bernardino and Redlands
- Nine-mile Rail Corridor
- During morning and afternoon peak commute hours (approximately 0700 to 0900 and 1600 to 1800), trains will operate twice per hour. During non-commute or off-peak hours, trains will operate once per hour. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m.
- Trains per day: 25 Diesel Multiple Units (DMU) trains per day (50 trips) and 2 Metrolink trains per day (one morning, one evening, 4 trips).
- Ridership estimates are approximately 1600 passengers per day
- Basic Law Enforcement Services
- ROW Enforcement

- Fare Enforcement

Redlands Deployment and Cost Proposal:

Chart A

Deputy Sherriff Line/Patrol Function	2 = 56 hour	1=Days, 1=PMs 7 Days a week	The patrol units will service the Redlands' ROW and passenger stations.
Deputy Sheriff ROW Enforcement	2 = 40 hour	Monday - Friday	Addition to ROW Team, Projected Increase ROW Activity in this Area
Sergeant	1 = 40 hour	Monday – Friday	Increased Area Coverage, Deputy to Sergeant Ratio: 6 Deps to 1 Sgt. Days and 9 Deps to 2 Sgts. PMs
Vehicles	3 Total		2 = Explorer Patrol Vehicle, 1 = 4x4 Patrol Vehicle for ROW

Chart B

Redlands Passenger Rail Project (Arrow) Projections				
Item	Annual Rate	Quantity	Personnel Needed	Cost
56 Hour Two Deputy Unit	\$931,296	2	6.528	\$1,862,592
40 Hour Non-Relief Unit	\$302,369	2	2	\$604,738
Sergeant****	\$369,991	1	1	\$369,991
				\$2,837,321.00
Vehicles***		Quantity		Cost
Ford Explorer-B&W		2		\$173,441.76
Chevy Tahoe-B&W		1		\$93,901.95
Sub Total		3		\$267,343.71
Total Cost				\$3,104,664.71
*Cost based on FY20-21 Cost Model				
**Costs include liability (2.5%)				
***One time startup cost				
****Moving forward, sergeant item will be included as "overhead", leading to a substantial savings for Metrolink. Cost savings equals \$369,991 based on FY20-21 rate.				

BASIC LAW ENFORCEMENT SERVICES

The LASD has the ability to provide METROLINK all the advantages of a full service law enforcement agency. Metrolink Bureau deputies coordinate local law enforcement efforts along the METROLINK service corridor through all six counties. These deputies ride METROLINK trains to provide a visible uniform presence which in turn deters criminal activity and fare evasion. Metrolink Bureau deputies take jurisdictional responsibility for any on-board incidents, regardless of where they occur. Deputies also conduct routine patrol along the system's right-of-way (ROW) to discourage trespassing, and prevent incidents of suicide and pedestrian/vehicle strikes.

To combat the ongoing trespassing and pedestrian strike issues, Metrolink Bureau has assigned six deputies and one sergeant to a ROW Enforcement Team. This team focus their efforts on patrolling METROLINK'S right-of-ways where they arrest trespassing violators, offer mental health assistance to those in need, and assist Metrolink employees with homeless encampment clean-ups. Moreover, the ROW Team coordinates their efforts in consultation with METROLINK'S Director of Safety, Security and Compliance. Together, they focus the ROW Team's efforts in the most problem areas based upon data involving trespasser, pedestrian and vehicle strikes, as well as data involving reported trespassers. Their effectiveness was reflected in a 33% reduction in pedestrian/trespasser strikes in 2020 compared to 2019.

Metrolink Bureau has three K9 deputies assigned to the unit. These deputies, with their specially trained explosives canines, conduct random security sweeps at METROLINK stations and onboard METROLINK trains. They also respond to any reported suspicious package calls for service involving METROLINK trains. These K9 units also participate in Visible Intermodal Response Team operations.

Metrolink Bureau's two detectives conduct thorough follow up investigations related to any crimes occurring along the system, as well as any arrests effected by deputy personnel. The detectives prepare and package the necessary legal paperwork necessary to file their cases with the city and district attorneys throughout the six counties.

In specific incidents involving METROLINK equipment, any of the specialized resources could be called upon to expand the Sheriff's Metrolink Bureau without additional cost to METROLINK. For the purpose of this Scope of Services specialized units can be provided by other agencies under mutual aid agreements.

In all instances where special supplies, stationery, notices, forms, and the like must be issued in the name of METROLINK, the same shall be supplied by METROLINK at its own cost and expense.

All services include the following:

Operations

1. Directly respond to all incidents aboard commuter rail trains requiring law enforcement presence or services.
2. Investigate, follow-up, and prepare legal documents and case filings for METROLINK - related crimes including on- board incidents and those along the METROLINK ROW patrolled by other agencies.

3. Participate in educational or training programs on rail safety, crime prevention, advocacy, and traffic safety.
4. Perform traffic enforcement and community services relative to METROLINK operations solely at times and locations designated in advance by METROLINK to Metrolink Bureau.
5. Provide METROLINK the advantages of a full service law enforcement agency by providing the following personnel and equipment resources. These personnel and equipment resources are available for deployment to any location on the METROLINK system on an as needed basis in Los Angeles County.
 - Homicide investigators
 - Air units
 - Motorcycle detail
 - Off-road units
 - Mounted posse
 - Gang enforcement teams
 - Special weapons teams
 - Undercover detective operations
 - Arson-Explosives detail
 - Reserve units

Fare Enforcement

1. Provide on-board fare enforcement including issuance of citations for fare violations and other quality of life matters in conjunction with METROLINK's operations contractor and on an as-needed basis. The LASD shall provide a monthly report of all fare enforcement activities including those of the LASD. Activate periodic Fare Enforcement "sweeps" independent of METROLINK's operations contractor. These sweeps must be coordinated with the Manager of Safety, Security and Compliance.
2. Provide training, education, and direction for any METROLINK conductors or any employee designated by METROLINK to engage in fare enforcement as mandated by law. Participate in fare enforcement classes (four to eight hours each) for new conductors and remedial classes as needed.
3. Provide technical support to input all citations and warnings issued on a computerized database and tracking system.
4. Provide monthly reports on citations and warnings, enforcement operations, including data and comparison of fare violations by line, train, and type of infraction.

Security Coordination

1. Develop mutual aid agreements and other cooperative agreements with all law enforcement agencies in each county and city through which METROLINK passes.
2. Develop Memoranda of Understanding (MOUs) with all law enforcement agencies system-wide.
3. Coordinate and provide daily required communication with local law enforcement, coroner's office and other public agencies and dispatch those agencies in response to METROLINK's needs.
4. Respond and coordinate the response of local law enforcement agencies to all METROLINK related crimes and establish jurisdiction.
5. Establish jurisdiction with local police jurisdictions and coordinate with each court of competent authority throughout the six counties in the METROLINK system.
6. Establish, manage and maintain filing and prosecutorial procedures with the city and district attorneys, and courts in each jurisdiction through which METROLINK passes.
7. Collect and provide periodic incident reporting for METROLINK to assist in the development of preventative strategies such as the Engineering and Education efforts and provide this information to all law enforcement agencies. Provide METROLINK with a monthly report of on-board crimes by line, date, time, and type of crime. Provide METROLINK with a monthly report of ROW crimes by line, date, time and type of crime.
8. Provide functional supervision and document performance and contract compliance of METROLINK'S contract security contractor.
9. Provide METROLINK with monthly reports on right-of-way citations, right-of-way warnings, enforcement operations, and traffic citations at Rail Grade Crossings issued by Metrolink Bureau.

Key Performance Index Report

LASD will provide METROLINK with a Key Performance Index Report each month documenting the following data:

1. Train Rides

A train ride is when field deputies during their routine daily train rides, ride a train for more than three stops. While on board the train, deputies will check fares, enforce laws and provide a visible presence on the train.

2. ROW Enforcement Detail

A ROW Enforcement detail is when field deputies during their routine daily duties, monitor and check the ROW for trespassers, homeless encampments and debris placed on to the tracks.

3. ROW Enforcement Deputy Activity

There are currently six deputies and one sergeant assigned to the ROW Enforcement Team. They are responsible for patrolling the ROW for trespassers and homeless encampments. They work in conjunction with outside agencies to remove homeless encampments from the ROW and provide

outreach to the homeless. They also work in conjunction with METROLINK to conduct clean up of those encampments.

4. Street Car Detail

A street car detail is when field deputies during their routine daily train rides work in conjunction with the conductor to open a limited number of doors on the train and check patrons for valid fare while they board the train. This is usually conducted at either Union Station or the end of the line station. Only those with valid fare are permitted to board the train. These details are to be conducted once per week.

5. VIPR Operation

A VIPR Operation is conducted by Metrolink Bureau deputies, a K9 deputy and agents from the TSA and Homeland Security (Federal Air Marshalls). Some agents from Homeland Security work in plain clothes and others in uniform during the operations. Our deputies will conduct fare enforcement on board the trains while our K9 deputy will walk the trains searching for potential explosive devices. The agents conduct visual observations of patrons searching for potential suspicious activity or actions by patrons. The operations are to be conducted once per week.

6. Grade Crossing Detail

A Grade Crossing detail is when field deputies, during their routine daily duties, monitor a single grade crossing for a period of time when a train is expected to cross through the crossing. This is an individual detail and not a large scale operation. These details will be conducted twice per week.

7. Joint Grade Crossing Operation

A Joint Grade Crossing Operation is when Metrolink Bureau deputies, along with at least one outside law enforcement agency team up to monitor and cite drivers for vehicle code grade crossing violations within a certain area. They spread out over several crossings within a given area.

8. Platform Fare Enforcement

Platform Fare Enforcement is when deputies during their routine daily activities, monitor a station platform and ensure everyone on the platform has proper fare.

9. Fare Enforcement

Deputies will conduct daily on-board fare enforcement including issuance of citations for fare violations and other quality of life matters “as needed” and dependent on overall policing concerns.

10. Patrol Response

Deputies will respond to all incidents aboard commuter rail trains requiring law enforcement presence or services with the purpose to investigate incidents. 95 percent of all calls will be responded to within one hour.

11. Criminal Investigations

LASD detectives will investigate, follow-up, and prepare legal documents and case filings for METROLINK. The purpose is to measure the number of follow-ups and case filings conducted and completed in a timely manner.

12. Memoranda of Understanding (MOU)

The LASD will develop MOUs to include Mutual Aid Agreements with all law enforcement agencies system-wide. The purpose is to ensure there are established communications and resource allocations.

13. Deployment of Personnel

LASD will meet 98 to 100 percent of targeted personnel deployment to ensure available law enforcement services system-wide.

Training

1. Provide ongoing training and direction to Metrolink Bureau law enforcement personnel and appropriate METROLINK employees in the following areas:
 - Corridor gangs and related problems
 - Crowd control and civil disorder
 - Fare enforcement
 - Hazardous materials situations
 - Incident command principals
 - Jurisdictional and interagency operations issues
 - Service oriented policing
 - Terrorism/threats to transit systems
 - Train accidents and derailments
 - Transit law
 - Weapons training/laws
 - Radio procedures
 - Vice activities (pickpockets, prostitution, gambling, etc.)
2. Conduct training for outside (local) law enforcement and participate in Officer-on-the-Train, Multi-agency (mass casualty) drills, First Responder (emergency) training, and transit laws.
3. Coordinate the development, presentation and training of Operation Lifesaver, Trooper-on-the-Train, and First Responder training with the Director of Safety, Security and Compliance.
4. Organize and train METROLINK management and staff in the Incident Command System (ICS) and staff such incident command centers as required.

5. Provide required training for Metrolink Bureau personnel. All law enforcement personnel shall be POST certified.
6. Provide training on Penal Code 832 (Arrests and Firearms).

Communications & Inventory Control

1. Provide for membership in all local, state, and federal law enforcement telecommunication networks; as well as provide appropriate hardware for necessary transmissions and communications.
2. Establish and provide coverage for a 24-hour central communications center serving the six county area to dispatch and coordinate law enforcement personnel and mutual aid emergency response teams. Provide Radio coverage for all law enforcement personnel and vehicles in six county areas.
3. Provide a unique phone number for incoming calls to the LASD central communication center.
4. Furnish all supervision, equipment, and supplies to maintain the level of required service.

RIGHT-OF-WAY LAW ENFORCEMENT SERVICES

Services included within this Scope of Work consist of patrolling the ROW and law enforcement on Railroad property (off the train) in Los Angeles County, all of which shall be performed only at locations and only according to schedules provided by METROLINK in advance to the LASD. METROLINK understands and agrees the law enforcement services provided hereunder are inadequate to accomplish patrolling any particular location more than a few times a day or less. The LASD shall have no obligation to patrol or provide law enforcement at any location at any particular time(s) except under a schedule provided in advance by METROLINK to the LASD.

NOTE:

The LASD will provide decentralized, locally situated facilities to house officers and equipment dedicated to METROLINK security and otherwise ensure geographic coverage within Los Angeles County.

The issues to be dealt with are:

- Vandalism control and adjudication
- Crowd control and civil disorder response
- Hazardous materials incident response
- Identify and report visual and other right-of-way obstructions
- Terrorism/threats to transit systems
- Train accidents and derailment
- Grade-crossing safety
- Car theft and abandonment on the right-of-way
- Traffic enforcement

- Tunnel and bridge security and incident response
- Vice activities (pick-pockets, prostitution, gambling)
- Homicide
- Narcotics
- Trespassing (truancy, homeless, and vagrancy)
- Gang related matters

However, the LASD shall have no obligation to provide law enforcement services as regards to any of the above except as particularly called to its attention by METROLINK or except as may be observed by the LASD during the course of its regular law enforcement services. METROLINK understands and agrees the law enforcement personnel assigned are insufficient to deal with all or most instances of the above except as may be encountered during the providing of law enforcement services.

The police departments along the right of way are expected to provide routine and emergency service to the trains, stations and parking lots within their jurisdictions (as defined in the respective MOU's).

4.0 Project Manager

The LASD project manager shall be the Metrolink Bureau Captain.

5.0 Right of Approval

The METROLINK project manager or his or her designee shall participate in the interviews of the Metrolink Bureau captain selection process.

6.0 Standards of Performance

The LASD agrees to work with METROLINK on an annual review of Key Performance Indicators (KPIs). The LASD understands the KPIs shall be subject to an annual review conducted by METROLINK.

REPORTING REQUIREMENTS

The LASD agrees to provide daily, weekly, monthly, and annual compliance reporting as indicated by the METROLINK project manager.

7.0 CONTRACT TERM

The LASD understands the term of the contract shall be a three-year base, with two one-year options.

DEPUTY SHERIFF SERVICE UNIT

The Deputy Sheriff Service Unit is the primary description of the law enforcement service provided by the Sheriff's Department. The Sheriff's Department generally does not contract for a specific number of personnel, but for a specific level of service (i.e. 5 days a week, 7 days a week). The necessary number of personnel is then provided to ensure that the specified service level is properly maintained despite employee vacations, sick time, and compensatory and elective leave. The absence of a Sheriff's Department employee generally does not impact the level of service as we are contractually obligated to meet that designated service level. These obligations are met as part of the basic service cost, without additional cost to the city. This guarantees the city will receive the service level it has requested and is paying for, without interruption due to employee absences.

The average police or sheriff's department sworn employee works approximately 223 days annually when considering regular days off, vacation time, sick time and elective leave time. For municipal police agencies, this generally means there is nobody to replace the officer during his/her unexpected absence, unless overtime is expended to replace him/her, resulting in a fluctuating service level.

A Deputy Sheriff Service Unit is not just a deputy sheriff but the relief personnel, supervision, management, equipment and logistics, clerical, administrative support and supplies necessary to provide law enforcement service for the designated period of time. This all but eliminates the city's need to line item budget all the personnel and service expenditures for their police department. As the city increases or decreases service levels, it only pays for the proportionate amount of "overhead" services required by the agreed upon staffing level.

Types of Deputy Sheriff Service Units

Deputy Sheriff Service Units are offered in a variety of configurations, depending upon the city's service needs. The most common DSSU (56 hour) provides a Deputy Sheriff for 8 hours each day, 7 days per week, and 365 days per year. The cost for this type DSSU includes all relief personnel necessary to meet the specified service requirements. The 56-hour DSSU provides an average of 365 productive workdays of service annually.

In contrast to the DSSU with relief, the DSSU is also available without relief. The non-relieved DSSU provides a Deputy for the period of time that one employee works on an annual basis. In the event the Deputy is unable to work because of sickness, holiday, vacation, bereavement, etc., no relief personnel are provided and the position goes unfilled. This configuration is the least expensive because the cost of relief personnel has been excluded. The DSSU without relief provides an average of 223 productive workdays of service annually.

The DSSU without relief is most commonly utilized for Special Assignment Officers, School Resource Officers, special enforcement units, and those assignments where the need for the presence of relief personnel is outweighed by the benefit of one individual's training or knowledge.

All Lieutenants, Sergeants, and Growth or Grant Deputy Sheriff Service Units are offered as non-relief positions only. If duties require a greater degree of coverage, then the standard Deputy Sheriff Service Units (40 hour, 56 hour, and 70 hour) are applicable.

The following chart is a sample of the types of DSSU's utilized. Personnel requirements are based on periodic audits of actual relief factors.

DEPUTY SHERIFF SERVICE	ANNUAL	PERSONNEL
Non-relief	1,789 hrs	1
40 hour (5 day, 8 hr shift)	2,086 hrs	1.167
56 hour (7 day, 8 hr shift)	2,920 hrs	1.632
70 hour (7 day, 10 hr shift)	3,650 hrs	2.04
84 hour (7 day, 12 hr shift)	4,380 hrs	2.448

SP545-22 Law Enforcement Services
Price Proposal - Year 2
Yellow-highlighted Headings require input in columns and rows.

Labor Category	Direct Hourly Labor Rate	Total Other Costs - G&A, O/H, Project %	Fully-Burdened Labor Rate	Number of Law Enforcement Position	Annual Hours	Total Estimated Labor Costs
One Deputy (Non-Relief)	\$ 176.94		\$ 176.94	2	1789	\$ 633,091.32
One Deputy (40-Hour Unit)	\$ 166.92		\$ 166.92	6	2086	\$ 2,089,170.72
One Deputy (56-Hour Unit)	\$ 166.95		\$ 166.95	12	2920	\$ 5,849,928.00
B-1 Canine Deputy	\$ 188.29		\$ 188.29	3	1789	\$ 1,010,552.43
Railroad Investigator	\$ 134.27		\$ 134.27	2	1789	\$ 480,418.06
			\$ -			\$ -
Total Labor				25		\$ 10,063,160.53

Total Cost for Contract Year \$ 10,334,245.54

Unanticipated Services required during contract year	
Labor Category	Fully Burndened Labor Rate
Canine Support	\$ 19,506.00
2.5 % Liability	\$ 251,579.01

Consultant Name:	Los Angeles County Sheriff's Deparement
Proposer Preparer Name:	Sgt. Kevin Piper
Date:	5/12/2021

SP545-22 Law Enforcement Services
Price Proposal - Year 3
Yellow-highlighted Headings require input in columns and rows.

Labor Category	Direct Hourly Labor Rate	Total Other Costs - G&A, O/H, Project %	Fully-Burdened Labor Rate	Number of Law Enforcement Position	Annual Hours	Total Estimated Labor Costs
One Deputy (Non-Relief)	\$ 184.02		\$ 184.02	2	1789	\$ 658,423.56
One Deputy (40-Hour Unit)	\$ 173.60		\$ 173.60	6	2086	\$ 2,172,777.60
One Deputy (56-Hour Unit)	\$ 173.63		\$ 173.63	12	2920	\$ 6,083,995.20
B-1 Canine Deputy	\$ 195.82		\$ 195.82	3	1789	\$ 1,050,965.94
Railroad Investigator	\$ 139.64		\$ 139.64	2	1789	\$ 499,631.92
			\$ -			\$ -
Total Labor				25		\$ 10,465,794.22

Total Cost for Contract Year \$ 10,746,945.08

Unanticipated Services required during contract year	
Labor Category	Fully Burndened Labor Rate
Canine Support	\$ 19,506.00
2.5 % Liability	\$ 261,644.86

Consultant Name:	
Proposer Preparer Name:	
Date:	

SP545-22 Law Enforcement Services
Price Proposal - Year 4
Yellow-highlighted Headings require input in columns and rows.

Labor Category	Direct Hourly Labor Rate	Total Other Costs - G&A, O/H, Project %	Fully-Burdened Labor Rate	Number of Law Enforcement Position	Annual Hours	Total Estimated Labor Costs
One Deputy (Non-Relief)	\$ 191.38		\$ 191.38	2	1789	\$ 684,757.64
One Deputy (40-Hour Unit)	\$ 180.54		\$ 180.54	6	2086	\$ 2,259,638.64
One Deputy (56-Hour Unit)	\$ 180.57		\$ 180.57	12	2920	\$ 6,327,172.80
B-1 Canine Deputy	\$ 203.65		\$ 203.65	3	1789	\$ 1,092,989.55
Railroad Investigator	\$ 145.23		\$ 145.23	2	1789	\$ 519,632.94
			\$ -			\$ -
Total Labor				25		\$ 10,884,191.57

Total Cost for Contract Year \$ 11,175,802.36

Unanticipated Services required during contract year	
Labor Category	Fully Burndened Labor Rate
Canine Support	\$ 19,506.00
2.5 % Liability	\$ 272,104.79

Consultant Name:	Los Angeles County Sheriff's Department
Proposer Preparer Name:	Sgt. Kevin Piper
Date:	5/12/2021

SP545-22 Law Enforcement Services
Price Proposal - Year 5
Yellow-highlighted Headings require input in columns and rows.

Labor Category	Direct Hourly Labor Rate	Total Other Costs - G&A, O/H, Project %	Fully-Burdened Labor Rate	Number of Law Enforcement Position	Annual Hours	Total Estimated Labor Costs
One Deputy (Non-Relief)	\$ 199.04		\$ 199.04	2	1789	\$ 712,165.12
One Deputy (40-Hour Unit)	\$ 187.76		\$ 187.76	6	2086	\$ 2,350,004.16
One Deputy (56-Hour Unit)	\$ 187.79		\$ 187.79	12	2920	\$ 6,580,161.60
B-1 Canine Deputy	\$ 211.80		\$ 211.80	3	1789	\$ 1,136,730.60
Railroad Investigator	\$ 151.04		\$ 151.04	2	1789	\$ 540,421.12
			\$ -			\$ -
Total Labor				25		\$ 11,319,482.60

Total Cost for Contract Year \$ 11,621,975.67

Unanticipated Services required during contract year	
Labor Category	Fully Burndened Labor Rate
Canine Support	\$ 19,506.00
2.5 % Liability	\$ 282,987.07

Consultant Name:	Los Angeles County Sheriff's Department
Proposer Preparer Name:	Sgt. Kevin Piper
Date:	5/12/2021

SP545-22 Law Enforcement Services Price Proposal Summary

Year 1	\$	9,937,521.48
Year 2	\$	10,334,245.54
Year 3	\$	10,746,945.08
Year 4	\$	11,175,802.36
Year 5	\$	11,621,975.67
	\$	53,816,490.13

ATTACHMENT A – SCOPE OF WORK

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY METROLINK COMMUTER RAIL SYSTEM

CONTRACT NO. SP545-22

LAW ENFORCEMENT SERVICES

SCOPE OF WORK

1. PURPOSE

The Southern California Regional Rail Authority (Authority) is issuing this procurement solicitation to secure the multi-faceted services of a public law enforcement agency that will support the operation of commuter rail service, known as Metrolink. The objective of law enforcement will be to ensure riders and employees that Metrolink is a safe, efficient, dependable, and on-time transportation service that offers outstanding customer experience and enhances quality of life. The law enforcement services are to align with the Authority's Mission and Vision, and Values:

1.1 Our Mission and Vision



OUR MISSION

Our mission is to provide safe, efficient, dependable and on-time transportation service that offers outstanding customer experience and enhances quality of life.

OUR VISION

Our vision is to be Southern California's preferred transportation system built upon safety, reliability, customer service, leading-edge technology and seamless connectivity.

1.2 Our Values

People & Safety

Safety is foundational. Everything we do demonstrates an appreciation for quality of life, and every act values the lives of our employees, contractors, co-workers, customers, and communities.

Quality

We operate on best practices and principles with a continued focus on providing high-quality service to our customers every day on every ride.

Efficiency

As responsible stewards of public funds, we embrace innovative solutions and continuous improvement for the lowest cost and most efficient operations.

Growth

We continuously seek creative, progressive, and collaborative solutions to promote investment, develop partnerships, and increase capacity to improve the mobility of Southern Californians.

2. BACKGROUND

The Authority is governed by the Southern California Regional Rail Authority (SCRRA), a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Metrolink trains operate on seven routes across a six-county, 538 route-mile network,

which includes a portion of northern San Diego County (Figure 1). Metrolink is a regional rail commuter service that serves the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Northern San Diego. Metrolink runs seven days a week with limited service on Saturday and Sundays.



Figure 1: SCRRRA System Map

In calendar year 2021, Redlands Passenger Rail Project (RPR) is anticipated to start revenue service of a nine-mile rail corridor extending along an existing railroad right-of-way (ROW) owned by San Bernardino Associated Governments (SANBAG) east from the City of San Bernardino to the City of Redlands within the southwestern corner of the County of San Bernardino, California (Figure 2).



Figure 2 Redlands Passenger Rail Project Map

Metrolink routes are:

- **Ventura County Line:** Trains run from Oxnard to Los Angeles on the former Southern Pacific Coast Main Line, paralleling the Simi Valley Freeway (118). The 66-mile trip takes 90 minutes. Stations at Oxnard, Camarillo, and Northridge were added after the Northridge Earthquake in January 1994.
- **Antelope Valley Line:** Trains run from Lancaster to Los Angeles on the former Southern Pacific Valley Line, paralleling the Golden State Freeway (I-5). The 76.5-mile trip takes about 1-3/4 hours. Stations at Lancaster, Vincent Grade/Acton, and Via Princessa were added after the Northridge Earthquake in January 1994.
- **San Bernardino Line:** Trains run from San Bernardino to Los Angeles, paralleling the San Bernardino Freeway (I-10). The 57-mile commute from San Bernardino to Los Angeles takes 85 minutes.
- **Riverside Line:** Trains run from Riverside to Los Angeles, paralleling the Pomona Freeway (60). The 59-mile trip takes about 65 minutes.
- **Orange County Line:** Trains run from Oceanside to Los Angeles, paralleling the Santa Ana Freeway (I-5). The 87-mile trip takes just under two hours.
 - **Inland Empire–Orange County Line:** Trains run from San Bernardino to Oceanside, paralleling the 91 Freeway and I-5. The 100-mile trip takes about 2 hours and 20 minutes.
 - **91/Perris Valley Line:** Trains run from Riverside to Los Angeles via Fullerton, paralleling the Riverside Freeway (91) and the Santa Ana freeway (I-5). The 60-mile trip takes approximately 90 minutes. The Perris Valley Line is an extension off the 91 Line that runs rail service 24 miles from the downtown Riverside station to south Perris.
- **Redlands Passenger Rail (RPR):** The Redlands Passenger Rail is a nine-mile rail corridor extending along an existing railroad ROW owned by SANBAG east from the City of San Bernardino to the City of Redlands within the southwestern corner of the County of San Bernardino, California. Train operations are estimated to commence in the middle of Fiscal Year (FY) 2022.

The RPR encompasses the following:

- Five stations:
 1. San Bernardino Transit Center
 2. Tippecanoe Station
 3. New York Street Station

4. Downtown Redlands Station
5. University Station at the University of Redlands at the south end of campus near North University Street.
 - During morning and afternoon peak commute hours (approximately 0700 to 0900 and 1600 to 1800), trains will operate twice per hour. During non-commute or off-peak hours, trains will operate once per hour. Weekday and weekend service are planned to start at 5 a.m. and run until 10 p.m.
 - Trains per day: 25 Diesel Multiple Units (DMU) trains per day (50 trips) and 2 Metrolink trains per day (one morning, one evening, 4 trips).
 - Ridership estimates are approximately 1600 passengers per day

The Authority's major facilities are:

SCRRA General Offices	Address
Metrolink Headquarters	900 Wilshire Blvd., Suite 1500 Los Angeles, CA 90017 Metrolink Web Site: www.metrolinktrains.com
Central Maintenance Facility (CMF)	1555 San Fernando Rd. Los Angeles, CA 90065
Eastern Maintenance Facility (EMF)	1945 Bordwell Ave. Colton, Ca 92324
Dispatch Operations Center (DOC)	2704 N Garey Ave. Pomona, CA 91767 909-596-3584 (Office) - Chief Dispatcher 888-446-9721 – Highway Rail Grade Crossing Hotline
Security Operations Center (SOC)	2558 Supply Street, Pomona, CA 91776 866-640-5190
Metrolink Operations Center (MOC) – Designated Backup Facility for DOC	2558 Supply Street, Pomona, CA 91776
Melbourne Facility-SCRRA	2700 Melbourne Pomona, CA 91767
Los Angeles Union Station (LAUS)	800 N. Alameda St. Los Angeles, CA 90012
Maintenance of Way: Marine Way Location	6894 Marine Way Irvine, CA 92618
Maintenance of Way: Lang Yard Location	13903 Lang Station Road Canyon Country, CA 91387
Redlands Rail Project: Inland Empire Maintenance Facility	TBD
SCRRA Layover Facilities	Address
Lancaster	44812 N. Sierra Highway, Lancaster, CA 93534
Moorpark	585 Moorpark Ave., Moorpark, CA 93201
Montalvo	6175 Ventura Blvd. Ventura, CA 93003
Riverside	4066 Vine St., Riverside, CA 92506

3. SCOPE OF WORK

The selected agency must be a public law enforcement. The Authority is seeking a policing plan that addresses the following requirements:

- Provide a policing strategy by Lines, or
- System-wide based

Policing by Lines focuses on dedicated law enforcement personnel and resources specific to each of the Authority's service Lines. The Authority reserves the right to shift resources between Lines based on the needs of the Agency. System-wide based policing focus on the deployment of personnel and resources throughout the Authority's entire system and is not specific to the Authority's service Lines.

The policing plan shall address how your agency will ensure the safety of our passengers and employees by:

- Efficient deployment of law enforcement resources
- Ensure adequate response time based on the industry best practices
- High visibility to deter and prevent crimes on the system and facilities
- Prevent and deter trespassing on Authority's right-of-way, grade crossings, and facilities

It is important to note that the law enforcement agency must provide a minimum of seventy five percent (75%) services as the Prime contractor.

3.1 BASE LAW ENFORCEMENT SERVICES

The contract law enforcement agency that serves as the Authority's law enforcement agency will coordinate local law enforcement efforts along the Metrolink service corridor throughout the six counties. The law enforcement organization will have jurisdictional responsibility for all on-board incidents regardless where they occur.

The law enforcement agency must provide equal coverage throughout the work week (Monday-Friday). In addition, the law enforcement agency shall submit a plan for weekend coverage that requires the Authority's approval.

The law enforcement agency must have the ability to provide the Authority the advantages of a full-service law enforcement agency.

In specific incidents involving Authority equipment, any of the specialized resources could be called upon to expand Metrolink's law enforcement unit without additional cost to the Authority. For this Scope of Work, specialized units can be provided by other agencies under mutual aid agreements.

Other related services include the following:

- 3.1.1 Directly respond to all incidents aboard commuter rail trains requiring law enforcement presence or services.
- 3.1.2 Receive and file with the Authority the police and coroner reports for each strike that occurs on the Metrolink system.
- 3.1.3 Investigate, follow-up, and prepare legal documents and case filings for Authority - related crimes including on-board incidents and those along the Authority ROW patrolled by other agencies.
- 3.1.4 Participate in rail safety, crime prevention, advocacy, and traffic safety programs.
- 3.1.5 Provide grade crossing enforcement details in areas identified by Authority. Coordinate these sweeps with the local police agency and Authority operations.
- 3.1.6 Perform traffic enforcement and community outreach relative to Authority operations.
- 3.1.7 Provide Authority the advantages of a full-service law enforcement agency including the following personnel and equipment resources that must be available for deployment to any location on the Metrolink system on an as needed basis. As needed, specialized units should include:
 - Homicide investigators
 - Air units
 - Motorcycle details
 - Off-road units
 - Mounted posse
 - Gang enforcement teams
 - Special weapons teams
 - Undercover detective operations
 - Arson/Explosives experts
 - Reserve units for crowd control and major events
 - K-9 Unit
 - Counterterrorism

3.2 FARE ENFORCEMENT

- 3.2.1 Provide on-board fare enforcement including issuance of citations for fare violations and other quality of life matters in conjunction with Authority's operations contractor and on an as-needed basis. The contractor shall provide a monthly report of all fare enforcement activities. Activate periodic Fare Enforcement "sweeps" independent of Authority's



operations contractor. These sweeps must be coordinated with Manager of Security.

- 3.2.2 Provide training, education, and direction for Authority conductors engaged in fare enforcement as mandated by law. Participate in fare enforcement classes (8-10 hours each) for new conductors and remedial classes as needed.
- 3.2.3 Provide training on Penal Code 832 (Arrests and Firearms) training.
- 3.2.4 Provide monthly reports on citations and warnings, including data and comparison of fare violations by line, train, type of infraction, fare evasion rate, and the number of fare activities.

3.3 SECURITY COORDINATION

- 3.3.1 Develop mutual aid agreements and other cooperative agreements with all law enforcement agencies and coroner's offices in each county and/or city through which Metrolink passes.
- 3.3.2 Develop and update Memoranda of Understanding (MOUs) with all law enforcement agencies system wide.
- 3.3.3 Coordinate and provide daily required communication with local law enforcement, coroner's office and other public agencies and dispatch those agencies in response to Authority's needs.
- 3.3.4 Respond and coordinate the response of local law enforcement agencies to all Metrolink-related crimes, accidents, and establish jurisdiction.
- 3.3.5 Establish jurisdiction with local police jurisdictions and coordinate with each court of competent authority throughout the six counties in the Metrolink system.
- 3.3.6 Establish, manage and maintain filing and prosecutorial procedures with the city and district attorneys, and courts in each jurisdiction through which Metrolink passes.
- 3.3.7 Collect and provide periodic incident reporting for Authority to assist in the development of preventative strategies such as the Engineering and Education efforts and provide this information to all law enforcement agencies. Provide Authority with a monthly report of on-board crimes by line, date, time, and type of crime. Provide Authority with a monthly report of ROW crimes by line, date, time and type of crime.
- 3.3.8 Provide Authority with monthly reports on right-of-way citations, right-of-way warnings, number of right-of-way enforcement operations, and traffic citations at Highway-Rail Grade Crossings issued.

3.4 TRAINING

- 3.4.1 Provide ongoing training and direction to Metrolink law enforcement personnel, appropriate Authority employees, and other law enforcement subcontractors in the following areas:

- Corridor gangs and related problems
 - Crowd control and civil disorder
 - Fare inspection/enforcement
 - Hazardous materials situations
 - Incident command principles
 - Jurisdictional and interagency operations issues
 - Service oriented policing
 - Terrorism/threats to transit systems
 - Train accidents and derailments
 - Transit law
 - Weapons training/laws
 - Radio procedures
 - Vice activities, pickpockets, prostitution, gambling, etc.
- 3.4.2 Conduct training for outside (local) law enforcement and participate in multi-agency (mass casualty) drills, First Responder (emergency) training, and transit laws.
- 3.4.3 Provide de-escalation and Penal Code 832 (Arrests and Firearms) training.
- 3.4.4 Provide required training for personnel. All law enforcement personnel must be POST certified or have acceptable equivalent.

3.5 COMMUNICATIONS & INVENTORY CONTROL

- 3.5.1 Provide for membership in all local, state, and federal law enforcement telecommunication networks; as well as provide appropriate hardware for necessary transmissions and communications.
- 3.5.2 Establish and provide coverage for a 24-hour central communications center serving the six counties area to dispatch and coordinate law enforcement personnel and mutual aid emergency response teams. Provide radio coverage for all law enforcement personnel and vehicles in six county areas.
- 3.5.3 Provide a unique phone number for incoming calls to the Contractor's central communication center.
- 3.5.4 Furnish all supervision, equipment, and supplies to maintain the level of required service.
- 3.5.5 Provide Asset Tracking system of all Authority issued equipment.

3.6 RIGHT-OF-WAY LAW ENFORCEMENT SERVICES

Services included within this scope of work include patrolling the Rights-of-Way, homeless encampment joint operations with Authority, and law enforcement on Railroad property (off the train) in the six counties Metrolink serves.

The Contractor can provide decentralized or centralized, locally situated facilities to house officers and equipment dedicated to Metrolink to ensure geographic coverage within the Counties.

The issues to be dealt with are:

- Vandalism control and adjudication
- Crowd control and civil disorder response
- Hazardous materials incident response
- Identify and report visual and other right-of-way obstructions
- Terrorism/threats to transit systems
- Train accidents and derailments
- Grade-crossing safety
- Car theft and abandonment on the right-of-way
- Traffic enforcement
- Tunnel and bridge security and incident response
- Vice activities, pick-pockets, prostitution, gambling, homicide, drug trafficking
- Trespassing related matters: truancy, homeless, vagrancy, and gang related matters



The police departments along the right of way are expected to provide routine and emergency service to the trains, stations, and parking lots within their jurisdictions (as defined in the respective MOU's).

4. PROJECT MANAGER

The Contractor shall name a Project Manager (Captain level position) and a support staff (Lieutenant level position) who shall be responsible for administration of the proposed services. The Project Manager is subject to the Authority's approval.

5. RIGHT OF APPROVAL

The Authority project manager or his or her designee shall participate in the interviews of the law enforcement command staff.

6. STANDARDS OF PERFORMANCE

The Authority Project Manager, annually, in consultation with the law enforcement agency, will review the performance of the selected law enforcement agency and develop standards of performance for the forthcoming year. The standards of performance shall be as follows unless otherwise modified by the parties in writing. Failure to achieve the

required performance measures shall result in the law enforcement agency providing the Authority with the additional services not obtained for the month at no expense to Authority. The contractor and contract will be audited annually for compliance.

6.1 Key Performance Indicators (KPIs)

Key Performance Indicators (KPIs) shall be provided to the law enforcement agency that are awarded this contract. Authority shall have the final authority to implement the KPIs. The KPIs are:

Outputs	Performances Measures	Explanation
Train Rides	The number of trains ridden (as needed) and is dependent on the overall policing concerns compared to the total number of trains operated each week	The purpose is to measure the frequency of trains ridden within the operational system
ROW Enforcement	A minimum of eight (8) dedicated ROW staff each week.	The purpose is to measure the number of hours dedicated to the ROW's
Row Enforcement/Trespass Encampment Enforcement	95 percent of all calls handled within 48-hours	The purpose is to respond and investigate trespassers
Street Car Details/VIPR Fare Enforcement Operations	Conduct two (2)/per week Enforcement Details/Operations each week	The purpose is to conduct street Car/VIPR enforcement Details/Operations
Grade Crossing Details	Conduct two (2)/per week grade crossing Details per month	The purpose is to conduct grade crossing details each month based on identified risk locations
Directly respond to all incidents aboard commuter rail trains requiring law enforcement presence or services	95 percent of all calls responded to within 1-hour	The purpose is to respond and investigate incidents
Investigate, follow-up, and prepare legal documents and case filings for Authority	The total number of case filings follow-up for all applicable criminal activity.	The purpose is to measure the number of follow-ups and case filing within a timely matter
Perform grade crossing enforcement relative to Authority operations solely at time and locations designated in conjunction with Authority	Conduct a minimum of two (2)/per week traffic enforcement	The purpose is to address areas of high risk of vehicles, pedestrians, and/or trespassers
Fare Enforcement	Conduct daily on-board fare enforcement including issuance of citations for fare violations and other quality of life matters on "As needed" and dependent on overall policing concerns.	The purpose is to ensure fare compliance and safety

Develop Memoranda of Understanding (MOUs) to include Mutual Aid Agreement with all law enforcement agencies system-wide	Annual review of MOUs	The purpose is to ensure there are established communications and resource allocations
Provide Authority with a monthly report of on-board crimes by line, date, time, and type of crime.	Monthly Report	The purpose is to reduce crime and assign proper resources
Deployment of Personnel	Meet 98-100 percent of targeted deployment filled	The purpose is to ensure available law enforcement services system-wide

6.2 Reporting Requirements

The Authority Project Manager will require law enforcement contractor to provide daily, weekly, monthly, and annual compliance reporting. The daily, weekly, monthly, and annual reporting includes, but is not limited to the following:

Daily

- Deployment Schedule
- Daily Performance/Activities and Compliance Measures of Services
- Identified Daily Deployment Target

Monthly

- Monthly Key Performance Indicators and Crime Statistics
- Fare Enforcement Activities
- Detail Report on Labor Hours Provided

Annual

- Billing/Invoice Reconciliation and Audit
- Training Conducted

7. NOT USED

8. CONTRACT PRICING MODEL

The Authority intends to award a Fixed Price based Contract for the services outlined in this Scope of Work.

The Authority's Board of Directors approves budget estimates for each Authority fiscal year, which begins on July 1st and ends on June 30th. For Year 1 of this contract, the Contractor shall specify a fixed price in the Price Proposal Form.

For Years 2 and 3 of the contract base term, and Option Years 4 and 5, the Contractor shall provide the Project Manager an estimated cost each January of the contract term

for the upcoming Authority fiscal year, based on level of service assumptions provided by the Authority Project Manager. The final cost for the upcoming Authority fiscal year shall be subject to negotiations between the Authority and the Contractor. The annual increase may not exceed three percent (3%) of the current year Consumer Price Index (CPI).

Compensation for additional services beyond the baseline service level described in Section 3.0 will be based upon the billing rates provided by the Contractor in the Price Proposal Form.

The Authority reserves the right to renegotiate the budget in the event of an increase or decrease in Metrolink service of 10 percent or more.



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-727-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Contract No. PO869-22 Funding Increase - Diesel Fuel and Diesel Exhaust Fluid - Pinnacle Petroleum, Inc.

Issue

The Authority requires Diesel Fuel (Fuel) and Diesel Exhaust Fluid (DEF) to operate its locomotives and Diesel Multiple Units (DMU). Fuel and DEF are delivered in bulk to the Authority's maintenance facilities and in regular and on-call trackside deliveries at various locations. Symptomatic of the recent price spikes, the Authority, along with the wider marketplace, has experienced significant increases in the price for Fuel and anticipates that ongoing Fuel and DEF purchases will soon exceed available contract authority.

Recommendation

It is recommended that the Board increase Contract No. PO869-22 with Pinnacle Petroleum, Inc. by \$7,927,000, for a new total not-to-exceed amount of \$27,387,000, to support continued and uninterrupted deliveries of Diesel Fuel and Diesel Exhaust Fluid (DEF).

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern

California. This contract includes the purchase of renewable diesel which reduces emissions.

Discussion

Approval of this request to increase the contract authority for Contract No. PO869-22 will enable the Authority to closeout Fiscal Year (FY) 2022 without disruption to regular deliveries of Fuel and DEF. The request will result in no other changes to the terms and conditions of the contract. Given the rapidly changing market price increases, staff is advancing this item directly to the Board in an effort to ensure seamless contract services with the current vendor while staff assesses bids for the new contract.

The Authority has received bids for successor Contract No. PO889-22 and anticipates that a new contract for Fuel and DEF will be presented to the Contracts, Operations, Maintenance, and Safety Committee on May 13, 2022, with deliveries starting on July 1, 2022.

Background

The Authority requires Fuel and DEF for locomotives and DMUs to operate its commuter rail service throughout a six-county area of Southern California. Fuel and DEF have been delivered in bulk to the Authority's maintenance facilities and in regular and on-call trackside deliveries at various locations as part of Contract No. PO869-22 since the start of FY22.

The price per gallon for Fuel under Contract No. PO869-22 is based on a margin relative to the daily Oil Price Information Service (OPIS) Index price per gallon for the Los Angeles region. The renewable diesel per gallon is fixed at \$0.118087 less than the daily OPIS Index price while the petroleum diesel price per gallon is fixed at \$0.032675 less than the daily OPIS Index price. The price for DEF is fixed at \$1.32 per gallon.

The Authority has experienced a significant recent escalation in the daily OPIS Index price per gallon as prices spiked 40.7% during an eight-day stretch in March. The recent escalation in the daily OPIS Index prices has hastened the depletion of Contract No. PO869-22 authority and less than \$2.5 million is now remaining to support ongoing Fuel and DEF deliveries.

Budget Impact

The Authority is currently \$1.6 million under its FY22 fuel budget due to realized gains from its fuel hedging program that have exceeded \$3.6M to date.

The \$7,927,000 amount for which additional Contract No. PO869-22 authority is requested is included in the Adopted Operating Budget for FY22.

Next Steps

Should the Board approve this recommendation, a contract amendment will be executed with Pinnacle Petroleum, Inc. to increase the contract authority for Contract No. PO869-22 from \$19,460,000 to a new total not-to-exceed amount of \$27,387,000.

Prepared by: Matthew Schupbach, Manager II, Materials Management
 Brian Jacob, Senior Contract and Compliance Administrator

Approved by: Arnold Hackett, Chief Financial Officer



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-746-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Request for Deferral of Approval of Preliminary FY23 Budget

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

Recommendation

Staff recommends that the Board approve deferral of the approval of the Preliminary FY23 Budget until May 27, 2022.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Staff has reduced the monthly cycle time to bring

financial information to our stakeholders, and will keep striving to continue process cycle time reductions and improved presentations of financial data.

Discussion

Across the country, public transit ridership and revenue are recovering from the impacts of the pandemic more slowly than anyone anticipated. As a result, staff felt that the Proposed FY23 Budget should be reviewed separately and individually with each Member Agency prior to public presentation.

As a result of the time needed to prepare and complete the Member Agency reviews, staff was unable to present the Proposed FY23 Budget to the Audit and Finance Committee (AFCOM) on April 8th prior to presenting to the Board of Directors' April 22nd meeting. This will preclude conformance with the May 1st deadline for Board approval of a preliminary FY23 Budget.

The following detailed reviews were conducted with Member Agencies:

LA Metro - April 1st

OCTA - April 1st

VCTC - April 4th

RCTC - April 5th

SBCTA - April 5th

Member Agency Advisory Committee (MAAC)

Overview - April 7th

Member Agency CEOs - April 15th

Also, follow up meetings were conducted with each Member Agency to respond to questions in the original briefing.

Background

Due to the post-pandemic complexities and financial variables affecting the production of the Proposed FY23 Budget, staff took the initiative to advise and consult with Member Agencies on numerous occasions over recent weeks to ensure that the Agency's financial needs were clear and the Member Agencies' financial contributions were identified. Due to ongoing communications with Member Agencies, staff was unable to present the preliminary budget at the April 8, 2022 Audit and Finance Committee meeting, prior to the regular Board meeting in April.

Budget Impact

Deferral of the approval of the preliminary FY23 budget will have no impact on the budget itself.

Next Steps

If the Board approves deferral preliminary approval, SCRRA staff will to execute the following timeline leading to Board Approval of the FY23 Budget:

Presentation to the MAAC - May 5, 2022
Recommend Budget Transmittal - AFCOM - May 13, 2022
Transmittal request approval - Board of Directors - May 27, 2022
Transmittal of Proposed FY23 Budget to Member Agencies - May 27, 2022
Member Agencies' Board approvals - May-June 2022
Request AFCOM Recommend FY23 Budget Approval - June 10, 2022
Request Board Approve FY23 Budget- June 24, 2022
Implement the FY '23 Budget on July 1, 2022

Prepared by: Arnold Hackett, Chief Financial Officer
Christine J. Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-734-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Michelle Pena, Board Secretary

SUBJECT: Approval of Meeting Minutes - March 25, 2022 Regular Board Meeting

Recommendation

It is recommended that the Board approve the Minutes of the March 25, 2022 Regular Board Meeting.

Prepared by: Michelle Pena, Board Secretary

Approved by: Noelia Rodriguez, Chief of Staff
Don Del Rio, General Counsel

Attachment(s)

[Attachment A - Draft 03.25.22 Board of Directors Minutes](#)



DRAFT MINUTES OF THE BOARD OF DIRECTORS MEETING

Friday, March 25, 2022

BOARD MEMBERS/ALTERNATES IN ATTENDANCE:

METRO:
(4 votes)

ARA NAJARIAN (*Chair*)
KATHRYN BARGER*
PAUL KREKORIAN
Walter Allen, III
Roxana Martinez
Pam O'Connor
Maria Morales

SBCTA:
(2 votes)

LARRY McCALLON (*Vice-Chair*)
ALAN WAPNER
Javier Dutrey
Ray Marquez

OCTA:
(2 votes)

DOUG CHAFFEE
MARK MURPHY
Harry Sidhu
Tam Nguyen

RCTC:
(2 votes)

BRIAN BERKSON
KAREN SPIEGEL
Lisa Middleton

VCTC:
(1 vote)

TONY TREMBLEY
Daniel Chavez

EX-OFFICIO MEMBERS

San Diego Association of Governments

Joe Mosca

**Southern California Association
of Governments**

Art Brown

STAFF/PRESENTERS:

DARREN KETTLE, Chief Executive Officer
DON O. DEL RIO, General Counsel
LISA COLICCHIO, Director, Special Projects, Sustainability Initiatives
JEFFREY DUNN, Director, Government and Community Relations
HENNING EICHLER, Market Insights and Analytics Manager
DAVID JOHNSON, Senior Compliance Manager
ISABELLA KANG, Acting Board Secretary
JOSEPH MCNEELY, Principal Engineer, Design and Standards
JERRY MIRELES, Assistant Board Secretary
MICHELLE PENA, Board Secretary
NOELIA RODRIGUEZ, Chief of Staff
JENNIFER VIDES, Chief Customer Experience Officer

Meeting minutes are prepared in a format that corresponds with the Board Meeting Agenda, which is incorporated by reference with these minutes. Board Agendas are available online at www.metroinktrains.com under the Meetings and Agendas link or from the Board Secretary at (213) 452-0255.

1. Call to Order

The March 25, 2022 Board of Directors Meeting was called to order at 9:00 a.m. by Chair Najarian who presided over the meeting at the Metrolink Headquarters Building, Riverside Conference Room, 12th Floor at 900 Wilshire Blvd, Los Angeles, CA 90017.

2. Safety Briefing

Senior Compliance Manager David Johnson conducted the safety briefing.

3. Pledge of Allegiance

Director Dutrey led the group in the pledge of allegiance.

4. Roll Call

The Board Secretary called roll and confirmed that a quorum of the Board was present.

5. Public Comment

Paul Dyson of Rail Passengers Association of California congratulated the organization on the April 4 timetable, particularly with the codeshare arrangement with Amtrak on the Ventura County Line to make the limited number of trains between Los Angeles and Ventura available to all users. He suggested the need to incorporate the other two round trips from Amtrak trains into this program because people are unsure whether they can use a particular type of ticket. He added at Burbank airport there are four Amtrak trains that use a Metrolink ticket and four that don't. He concluded two additional Amtrak trains would fill some big gaps in service from the late morning to early afternoon.

6. Approval of Consent Calendar Items: 12A-12L

ACTION: Upon a single motion by Vice-Chair McCallon and seconded by Director Murphy, the Board approved the Consent Calendar.

Consent calendar items are listed on page 7.

7. REGULAR CALENDAR

7.A Climate Vulnerability Assessment

Principal Engineer Joseph McNeely provided a brief overview of the Climate Vulnerability Assessment purpose and considerations.

Claire Bonham-Carter of AECOM described the project stakeholders, social vulnerability, and key asset types to climate hazards. She provided four categories for climate adaptation strategies: governance, informational, structural, and emergency preparedness.

Special Projects Director Lisa Colicchio touched on next steps for carrying out communications and implementation of the Climate Vulnerability Assessment. She clarified solar flares are categorized as space weather events and are not affected by increases in manmade climate emissions on Earth, so they were not included in the scope of this project.

Ex-Officio Member Mosca noted the study showed that most of San Diego was low vulnerability in terms of climate assessment, but there are segments of the LOSSAN Corridor that have had bluff failure and sea level rise concerns. He added it should be noted in the study that while there may be some areas of low concern, there are other areas that are at risk of sea level rise.

ACTION: Upon a motion by Director Barger and seconded by Vice-Chair McCallon, the Board approved the Climate Vulnerability Assessment.

7.B Fare Strategy Update and Recommendations

With the aid of slides, Chief Customer Experience Officer Jennifer Vides explained the process of developing a long-term fare strategy study, various timelines for recovering ridership lost during the COVID-19 pandemic, and three pilot pass programs.

Market Insights and Analytics Manager Henning Eichler provided updated financial estimates broken down by line and County to reflect the actual months when each pilot is in effect. He explained that earlier financial estimates were conservative and the latest provided have a fare elasticity model. He furthered that the pilot passes will have a positive revenue impact in FY23 with potential for new riders to be realized after the programs end, adding that high gas prices and workers returning to the office will increase boardings. He touched on a Metrolink promotions toolkit that includes free fare days, special event tickets, sales, discounts, and holiday discounts and schedules. He concluded with an overview of the timeline for pilot programs, noting staff will monitor the programs' performance and update the Board.

Director Morales asked for a copy of a supplemental report with the financials such as the cost of the programs and the revenues.

Mr. Eichler confirmed there is a lot of backup material not included in the presentation. He stated staff will finalize the report that explains the analysis in more detail, and it will be provided to the Board within the next couple of weeks.

Director Morales further asked what the costs to these initiatives are and requested to see if there is going to be additional revenue and what that final net will be.

Mr. Eichler reiterated the detailed background information will have a breakdown for each individual month as well as the month after each pilot throughout the fiscal year and will provide a better idea of the loss and the revenue gains.

Director Chavez asked if the 10-day flex pass will replace or be in addition to the 5-day pass.

Mr. Eichler explained the 10-day is in addition to the 5-day, noting through focus group research many customers expressed a desire to have a larger number of passes for purchase. Staff doubled validity from 30 days to 60 days for a 10-day pass. Responding to follow-up question from Director Chavez regarding revenue loss of the VCTC line for the Summer Adventure Pass, Mr. Eichler stated because ticket distribution on each line is different, it results in net effects and the forthcoming detailed background information will show what it looks like for each line.

Director Chavez commented that the passes are great to provide inexpensive opportunities to ride public transit, but Metrolink needs to make sure there is reliable service at the same time. He added that the passes are a perfect complement to service restoration and the numbers for expected boarding looks good.

Director Trembley shared his appreciation for a deeper dive into financial impacts and voiced his support for Director Morales' request for a supplemental report. He added there is a continuing need to remain nimble in ridership recovery with continued monitoring and tweaking.

Director Middleton requested more detail regarding a public relations campaign to make Southern Californians aware of new ridership options.

Ms. Vides responded that staff is continually reaching out to media of all kinds and over the next six months there will be an announcement every couple of weeks with updates. She shared upcoming campaigns and the plan to use media surrounding holiday and weekend travel and ideas for families and bicyclists.

Director Middleton requested datapoints for how many new riders are being attracted through these fare programs. Ms. Vides confirmed staff will provide those details as the programs progress.

Director Berkson wanted to ensure with the advertising of the fares that staff promote Metrolink as a dollar saver with gas prices as high as they are. He suggested a segment of cost comparison with filling up a car versus Metrolink, coupled with the time savings of taking the train.

Ms. Vides replied staff is working on digital ads and looking at drive time radio to reach people sitting in traffic.

With respect to marketing, Director Morales asked about non-English language campaign consideration.

Ms. Vides explained campaigns are bilingual in English and Spanish and staff has found the other languages have not been as successful.

Director Morales suggested inclusivity by running other languages to prevent feelings of discrimination if riders don't see campaigns in their language. She agreed it is important to highlight multi-faceted savings as a marketing tool.

Chair Najarian requested social media-friendly graphics be distributed to the Board for members to put on their social media platforms and expand the circle of influence to inform people of the great deals that are coming.

Ms. Vides relayed that multiple toolkits will be forthcoming for marketing purposes over the next several months.

Paul Dyson commended staff for efforts to encourage new ridership and opined the money spent on gaining new riders is worth it. He cautioned against overselling and disappointing people by seeming to offer trips and journeys that they cannot make. He suggested the value of low-cost station-specific advertising and utilizing local social media to target advertising for specific attractions and destinations.

Director Marquez asked if the cost of diesel has gone up for the agency.

CEO Darren Kettle replied the fuel hedge program pricing is relatively stable and renewable diesel is less expensive than petroleum diesel.

Chief Financial Officer Arnold Hackett added that as the price goes up, the fuel hedge helps Metrolink at the pump and shared the price of renewable diesel is roughly eight cents lower than petroleum diesel.

The Board received and filed this report.

7.C March Legislative Update

Government and Community Relations Director Jeffrey Dunn provided an update on current legislative affairs. He shared that staff attended the American Public Transportation Association (APTA) Legislative Conference in Washington D.C. and met members of the delegation in-person. He relayed staff's key messages of the SCORE Project Olympics preparedness update and Metrolink's celebration as the country's first fully 100% renewable diesel passenger railroad. He explained that Senators and House members uniformly agreed to support Metrolink's application for the Sustainable Locomotives Project that seeks federal funds to replace Tier 2 locomotives with Tier 4 locomotives. He touched on the Senators, Congressmembers, and US Department of Transportation members that staff met with and he also provided a State update regarding the Governor's proposed \$11 billion funding to address rising transportation costs.

Director Middleton asked what discussions were had with federal representatives regarding the extension of the San Geronio Pass/Coachella Valley rail extension.

Mr. Dunn responded that was not an item brought up directly and it was not part of the discussion items in the briefings.

Mr. Kettle confirmed service that is being sponsored by RCTC would be an Amtrak service and Metrolink has not been part of the service related to the Coachella Valley.

Director Morales requested an update on funding gaps surrounding particular projects and offered to leverage her relations with Congressman Napolitano to gain support in filling in those gaps.

Mr. Dunn assured Director Morales that staff will call upon her assistance. He noted Congressman Napolitano has been one of the agency's staunchest supporters and her office was instrumental in getting a much-needed provision into the INVEST Act last year. Staff is in the process of identifying the projects and congressional spending requests. He explained the last appropriation cycle, members could only submit ten projects and it has been increased to 15 this cycle.

Mr. Kettle recognized Congressman Mike Garcia for securing \$3 million appropriations earmarked for State of Good Repair projects on the Antelope Valley Line. He added it has been more than a decade since there have been appropriations earmarked and the agency will develop a strategy to ask for this district-by-district.

The Board received and filed this report.

8. Chief Executive Officer's Report

Mr. Kettle shared this week was the first week bringing Metrolink staff back into the office in a hybrid setting. He added the service restoration is still on schedule and there has been extensive outreach to let people know about the April 4 service expansions. He touched on efforts to expand the codeshare program on the Ventura County Line to open up more of those trains. He stated ridership recovery last week continued to have record growth with the highest ridership for a week at 33% of pre-pandemic numbers. He concluded that people going back to work in offices, gas prices, and sitting in gridlock are an opportunity to try and recover ridership.

9. Board Members' Comments –None

10. Chair's Comments – None

11. Closed Session

The Board convened into Closed Session at 10:08 a.m. to discuss Items No. 11A through 11D and reconvened in Open Session at 11:00 a.m., at which time Counsel indicated there was nothing to report.

- A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION – Pursuant to Government Code Section 54957(b)(1)
Title: Chief Executive Officer
CONFERENCE WITH LABOR NEGOTIATOR – Pursuant to Government Code Section 54957.6

Agency Designated Representative: Chair Ara Najarian

Unrepresented Employee: Chief Executive Officer

- B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Metrolink Train Accident Cases, Los Angeles County Superior Court – Judicial Council Coordination Proceeding No. 4889, lead Los Angeles County Case No. BC607964 (Bruce Shelburne and Kathy Shelburne, et al. v. Hyundai Rotem USA Corp, SCRRA et al.)
- C. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – SCRRA v. Hyundai Rotem Company, et al., United States District Court for the Central District of California, Case No. 2:16-cv-08042-JAK-JEM
- D. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to Government Code Section 54956.9(d)(1) – Arch Specialty Ins. Co. v. Hyundai Rotem USA Corp., SCRRA, et al., United States District Court for the Central District of California, Case No. 2:20-cv-10662-JAK-AFM

12. CONSENT CALENDAR

12.A Approval of Meeting Minutes - February 25, 2022 Regular Board Meeting

APPROVED ON CONSENT CALENDAR (11-0) the Minutes of the February 25, 2022 Regular Board Meeting.

12.B Resolution for Continued Remote Meetings in Accordance to AB 361

APPROVED ON CONSENT CALENDAR (11-0) the adoption of the attached resolution which finds that: (a) the factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and (b) state and local officials continue to recommend measures to promote social distancing.

12.C Contract No. SP573-22 Classification and Compensation Study - Recommendation to Award - The Segal Company Inc.

APPROVED ON CONSENT CALENDAR (11-0) to award Contract No. SP573-22 to The Segal Company Inc. to conduct a thorough review of the Authority's compensation plan, classifications, and total benefits for a one year term and for a not-to-exceed contract funding authorization of \$195,000.

12.D Senate Bill 942 (Newman) Low-Carbon Transit Operations Program: Free or Reduced Fare Transit Program

APPROVED ON CONSENT CALENDAR (11-0) to adopt a support position on Senate Bill 942.

12.E BNSF Railway Work Order for Final Design of the SCORE Atwood to Esperanza Project

APPROVED ON CONSENT CALENDAR (11-0) to authorize the Chief Executive Officer to negotiate and execute Work Order No. SU100D, Revision #1 between BNSF and the Authority for a not-to-exceed amount of \$715,260 to complete final design services for the CP Atwood to Esperanza Project.

12.F Amend Contract No. SP544-22- Private Security Services

APPROVED ON CONSENT CALENDAR (11-0) to:

1. Approve amendment to the contract authority in the amount \$1,122,722.42;
2. Approve a not-to-exceed contract funding authorization of \$25,529,149.31.

12.G BNSF Railway Work Order for Construction of Industry Switch on the Perris Valley Subdivision

APPROVED ON CONSENT CALENDAR (11-0) to authorize the Chief Executive Officer to negotiate and execute a Work Order between BNSF Railway and the Authority for a not-to-exceed amount of \$2,528,000.

12.H Monthly Budget vs Actual Financial Recovery Progress and Operating Statement for the seven months ended January, 2022

RECEIVED AND FILED on consent calendar.

12.I Customer Experience Quarterly Update for Q1 and Q2 FY2021-22

RECEIVED AND FILED on consent calendar.

12.J Capital Program Status Report

RECEIVED AND FILED on consent calendar.

12.K Law Enforcement Activities - Quarterly Update

RECEIVED AND FILED on consent calendar.

12.L System Safety and Compliance - Quarterly Update

RECEIVED AND FILED on consent calendar.

13. ADJOURNMENT

There being no further business for consideration by the Board, the meeting was adjourned at 11:00 a.m.

Prepared by,



Michelle Peña
Board Secretary

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-732-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Don O. Del Rio, General Counsel

SUBJECT: Resolution for Continued Remote Meetings in Accordance to AB 361

Issue

On September 16, 2021 the Governor of CA signed into law AB 361 which amends the Brown Act to allow for continued flexibility for conducting public meetings remotely. The provisions of AB 361 can only be used by SCRRA if the Board of Directors formally votes and adopts the attached resolution which confirms that certain criteria have been met.

Recommendation

General Counsel recommends that if the Board wishes to rely on the provisions of AB 361, then the Board should vote and adopt the attached resolution which finds that: (a) the factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and (b) state and local officials continue to recommend measures to promote social distancing.

Strategic Commitment

This report aligns with the following Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. In continuing to conduct public meetings remotely, our Board, staff and members of the public will minimize their exposure to COVID-19.

Discussion

The provisions of AB 361 regarding remote meetings apply in the event there is: (1) a Governor issued state of emergency that is active under the California Emergency Services Act; and (2) state or local officials have imposed or recommended measures to promote social distancing. The Governor's state of emergency enacted on March 4, 2020 presently remains in effect. In addition, state and local officials continue to recommend social distancing.

If the local agency is holding a meeting during a proclaimed state of emergency, but state or local officials have no longer imposed or recommended measures to promote social distancing, the local agency may still apply the more flexible rules implemented by AB 361 if it determines, by a majority vote, that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The foregoing requires a legislative body to formally vote and adopt the attached resolution. This resolution would need to be renewed every 30 days should the legislative body desire to hold another meeting under the modified remote meeting rules.

Background

On March 17, 2020 the Governor issued Executive Order N-29-20 in response to the COVID-19 pandemic. Pursuant to this Executive Order certain requirements under the Brown Act were suspended allowing legislative bodies of public agencies across the State to conduct meetings remotely. Specifically, the Executive Order suspended the requirement that each teleconference location be provided on the agenda for those members of the legislative body participating in the meeting; that each teleconference location be accessible to the public; that members of the public be able to address the legislative body at each teleconference location; that local agencies post agendas at all teleconference locations; and that at least a quorum of the legislative body participate from locations within the boundaries of the territory over which they exercise jurisdiction.

Executive Order N-29-20 expired on September 30, 2021. On September 16, 2021, the Governor signed into law AB 361 which became effective on October 1, 2021. Similar to the Executive Order, AB 361 provides the same modified requirements listed above.

Budget Impact

There is no budgetary impact as a result of this report.

Next Steps

The Board approved this resolution at its March 25th meeting. The Office of the General Counsel will return each month with this item for as long as the Board desires to continue meeting remotely in adherence with AB 361.

Prepared by: Sharon Castaneda, Legal Administrative Analyst II, Legal

Approved by: Don O. Del Rio, General Counsel

Attachment(s)

[Attachment A - Resolution 22-132](#)

ATTACHMENT A

RESOLUTION NO. 22-132 STATE OF CALIFORNIA

RESOLUTION OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY FINDING THAT THE PROCLAIMED STATE OF EMERGENCY CONTINUES TO IMPACT THE ABILITY TO MEET SAFELY IN PERSON AND RESOLVING THAT THE SCRRA BOARD OF DIRECTORS WILL CONTINUE TO MEET REMOTELY IN ORDER TO ENSURE THE HEALTH AND SAFETY OF THE PUBLIC

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19.; and

WHEREAS, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow legislative bodies to conduct meetings electronically without a physical meeting place; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

WHEREAS, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law as urgency legislation that went into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency, provided certain conditions are met and certain findings are made.

NOW, THEREFORE, THE SCRRA BOARD RESOLVES AS FOLLOWS:

1. The **SCRRA Board** has reconsidered the circumstances of the State of Emergency, and finds that:
 - a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and
 - b. State or local officials continue to recommend measures to promote social distancing.

2. SCRRA will comply with the requirements of Government Code Section 54953(e)(2), when holding Board and Committee meetings pursuant to this Resolution.
3. The Board of Directors will reconsider the circumstances of the State of Emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this Resolution.

REGULARLY PASSED AND ADOPTED this 22nd day of April, 2022.

ARA NAJARIAN
Chairman of the Board
Southern California Regional Rail Authority

ATTEST:

Michelle Peña
Board Secretary



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ITEM ID: 2020-702-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Monthly Budget vs Actual Farebox Recovery Progress and Operating Statement for the eight months ended February, 2022

Issue

In response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed a forecast for ridership and associated revenue recovery for FY22. Staff will report the status of the ridership recovery forecast and revenue plan versus actual to the Board on a monthly basis for as long as the pandemic significantly affects the financial position of the Authority. Finance Policy requires an Operating Statement be presented to the Board on a quarterly basis, however, during this difficult period, Operating Statements are also being presented monthly. Quarterly presentations of the Operating Statement present a more detailed analysis of revenue and costs.

Recommendation

AUDIT AND FINANCE COMMITTEE received and filed this report.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through

transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Staff has reduced the monthly cycle time to bring financial information to our stakeholders, and will keep striving to continue process cycle time reductions and improved presentations of financial data.

Discussion

Ridership Recovery - February 2022

Revenue

Through the first eight months of FY22, the Authority lagged the projected recovery scenario. This is a result of the resurgence of the COVID-19 cases caused by the rapid spread of the Delta variant and subsequent Omicron variant and work-from-home extensions by employers. Year-to-Date for the eight months ended February '22, revenue recovery was budgeted at 48%, while the actual recovery is 29%. This variance creates a Farebox Revenue shortfall from budget of \$9.7M.

Charts by Line through February display the percent of the total Farebox Revenue contributed by each of the Operating Lines, and the percentage by which each line is unfavorable from Budget.

Year-to-Date ridership was forecast at a recovery of 49%, while actual ridership recovery is 29%. Charts by Line through February display the percent of the total Ridership carried by the line, and the percentage by which each line is unfavorable from Forecast.

In response to shortfalls from the original FY22 projection, staff created an updated projection in November of 2021. This revised forecast has provided the basis for the FY23 Budget, as shown on slides #2 and #3 attached. The budget for FY22 will remain unchanged.

FY22 Operating Results through February '22 - Budget vs Actual

All information presented is preliminary and unaudited and includes estimates where actual amounts are unavailable. Comparisons are to the Amended budget.

For the eight-month period ending February 28, 2022, Operating Revenues are \$26.3M and unfavorable from budget by \$10.2M, or 27.9%. Operating Expenses (pre-San Clemente) are \$155.6M and favorable to budget by \$17.3M, or 10.0%. The total funding requirement (pre-San Clemente) is \$129.3M, which is favorable from budget by \$7.1M or 5.2%.

Background

On June 25, 2021, the SCRRA Board of Directors adopted the FY22 Operating Budget which included \$59.4M in Total Operating Revenue, and \$253.0M in Total Expense, resulting in a funding requirement of \$193.7M.

The FY22 Adopted Operating Budget was amended by the SCRRA Board of Directors at their

October 22, 2021 meeting. This amendment added \$2.6M for Mobilization costs, and \$1.1M in Revenue and \$3.0M in expense to allow for restoration of a portion of the service suspended as a result of the COVID-19 pandemic.

The FY22 Adopted Operating Budget was further amended by the SCRRA Board of Directors at their January 28, 2022 meeting. The amendment added \$5.0M for emergency repairs to address a landslide in San Clemente. This amendment will be entirely funded by OCTA.

Approval of these Operating Budget Amendments will increase the Fiscal Year 2021-22 Operating budget by \$1.1M in Revenue, \$15.6M in expense.

The Amended FY22 Operating Budget now contains \$60.4M in Total Operating Revenue, and \$263.6M in Total Expense, resulting in a funding requirement of \$203.2M.

This report encompasses two sections. Both sections are reporting information through the eight months ended February 28, 2022.

One section reports on the ridership and revenue recovery as measured against FY2018-19, which was the last full year of operations pre-COVID pandemic. Comparisons and variances are shown between the forecast for recovery and actual recovery. The recovery forecast is the basis on which Farebox Revenue was determined for the FY22 Budget.

The second section is an analysis of Operating Revenue and Expenses compared to the FY22 Amended Budget.

Next Steps

Staff will continue to report monthly.

Prepared by: Christine J. Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Presentation - Monthly Finance Feb22](#)

FY22 Monthly Ridership Recovery and Financial Review – February 2022

Audit and Finance Committee Meeting

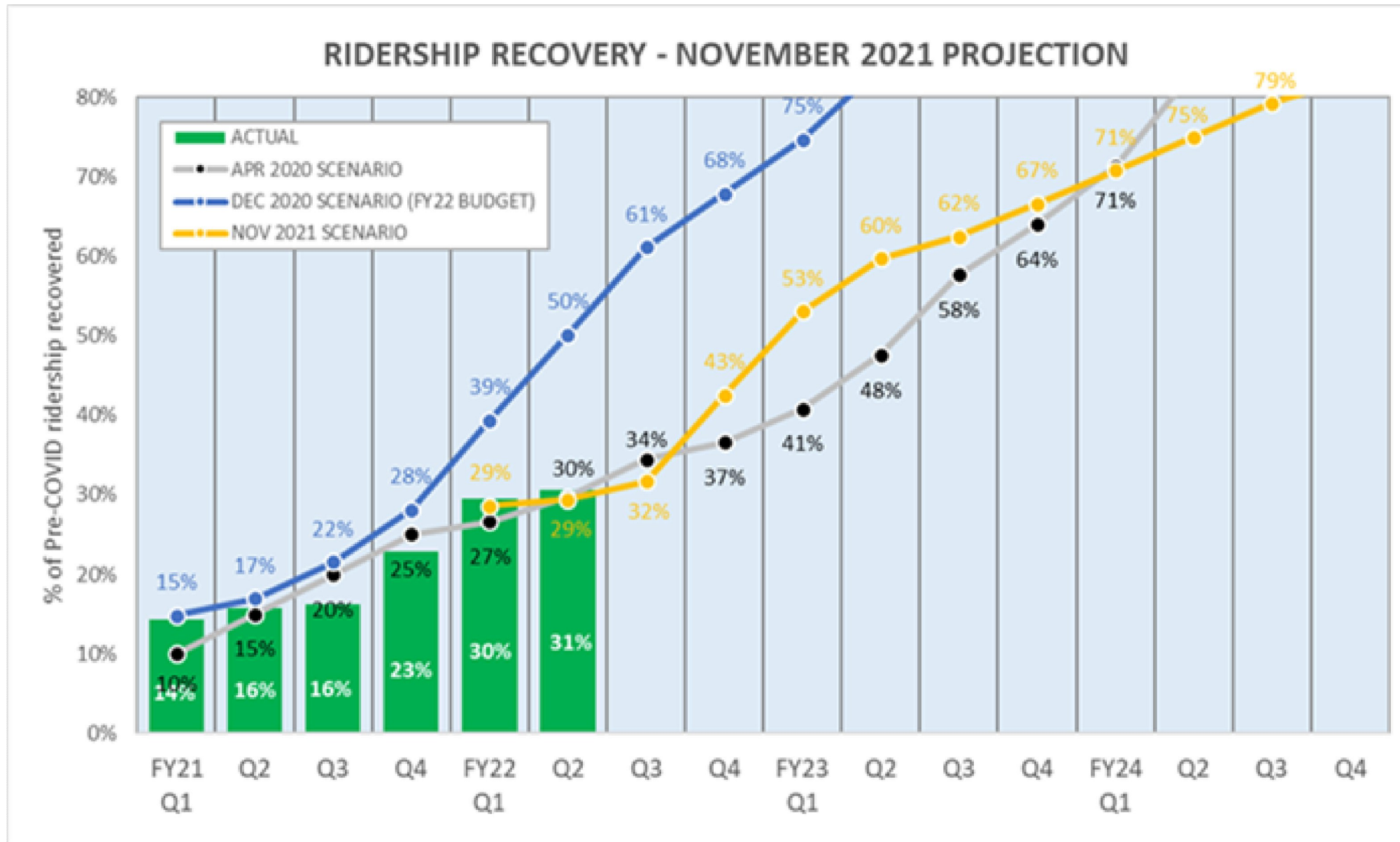
April 8, 2022



METROLINK

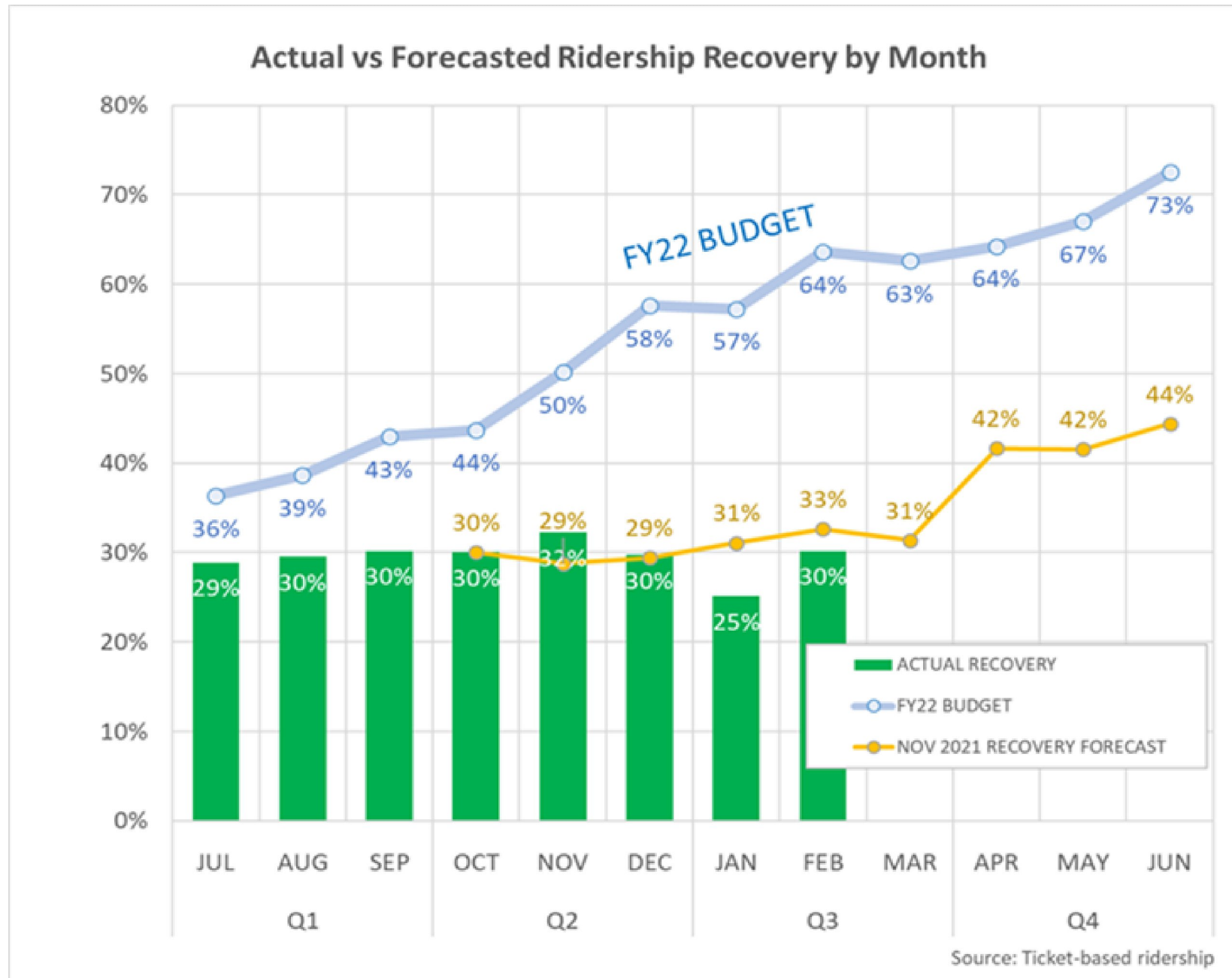
Quarterly results

Comparing to FY22 Budget and November '21 Revised Projection



Monthly results

Comparing to FY22 Budget and November '21 Revised Projection



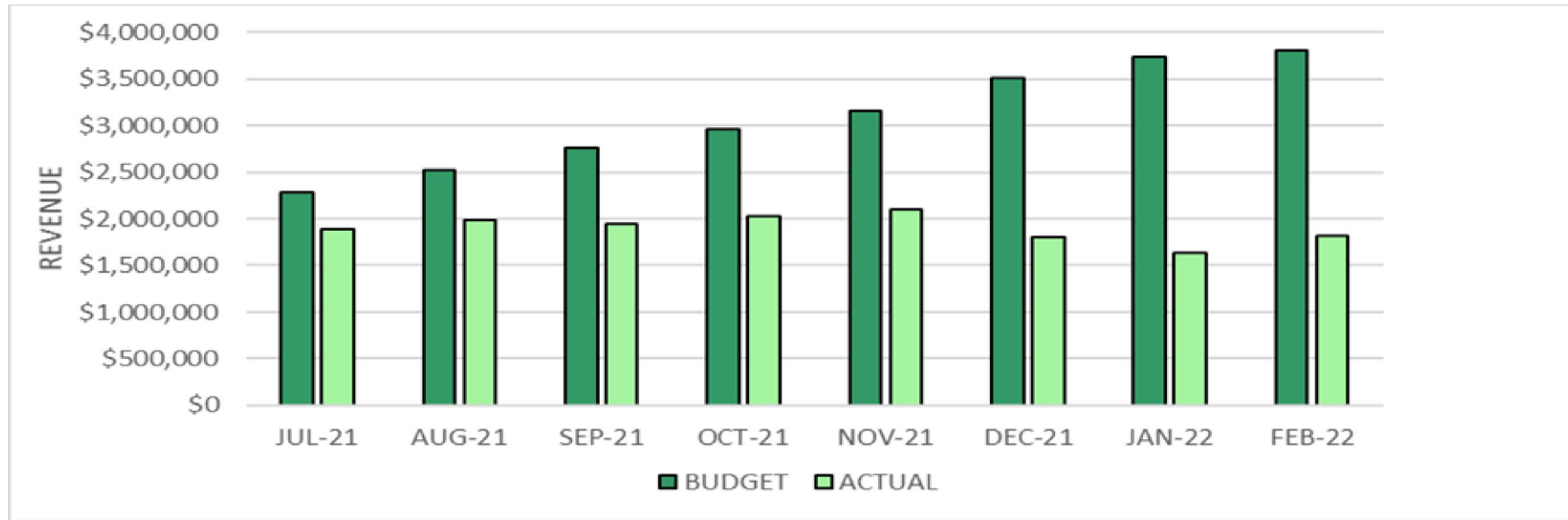
FY22 Recovery of Ridership and Revenue

February 2022



RECOVERY

FY22 Revenue Budget vs Actual



PERIOD	BUDGET		ACTUAL		
	REVENUE	RECOVERY	REVENUE	VARIANCE	RECOVERY
JULY-21	\$2,286,239	36%	\$1,892,309	(\$393,930)	30%
AUGUST-21	\$2,525,702	38%	\$1,988,606	(\$537,096)	30%
SEPTEMBER-21	\$2,767,700	40%	\$1,938,049	(\$829,651)	28%
FY22 Q1 TOTAL	\$7,579,641	38%	\$5,818,964	(1,760,677)	29%
OCTOBER-21	\$2,954,432	42%	\$2,031,250	(\$923,182)	29%
NOVEMBER-21	\$3,153,604	48%	\$2,094,938	(\$1,058,666)	32%
DECEMBER-21	\$3,515,540	58%	\$1,808,630	(\$1,706,910)	30%
FY22 YTD Q2 TOTAL	\$17,203,217	49%	\$11,753,782	(5,449,435)	30%
JANUARY-22	\$3,741,145	57%	\$1,637,803	(\$2,103,342)	24%
FEBRUARY-22	\$3,955,758	64%	\$1,822,057	(\$2,133,701)	29%
Fiscal Year to Date	\$24,900,120	48%	\$15,213,642	\$(9,686,478)	29%

RECOVERY

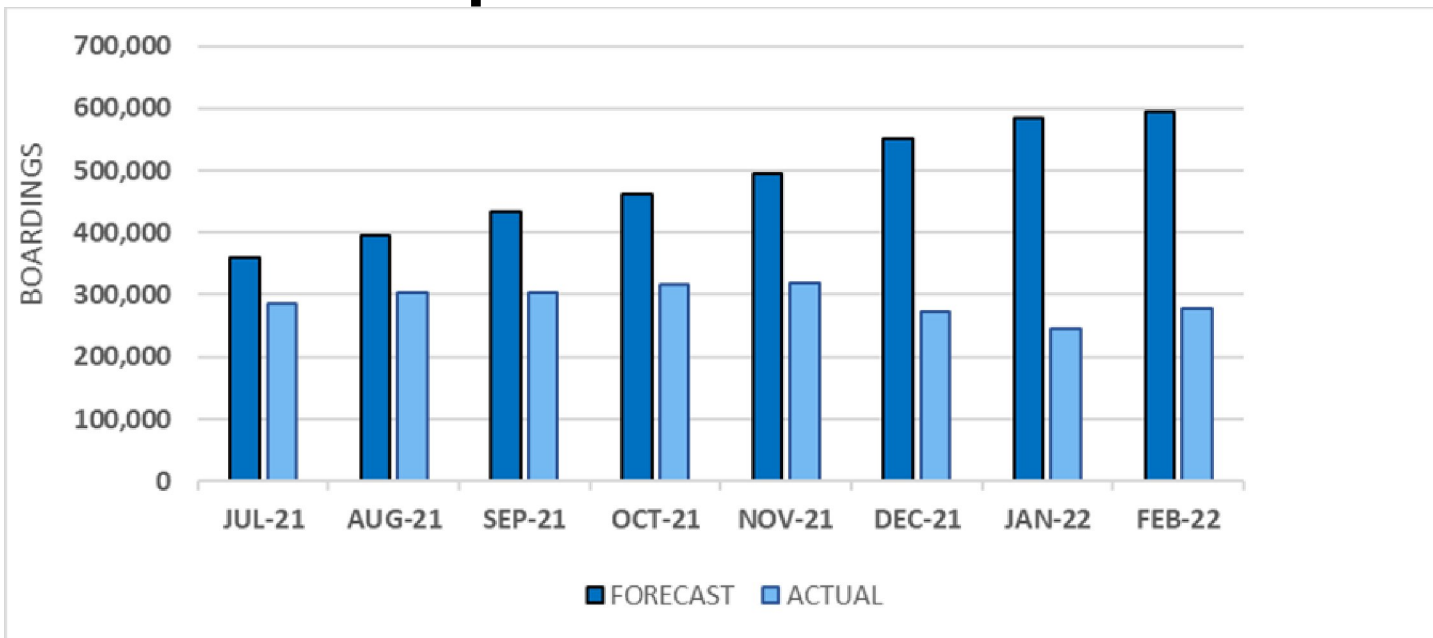
FY22 Revenue by Line

Year to Date through February 2022

LINE	FY22 BUDGET	% of Total Budgeted Revenue	ACTUAL	% of Total Actual Revenue	\$ VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	\$ 5,299,752	21%	\$ 4,272,708	28%	\$ (1,027,044)	-19%
Ventura County	2,238,693	9%	847,262	6%	(1,391,432)	-62%
Antelope Valley	3,360,931	13%	2,356,219	15%	(1,004,712)	-30%
Riverside County	2,360,767	9%	995,456	7%	(1,365,311)	-58%
Orange County	6,577,813	26%	3,544,638	23%	(3,033,175)	-46%
Inland-Empire/OC	2,850,300	11%	1,724,648	11%	(1,125,652)	-39%
91 Line	2,211,863	9%	1,472,711	10%	(739,152)	-33%
TOTAL	\$24,900,120	100%	\$15,213,642	100%	\$ (9,686,478)	-39%

RECOVERY

FY22 Ridership Forecast vs Actual



	FORECAST			ACTUAL		
PERIOD	BOARDINGS	RECOVERY		BOARDINGS	VARIANCE	RECOVERY
JULY-21	358,863	35%		285,002	(73,861)	28%
AUGUST-21	396,638	39%		303,021	(93,617)	30%
SEPTEMBER-21	434,413	43%		304,649	(129,764)	30%
FY22 Q1 TOTAL	1,189,913	39%		892,672	(297,241)	30%
OCTOBER-21	462,744	44%		317,593	(145,151)	30%
NOVEMBER-21	495,797	50%		318,375	(177,422)	32%
DECEMBER-21	551,544	60%		272,917	(278,627)	30%
FY22 YTD Q2 TOTAL	2,699,998	45%		1,801,557	(898,441)	30%
JANUARY-22	584,597	60%		246,229	(338,368)	25%
FEBRUARY-22	617,351	66%		277,320	(340,031)	30%
Fiscal Year to Date	3,901,946	49%		2,325,106	(1,236,809)	29%

RECOVERY

FY22 Ridership By Line

Year to Date through February 2022

LINE	FORECAST	<i>% of Total Budgeted Boardings</i>	ACTUAL	<i>% of Total Actual Boarding</i>	VARIANCE FAV/(UNFAV)	<i>% Variance from Budget</i>
San Bernardino County	978,168	25%	718,011	31%	(260,157)	-27%
Ventura County	359,477	9%	146,687	6%	(212,791)	-59%
Antelope Valley	626,056	16%	383,143	16%	(242,913)	-39%
Riverside County	320,801	8%	115,581	5%	(205,221)	-64%
Orange County	909,555	23%	445,383	19%	(464,172)	-51%
Inland-Empire/OC	418,342	11%	303,457	13%	(114,885)	-27%
91 Line	289,846	7%	212,843	9%	(77,003)	-27%
TOTAL	3,902,247	100%	2,325,105	100%	(1,577,142)	-40%



FY22

**Operating
Results**

**Financial
Statistics**

Operating Results YTD February 2022



Revenue

Proforma Farebox Revenue = \$17.2M, unfavorable from budget \$9.8M or 36.3%, as a result of the fall and winter COVID-19 surge. Improved from last year by 75%

Total Operating Revenue = \$26.3M, unfavorable from budget by \$10.2M or 27.9%, better than last year by only 36% due to reductions in MOW and Dispatch Revenues

Expense

Total Expense \$155.6M, (*Pre-San Clemente) favorable from budget by \$17.3M or 10.0%.

Net Loss (funding required) – (*Pre-San Clemente)

Total Loss \$129.3M – favorable from Budget \$7.1M or 5.2%

*San Clemente expenses excluded to prevent distortion of savings. All expense is not yet recorded. A budget amendment was brought to the Board in January which will cover San Clemente Costs. The January Operating Statement Report displays both the Amendment and any costs.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
PRELIMINARY OPERATING STATEMENT
FOR THE EIGHT MONTHS ENDING FEBRUARY 28, 2022**

	<u>FY22 AMENDED BUDGET</u>	<u>FY22 ADJUSTED BUDGET</u>	<u>FY22 ACTUAL</u>	<u>FY21 ACTUAL</u>	<u>VARIANCE FROM BUDGET OVER/(UNDER)</u>	<u>VARIANCE FROM PRIOR YEAR OVER/(UNDER)</u>
					<u>AMOUNT</u> <u>%</u>	<u>AMOUNT</u> <u>%</u>
Subtotal Pro Forma Farebox	27,035,049	27,035,049	17,225,187	9,836,009	(9,809,862) (36.29%)	7,389,178 75.12%
Total Operating Revenues	36,491,457	36,491,457	26,307,970	19,305,940	(10,183,487) (27.91%)	7,002,029 36.27%
Operating Expenses						
Subtotal Operations & Services	96,719,639	96,116,751	85,996,610	88,816,862	(10,120,140) (10.53%)	(2,820,252) (3.18%)
Subtotal Maintenance-of-Way	33,754,381	33,729,902	33,058,290	27,701,119	(671,612) (1.99%)	5,357,171 19.34%
Subtotal Administration & Services	31,098,076	31,568,469	27,088,848	28,018,213	(4,479,621) (14.19%)	(929,366) (3.32%)
Contingency	60,000	45,546	0	0	(45,546) (100.00%)	0 0.00%
Total Operating Expenses	161,632,097	161,460,668	146,143,748	144,536,194	(15,316,920) (9.49%)	1,607,553 1.11%
Subtotal Insurance Expense (Recoveries)	11,226,472	11,397,901	9,429,849	8,613,581	(1,968,052) (17.27%)	816,268 9.48%
Total Expenses	172,858,569	172,858,569	155,573,597	153,149,775	(17,284,972) (10.00%)	2,423,821 1.58%
Non-Recurring Settlement Expense	0	0	0	3,233,862	0 N/A	(3,233,862) N/A
Non-Recurring Settlement Expense	0	0	0	0	0 N/A	0 N/A
San Clemente Track Work	5,000,000	5,000,000	2,339,878	0	(2,660,122) -53.2%	2,339,878 N/A
Net Loss	(141,367,112)	(141,367,112)	(131,605,505)	(137,077,697)	9,761,607 (6.91%)	6,005,305 (4.97%)



**THANK
YOU**



METROLINK®

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-693-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Paul Hubler, Chief Strategy Officer

SUBJECT: April Legislative Update

Issue

Staff provided an update on current legislative affairs.

Recommendation

EXECUTIVE COMMITTEE received and filed this report.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving. This commitment is met by sharing news, information and the Authority's legislative priorities with elected officials.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. This commitment is met by encouraging federal, state and local support for Authority priorities.

Discussion

Local

The Community Relations Team continues to outreach to station cities to provide information related to service restoration and related issues as the impacts of the pandemic subside and the state reopens to normal course of business. The Community Relations team looks forward to working closely with our station cities in 2022 as it initiates by-line outreach to address issues specific to communities across the network.

Coordination with Local Elected Offices and the Community Re: SCORE Project

The Community Relations team is working to support the SCORE team on community outreach to help set up meetings with local elected officials so that they are aware of what is being planned in their cities.

As part of the SCORE phase I Marengo Siding project, community groups have expressed interest in constructing a barrier wall adjacent to the project to provide a buffer to the community. While there is no additional funding provided for the SCORE project to construct such a wall, Metrolink joined Metro in applying for a grant to provide funding for a wall near Ramona Gardens. The grant application was successful, and a Caltrans Clean California grant was recently awarded to Metro so that the wall on Chelsea Street buffering the community from the railroad tracks can be built as part of the Marengo Siding project. We will update the Board as to timeline and completion of this wall in future reporting and the community is being kept fully informed throughout.

Central Maintenance Facility (CMF)

At its quarterly CMF community meeting, Metrolink noticed the community of its planned on-site tour of the CMF on May 21, 2022. As part of the tour, the community has requested to see and hear how the ground power plug-ins work for our trains, and a demonstration will be provided to community members as part of the tour. To date there has been limited response from community members to attend the tour, and Metrolink will endeavor to further inform the community through monthly newsletter reminders distributed electronically to members to encourage their participation. The newsletter will also summarize any significant activities taking place at the facility and provide an update to the CMF Action Plan that Metrolink has been working on for the past two years, with most improvements fully completed.

Title VI Hearing

The new Arrow Service operated with diesel multiple units operating from Downtown San Bernardino to the University of Redlands in the City of Redlands is scheduled to begin in Fall 2022. In order to ensure compliance with Federal Transit Administration (FTA) guidelines, the Community Relations team is working with IT and Marcomm to develop a comprehensive outreach program for the Title VI effort that is required for the proposed Arrow Service. Metrolink conducted a virtual community meeting attended by 15 participants on March 15, 2022. Another 30 people attended the Spanish Facebook live meeting and 31 attended the English Facebook live meeting. Metrolink has currently received more than 100 comments regarding the planned service with the majority of respondents strongly in favor of the new service and the technology concepts that will be tested. Comments will be accepted through April 12, 2022. The final public hearing will occur at the April 22, 2022 Metrolink Board meeting.

State

Staff continue to monitor the development of the 2022-23 state budget. There are ongoing discussions on the top-line funding levels for transportation infrastructure and the distribution methodology. Staff are encouraging the Legislature and Governor's office to consider the broadest direct eligibility for regional passenger rail to access general fund and other revenues. Staff are participating in ongoing discussions regarding funding opportunities, including: state-facilitated federal funding working groups, the California Transit Association (CTA) and the Southern California Legislative Roundtable (SCLR).

Additionally, the Legislature has responded to the Governor's call for a passenger vehicle fuel rebate discussed in the State of the State Address. The proposed rebate would direct \$400 to California taxpayers in place of a fuel tax holiday. The planned rebate is estimated to cost \$7 billion and is part of the Legislature's plan to direct surplus revenues to taxpayers and qualified uses consistent with the Gann Limit. The Governor's proposed budget and California Legislative Analyst's Office (LAO) have identified between \$29-\$45 billion as surplus revenue - which is likely to increase in the Governor's May Revise later this year.

Federal

President Biden released the Fiscal Year 2023 budget request on March 28. Congress is expected to consider the annual appropriations bills in a regular order - both approving funding levels earlier than Fiscal Year 2022 and passing individual bills instead of larger omnibus legislation. Staff will monitor the appropriations process for opportunities to request funding for Metrolink projects to be considered for Congressionally Directed Spending. Metrolink, at the request of Congressman Mike Garcia (CA-25), received \$3 million in the FY 2022 appropriations bill to complete a state of good repair project on the Antelope Valley Line.

Staff travelled to Washington, D.C. with Chief Executive Officer and Chief Strategy Officer in March to attend the American Public Transportation Association (APTA) Legislative Conference and meet with delegation offices and Department of Transportation (DOT) staff. Trip meetings included: Senator Dianne Feinstein, Senator Alex Padilla, Rep. Adam Schiff, Rep. Linda Sanchez, Rep. Alan Lowenthal, Rep. Mike Garcia, Rep. Grace Napolitano, Rep. Young Kim, Rep. Mark Takano, Rep. Ken Calvert, Rep. Lou Correa, Federal Railroad Administrator Amit Bose, Federal Transit Administration (FTA) Executive Staff, and DOT Deputy Assistant Secretary Charles Small.

These meetings provided opportunity for Metrolink CEO Darren Kettle to meet directly with key delegation Members on the policy committees of jurisdiction and appropriating committees for Metrolink. Key messages of the trip included requests for support of Metrolink's RAISE grant application requesting \$45 million in federal match to the committed \$50M in state Carl Moyer Program Grant funding secured by Metrolink to procure additional Tier 4 locomotives; federal support for Metrolink's SCORE program to continue progress on the priority projects to ready the region for the 2028 Olympic Games; and informing the delegation of Metrolink's industry-leading efforts reduce harmful emissions by being the first passenger railroad in the country to fully convert its fleet to 100% renewable diesel. The timing and delivery of these messages will position Metrolink well for upcoming opportunities to apply for federal grants to implement the generous new programs established by the historic bipartisan infrastructure law passed by Congress in November 2021.

Finally, the Transportation Security Administration (TSA) has extended the mask requirement

for transportation systems through April 18. The Centers for Disease Control (CDC) may release revised policies onboard transit and air travel before the extension deadline; staff will monitor and keep the Board apprised of any updates on this and other relevant legislative or regulatory actions undertaken.

Background

Staff continues to engage with local, state, and federal government and community relations stakeholders relating to Metrolink service and relevant policy items.

Next Steps

Staff will continue to work with Member Agency legislative staff, the Southern California Legislative Roundtable and local, state, and federal delegation offices to advance the priorities of the Board.

Prepared by: Alex Davis, Senior Manager, Government Relations
Sylvia Novoa, Public Affairs Manager, Government & Community Relations

Approved by: Paul Hubler, Chief Strategy Officer

Attachment(s)

[Appendix A -2022 Bill Matrix April](#)

Appendix A: Legislative Matrix

Bill Number	Bill Status	Action
Federal		
S. 3609 (Kelly-AZ) – Suspends the federal gasoline tax until January 1, 2023.	2/9, Referred to the Committee on Finance	Monitor, No Position Recommended at This Time
H.R. 6787 (O'Halleran-AZ) – Suspends the federal gasoline tax until January 1, 2023.	2/18, Referred to the Committee on Ways and Means	Monitor, No Position Recommended at This Time
State		
Senate Bill 942 (Newman) Extends eligibility of Low Carbon Transit Operations Program (LCTOP) funds for free or reduces fare programs.	3/22, Transportation Committee Hearing	3/25 Board of Directors Meeting, Support
Assembly Bill 1678 (Fong) – Requires the Department of Food and Agriculture to establish a Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies.	1/27, Referred to the Agriculture Committee	Monitor, No Position Recommended at This Time
Assembly Bill 1679 (Fong) – Requires the Governor appoint a Supply Chain Coordinator within the Governor's Office of Business and Economic Development to advise and advocate on behalf of the supply chain.	1/27, Referred to the Jobs, Economic Development, and the Economy; and Transportation Committees	Monitor, No Position Recommended at This Time
Assembly Bill 1680 (Lee) – Non-substantive change to existing requirements for access to ticket machines for visually impaired persons.	Introduced, Pending Referral	Monitor, No Position Recommended at This Time
Assembly Bill 1733 (Quirk) – Clarifies open meeting requirements for noticed state meetings.	2/18, Referred to the Governmental Organization; Business and Professions Committees	Monitor, No Position Recommended at This Time
Assembly Bill 1778 (Garcia) – Prohibits state funding for freeway widening projects in areas with high rate of pollution and poverty.	2/10, Referred to the Transportation Committee	Monitor, No Position Recommended at This Time
Assembly Bill 1795 (Fong) – Requires state agencies and the California Legislature to provide the ability to participate both in-person and remotely in	2/18, Referred to the Governmental Organization Committee	Monitor, No Position Recommended at This Time

any meeting and to address the body remotely.		
Assembly Bill 1814 (Grayson) – Authorizes community choice aggregators to file applications for programs and investments to accelerate the electrification of the transportation sector.	2/18, Referred to the Utilities and Energy Committee	Monitor, No Position Recommended at This Time
Assembly Bill 1833 (Ward) – Provides conformity and raises the specified covered amounts for the North County Transit District (NCTD) between federal and state definitions of Simplified Acquisition Threshold (SAT) and micro-purchase procurements.	2/18, Referred to the Local Government, Transportation Committees	Monitor, No Position Recommended at This Time
Assembly Bill 1845 (Calderon) – Authorizes the use of Design-Build, Progressive Design-Build and Construction Manager/General Contractor (CM/GC) project delivery methods for the Metropolitan Water District.	3/23, Local Government Committee Hearing	Monitor, No Position Recommended at This Time
Assembly Bill 1883 (Quirk-Silva) – Requires covered municipalities, counties, and parks or library special districts to create a publicly available list of restrooms accessible to the public.	2/18, Referred to the Local Government Committee	Monitor, No Position Recommended at This Time
Assembly Bill 1944 (Lee and Garcia) – Clarifies open meeting requirements for local agencies – including noticing and accessing remote location.	2/18, Referred to the Local Government Committee	Monitor, No Position Recommended at This Time
Assembly Bill 1993 (Wicks) – Requires an employee or independent contractor to show proof of COVID-19 vaccination to their employer by January 1, 2023. The bill provides covered employers, employees, and exemptions. The bill would sunset when the federal Centers for Disease Control (CDC) determines COVID-19 vaccines are no longer necessary.	3/17, Referred to the Labor and Employment; Judiciary Committees	Monitor, No Position Recommended at This Time
Assembly Bill 2438 (Friedman) – Requires state funds administered under various programs, including the Solutions for Congested Corridors Program and Trade Corridor Enhancement Program, to be consistent with the California Transportation Plan, the Climate Action	3/28, Transportation Committee Hearing	Monitor, No Position Recommended at This Time

Plan for Transportation Infrastructure (CAPTI) and greenhouse gas emissions reduction standards.		
Assembly Bill 2622 (Mullin) – Extends the sales and use tax exemption for zero emission buses.	4/4, Revenue and Taxation Committee Hearing	Monitor, No Position Recommended at This Time
Senate Bill 922 (Wiener) – Removes the sunset for covered active transportation and public transit projects exempt from the California Environmental Quality Act (CEQA).	3/28, Environmental Quality Committee Hearing	Monitor, No Position Recommended at This Time
Senate Bill 873 (Newman) – Requires the California Transportation Commission (CTC) to allocate State Transportation Improvement Program (STIP) resources by project phase to increase transparency. The CTC shall establish a threshold for requiring a supplemental project allocation for approval.	Pending consideration, Transportation Committee	Monitor, No Position Recommended at This Time
Senate Bill 1226 (Durazo) – Allows a private non-profit corporation that provides services to zero-emissions systems or facilities to enter into a Joint Powers Agreement with a public agency for the development, construction, and operation of zero-emissions systems.	Pending consideration, Rules Committee	Monitor, No Position Recommended at This Time
Senate Bill 1161 (Min) – Requires covered transit agencies to consider, plan and conduct outreach related to harassment of passengers during their travel.	Pending consideration, Transportation Committee	Monitor, No Position Recommended at This Time

**METROLINK®**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-453-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Justin Fornelli, Chief Program Delivery

SUBJECT: Cooperative Agreement No. 21-33-097-00 with Riverside County Transportation Commission for the Moreno Valley/March Field Station Expansion Project; Perris Valley Subdivision Milepost 73.50, Construction Support

Issue

Approval is needed to execute a Cooperative Agreement between Riverside County Transportation Commission (RCTC) and the Authority for the Moreno Valley / March Field Station Expansion Project at milepost (MP) 73.50 on the Perris Valley Subdivision. This Agreement will establish roles and responsibilities for both parties and provide a budget of \$2,663,100 of RCTC funds for Authority support services to the project.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE
RECOMMENDED (5-0) the Board authorize the Chief Executive Officer to:

1. Negotiate and execute Cooperative Agreement No. 21-33-097-00 between Riverside County Transportation Commission and the Authority in the amount of \$2,663,100. The Cooperative Agreement defines roles, responsibilities and funding for Authority's supporting construction services.
2. Contingent upon approval of recommendation number one, approve an amendment to the FY22 Capital Program portion of the Budget in the amount of \$2,663,100.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California. The addition of a siding track and a second platform at Moreno Valley / March Field station will provide operational flexibility, improve service reliability and allow for more frequent service upon the Perris Valley Subdivision.

Discussion

The Authority and RCTC entered into Cooperative Agreement No. C20-33-023-00 for the design of the project on January 16th, 2020. The design is currently at the 100% level. Cooperative Agreement 21-33-097-00 is for the construction of the Moreno Valley / March Field Station Expansion Project and will allow the Authority to provide construction support services and railroad protective services.

RCTC will manage the construction contract and be responsible for all civil, railroad signal, and railroad communications construction. The Authority will be responsible for safety and oversight support to ensure compliance with Authority standards and operational requirements along with providing assistance in Positive Train Control (PTC) implementation.

Background

RCTC, in coordination with the Authority, proposes to upgrade the existing industrial drill into a 2-mile siding track, construct a second platform, and extend the existing station platform to accommodate 8 car trains at the Moreno Valley / March Field Station on the Perris Valley Subdivision between milepost (MP) 72.2 and 74.9. This subdivision is owned by RCTC, maintained by the Authority and serves Metrolink commuter trains and BNSF Railway freight trains.

Budget Impact

Approval of this Budget Amendment will increase the FY2021-22 Capital Program budget by \$2,663,100. All amendment funding is provided by RCTC.

Next Steps

Upon Board Authorization, Cooperative Agreement No. 21-33-097-00 will be executed by both parties. This Agreement was approved by RCTC at their March 9th Commission meeting.

Prepared by: Katy Thorpe, Railroad Civil Engineer II
Andy Althorp, Assistant Director, Construction

Approved by: Justin Fornelli

Attachment(s)

[Cooperative Agreement No. 21-33-097-00](#)

1 **COOPERATIVE AGREEMENT NO. 21-33-097-00**
2 **BETWEEN**
3 **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**
4 **AND**
5 **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**
6 **FOR**
7 **MORENO VALLEY / MARCH FIELD STATION EXPANSION PROJECT**

8
9 **THIS COOPERATIVE AGREEMENT** (Agreement) is effective this ____ day of
10 _____ 2022, by and between the Riverside County Transportation Commission, a California
11 public agency , 4080 Lemon St, Riverside, California 92501 (hereinafter referred to as
12 “COMMISSION”), and the Southern California Regional Rail Authority, 900 Wilshire Blvd., Suite 1500,
13 Los Angeles, California 90017, a joint powers authority (hereinafter referred to as “SCRRA”), which
14 are individually referred to as “Party”, and collectively referred to as “Parties”.

15 **RECITALS:**

16 **WHEREAS**, SCRRA is a five-county joint powers authority, created pursuant to California
17 Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build,
18 maintain, administer, and operate the “METROLINK” commuter train system on railroad rights-of-way
19 owned by the member agencies and through other shared use and joint operation agreements. The
20 five-county member agencies are comprised of the following: Los Angeles County Metropolitan
21 Transportation Authority (LA METRO), Ventura County Transportation Commission (VCTC), Orange
22 County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA),
23 and Riverside County Transportation Commission (RCTC); and

24 **WHEREAS**, COMMISSION, as Riverside County’s transportation agency and a member
25 agency of METROLINK, and SCRRA wish to work together to define the roles and responsibilities for
26 capital improvements to the Moreno Valley / March Field Station to include the replacement &

1 signalization of approximately 2.5 miles of track, a new second passenger platform, and the extension
2 of the existing passenger platform (hereinafter referred to as "PROJECT"); and

3 **WHEREAS**, on January 16th, 2020 COMMISSION Board of Directors approved Cooperative
4 Agreement C20-33-023-00 between COMMISSION and SCRRRA which defined roles and
5 responsibilities related to the design and design review for the Moreno Valley / March Field Station
6 Expansion Project; and

7 **WHEREAS**, COMMISSION has secured funding for the PROJECT under the Federal Transit
8 Administration ("FTA") grant number CA-2017-112-0 and intends to use FTA funding to reimburse
9 SCRRRA for the SERVICES; and

10 **WHEREAS**, COMMISSION and SCRRRA agree that COMMISSION shall be the lead on the
11 construction phase of all improvements, acquire the necessary real estate interest, lead the public
12 outreach effort, as identified in Exhibit A "COMMISSION SCOPE OF SERVICES" (COMMISSION
13 SERVICES); and

14 **WHEREAS**, COMMISSION agrees to pay SCRRRA a total not to exceed amount of Two Million
15 Six Hundred Sixty-Three Thousand and One Hundred Dollars (\$2,663,100), for all work performed
16 pursuant to Exhibit B – "SCRRRA Scope of Services" (hereinafter referred to as "SERVICES"), attached
17 herein; and

18 **WHEREAS**, COMMISSION and SCRRRA mutually agree the available funding to perform the
19 SERVICES for the PROJECT shall be expended efficiently in compliance with all federal and state
20 requirements utilizing COMMISSION's Procurement Policies; and

21 **NOW, THEREFORE**, it is mutually understood and agreed by COMMISSION and SCRRRA as
22 follows:

23 /

24 **ARTICLE 1. COMPLETE AGREEMENT**

25 A. This Agreement, including any attachments incorporated herein and made applicable by
26 reference, constitutes the complete and exclusive statement of the term(s) and conditions(s) of this

1 Agreement between COMMISSION and SCRRA and it supersedes all prior representations,
2 understandings, and communications. The invalidity in whole or in part of any term or condition of this
3 Agreement shall not affect the validity of other term(s) or conditions(s) of this Agreement. The above
4 referenced Recitals are true and correct and are incorporated by reference herein.

5 B. COMMISSION's failure to insist on any instance(s) of SCRRA's performance of any
6 term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of
7 COMMISSION's right to such performance or to future performance of such term(s) or condition(s),
8 and SCRRA's obligation in respect thereto shall continue in full force and effect. Changes to any
9 portion of this Agreement shall not be binding upon COMMISSION except when specifically confirmed
10 in writing by an authorized representative of COMMISSION by way of a written amendment to this
11 Agreement and issued in accordance with the provisions of this Agreement.

12 C. SCRRA's failure to insist on any instance(s) of COMMISSION's performance of any
13 term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of
14 SCRRA's right to such performance or to future performance of such term(s) or condition(s), and
15 COMMISSION's obligation in respect thereto shall continue in full force and effect. Changes to any
16 portion of this Agreement shall not be binding upon SCRRA except when specifically confirmed in
17 writing by an authorized representative of SCRRA by way of a written amendment to this Agreement
18 and issued in accordance with the provisions of this Agreement.

19 **ARTICLE 2. SCOPE OF AGREEMENT**

20 This Agreement specifies the roles and responsibilities of the Parties as they pertain to the
21 subjects and projects addressed herein. Both COMMISSION and SCRRA agree that each will cooperate
22 and coordinate with the other in all activities covered by this Agreement and any other supplemental
23 agreements that may be required to facilitate purposes thereof.

24 **ARTICLE 3. DELEGATED AUTHORITY**

25 The actions required to be taken by SCRRA in the implementation of this Agreement are
26 delegated to its Chief Executive Officer (CEO) or designee, and the actions required to be taken by

1 COMMISSION in the implementation of this Agreement are delegated to its Executive Director or
2 designee.

3 **ARTICLE 4. RESPONSIBILITIES OF COMMISSION**

4 COMMISSION agrees to the following responsibilities for COMMISSION SERVICES:

5 A. COMMISSION will assume the lead role for the construction and construction
6 management of the track improvements, station improvements, railroad signal improvements,
7 railroad communications improvements, instant messaging, right of way and public outreach related
8 the PROJECT.

9 B. Include SCRRRA PM in all progress and planning meetings, schedule updates, and
10 coordination for work windows.

11 C. COMMISSION shall provide a full-time Resident Engineer/Project Manager with
12 experience in railroad construction projects, on the site of the work during construction. The Resident
13 Engineer/Project Manager must be an engineer licensed in the State of California and must have the
14 authority to provide direction to the Contractor or Contractors employed by the COMMISSION, and
15 to commit the COMMISSION within a reasonable scope of authority. SCRRRA, at the cost and
16 expense of the COMMISSION, will retain an inspector and Project Manager to make periodic reviews
17 of the work insofar as the interests of SCRRRA are affected. Resident Engineer shall coordinate the
18 Contractor's work schedule and progress with the SCRRRA PM to provide advance notifications of
19 work window requirements, upcoming activities and to ensure that the work does not impact SCRRRA
20 or freight railroad operations.

21 D. COMMISSION will obtain approval from SCRRRA for any construction phasing proposals,
22 associated schedules, work plans and expected operational impacts at least sixty (60) days before
23 the commencement of any work that has the potential to affect SCRRRA operations, services,
24 equipment, infrastructure or safety procedures. All construction phasing plans, demolition and
25 abandonment, track removal, replacement and new installation must also be submitted for approval
26 sixty (60) days prior to the start of the work. If no response is received from SCRRRA within thirty (30)

1 days following the submittal, the construction phasing proposals, associated schedules, work plans
2 and expected operation impacts may be considered approved by SCRRA. A detailed scope of
3 responsibilities for work windows that affect PTC system modifications is set forth in item F below.

4 E. COMMISSION shall, unless otherwise specified as SCRRA's responsibility, be
5 responsible for all coordination, permits, licenses and agreements required by Utility Companies,
6 other Railroads, Third Parties and Statutory Authorities for the construction, testing and integration
7 into operational service of the PROJECT.

8 F. COMMISSION shall ensure that the contractor complies with all requirements of **Exhibit**
9 **C** – Coordination Requirements and Responsibilities for Work Windows and PTC System
10 Modifications.

11 G. COMMISSION shall ensure that the contractor does not store materials or equipment
12 upon the right-of-way in proximity of the track, that any material/equipment to be stored upon the
13 right-of-way is first agreed with SCRRA and is secured, that a clear access path for maintenance or
14 emergency vehicles is maintained at all times adjacent to tracks and that activities do not generate
15 excessive dust.

16 H. As agreed between COMMISSION and SCRRA, any salvaged material identified in
17 writing as required for reuse by SCRRA within the SCRRA network shall be delivered by the
18 Contractor to SCRRA premises.

19 I. COMMISSION will ensure that all construction, materials, equipment and workmanship
20 that are to become SCRRA's responsibility to operate or maintain upon Revenue Service are fully
21 inspected with appropriate accompanying site or supplier test certification, records, warranties and
22 guarantees to meet SCRRA, Industry, and Statutory COMMISSION standards and requirements.

23 J. COMMISSION or its contractor shall notify SCRRA's designated railroad safety provider
24 a minimum of three (3) weeks in advance of the daily Roadway Worker in Charge (RWIC)
25 requirements for each week. Each RWIC shift shall comprise of 8 hours of support with a period of
26 up to one hour either end of the shift solely for the purpose of establishing or taking down protection

1 as required. RWIC support shall be required at all times for any work within the railroad right-of-way
2 or with the potential to foul the railroad. COMMISSION shall reimburse SCRRA directly for all RWIC
3 costs.

4 K. COMMISSION must advise the SCRRA Chief of Program Delivery in writing of the
5 proposed completion date of the PROJECT sixty (60) days in advance of such completion date, to
6 allow for a meeting and punch list walkthrough a minimum of forty-five (45) days prior to completion
7 to be undertaken between COMMISSION, Contractor and SCRRA to inspect and record any
8 outstanding work items, deficiencies or corrections required. All track, communication and station
9 systems, and all supporting infrastructure are to be fully completed, tested and certified for
10 functionality and operational compliance to FRA, SCRRA and other applicable standards and
11 regulations. At completion and prior to SCRRA acceptance of the project into operational service, a
12 further walkthrough will be arranged between all said parties to ensure all outstanding punch list
13 items, defects, omissions, site clean-up and removal of materials/equipment with the potential to
14 affect Railroad operations have been appropriately resolved.

15 L. COMMISSION and its Prime Contractor will ensure that all workers, including
16 subconsultants and subcontractors; comply with the requirements of SCRRA On-Track Safety
17 Manual for Roadway Workers Section 3.0 Job Safety Briefings, including the completion of the daily
18 SCRRA Safety Risk Analysis form, signing in with SCRRA's RWIC at the start of work, and signing
19 out with the RWIC when leaving the work area.

20 M. COMMISSION will provide to SCRRA within sixty (60) days of final completion, copies of
21 all as-constructed documentation and records pertaining to the project, to include, but not necessarily
22 limited to;

- 23 1. As-constructed plans and shop drawings
- 24 2. QA/QC records
- 25 3. Materials compliance certification tests
- 26 4. Fabrications tests

5. Warranties and Guarantees

6. O&M manuals

7. Permits

8. Track and Communication system integrity and compliance test records in accordance with FRA regulations

9. Training materials for SCRRA Track and Communication staff as applicable

10. Bridge and Structures inspection records

11. Spare parts for track and communication systems ordered by the Contractor but not used in the PROJECT

12. Spare parts for any components or systems installed by COMMISSION in completion of the track system that are technologically more advanced, or additional to, SCRRA current design criteria or maintenance standards

N. COMMISSION will incorporate all requirements of this AGREEMENT into bid documentation and the construction contract with the Contractor pertaining to responsibilities of the Contractor.

O. Prior to commencement of Revenue Service from the Moreno Valley / March Field Station additional platform, COMMISSION will coordinate with SCRRA for any Public Relations support services that may be required from SCRRA for public notification. The COMMISSION shall be responsible for all SCRRA costs for such support.

P. Except as permitted through authorized work windows, COMMISSION, its officers, employees' agents, assigns, contractors and vendors, shall not interfere with the operation of Metrolink commuter train service.

Q. COMMISSION, its officers, employees' agents, assigns, contractors and vendors, shall not enter onto railroad right-of-way unless COMMISSION has received prior written permission from SCRRA and made arrangements to comply with all SCRRA safety and protective services. At the sole discretion of SCRRA, SCRRA may require COMMISSION, its officers, employees' agents,

1 assigns, contractors and vendors, to attend SCRRA safety orientation class prior to receiving
2 permission to enter the railroad right-of-way.

3 R. COMMISSION, its officers, employees' agents, assigns, contractors and vendors, shall
4 immediately contact SCRRA in the event of any known condition which might impact the safe
5 operation of the railroad. The following are SCRRA's emergency numbers:

6 Dispatch and Operations Center (909) 593-0661

7 Signal Emergencies and Crossing Problems(888) 446-9721

8 S. The COMMISSION or the Contractor is responsible for the location and protection of any
9 and all surface, sub-surface, and overhead utilities and structures. Approval of application by SCRRA
10 does not constitute a representation as to the accuracy of completeness of location or the existence
11 or non-existence of any utilities or structures within the limits of this project.

12 T. Before excavating, the Applicant must determine whether any underground pipe lines,
13 electric wires, or cables, including fiber optic cable systems, are present and located within the Project
14 work area by calling the Southern California Underground Service Alert at 811. SCRRA is not a
15 member of Underground Service Alert (DIGALERT) and SCRRA signal and communication lines
16 must be located by contacting the SCRRA Signal Department.

- 17 1. SCRRA is not a member of DIGALERT. Call SCRRA's Signal Department at (909)
18 592-1346 a minimum of five days prior to beginning construction to mark signal and
19 communication cables and conduits. To assure cables and conduits have been
20 marked, no work may proceed until a SCRRA dig number has been provided.
21 Contractor shall pot-hole to confirm location, alignment and depth of all services
22 within the footprint of any proposed excavations and protect services in place, to
23 SCRRA agreement, prior to commencing any excavation.
- 24 2. In case of signal emergencies or grade crossing problems, call SCRRA's 24-hour
25 signal emergency number 1-888-446-9721.
26

1 U. This Agreement is not in lieu of the SCRRA's Permitting and Right-of-Entry process. The
2 COMMISSION and its consultants and contractors are required at all times to follow all SCRRA Form
3 6 and 37 requirements for any persons, work or equipment upon the railroad right-of-way and other
4 applicable guidelines and directives. Applicants must submit SCRRA's Form 6 prior to entering or
5 beginning work on Railroad Right-of-Way and before SCRRA support services will be scheduled or
6 provided including: RWIC, Flagging, SCRRA Cable and Signal Marking, and SCRRA Safety. Forms
7 6 and 37 may be found on the Metrolink website at the following location:

8 <https://www.metrolinktrains.com/about/agency/engineering--construction/>

9 V. SCRRA and COMMISSION shall establish mutually agreeable work windows for the
10 PROJECT prior to advertising the PROJECT for bid. Service levels are currently 10 commuter and 3
11 freight trains through the project area in a 24-hour period. All work within the railroad right-of-way will
12 require railroad protective services, unless specified otherwise by SCRRA. SCRRA will provide:

- 13 • Two (2) 52-hour weekend absolute work windows when train service will be suspended
14 on all tracks, to facilitate construction, testing and integration of new crossovers and
15 turnouts. All absolute windows will require a minimum of sixty (60) days advance notice
16 to allow coordination, notification and implementation of changes to Positive Train
17 Control (PTC) critical features – refer to Exhibit C. Windows on consecutive weekends
18 will not be permissible - a minimum of two weeks is required between windows.
 - 19 • Two (2) four-day freight windows to facilitate upgrading of the existing drill track. RCTC
20 will lead the coordination effort with BNSF to schedule these freight windows.
 - 21 • Limited track windows upon either the Main Track or new siding track to facilitate
22 construction of the alternate track and station platforms, to be coordinated a minimum
23 of twenty-one (21) days in advance. Any limited work windows that will result in
24 changes to PTC critical features must be coordinated a minimum of sixty (60) days in
25 advance – refer to Exhibit C.
- 26

- Work during the day will be under Form "B" protection between the hours of 6:00 AM and 6:00 PM
- COMMISSION shall ensure that its contractor(s) coordinate and comply with RWIC directions and all times, standing down and securing any equipment as directed while a train passes by.
- The Contractor's operations are subordinate to the operation of trains on the SCRRA right-of way, whether passenger or freight. All work upon the SCRRA right-of-way shall be done at such times and in such a manner as not to interfere with or endanger the SCRRA Operations. SCRRA will strive to cooperate with the Contractor such that the work may be handled and performed in an efficient manner, however, COMMISSION and it's Contractor(s) will have no claim with SCRRA whatsoever for any type of damages or for extra or additional compensation in the event its work is delayed by rail operations. Should, due to train operations or service obligations or other reasons provided in this Agreement, it become impracticable to provide the work window on the dates established, SCRRA will provide the work window at the next reasonable available opportunity. SCRRA shall not be responsible for any additional costs and expenses resulting from a change in work windows. SCRRA shall notify COMMISSION immediately of the need for such a change in work windows.

ARTICLE 5. RESPONSIBILITIES OF SCRRA

SCRRA agrees to the following responsibilities for SCRRA SERVICES:

A. That the available funding to perform the SERVICES for the PROJECT shall be expended efficiently in compliance with all federal and state requirements utilizing SCRRA's FTA eligible existing on-call consultants and/or job order contractors and/or new FTA compliant procurement for construction and construction management as necessary.

B. To designate a Project Manager as the point of contact and to manage the PROJECT through completion.

C. To provide SCRRA SERVICES through final completion in accordance with EXHIBIT B.

D. SCRRA shall review the resumes of proposed key contractor staff for track, signal, and communication system construction and testing and notify the COMMISSION of any concerns based on experience, qualifications or prior performance of a key staff member. The COMMISSION may, at its sole discretion, request the staff member be replaced by the contractor.

E. SCRRA shall, for operational system cut-overs and critical system integration:

1. Undertake all work as defined within **Exhibit C** for work windows that affect PTC modifications and for final integration of the PROJECT under PTC so as to facilitate Revenue Service implementation.

2. Perform final system testing and integration into SCRRA networks for:

- Communication Shelters
- Backbone Fiber connections
- Customer Information Systems (CIS)

F. SCRRA shall inspect the track in a timely manner after each phase of construction prior to placing the track back in service.

G. To provide timely review and responses to all requests from COMMISSION and to not unreasonably withhold approval of any requests.

H. To comply with state and federal environmental requirements as necessary for the PROJECT.

I. To be responsible for the following: railroad operations and maintenance and management of work windows for PROJECT.

J. To perform SERVICES in accordance with the approved project schedule.

K. To minimize rail service disruptions by reviewing the construction phasing plan and work windows necessary to complete the PROJECT.

L. Prior to completion and return to operational service of any work window involving track construction, SCRRA shall ensure that their Maintenance Contractor stabilizes the track throughout

1 the entire limits of the work window once all trackwork components and installation is completed so
2 as to minimize the requirement for temporary speed restrictions in operational service.

3 M. SCRRA will not invoice for overhead until it receives formal approval of its provisional
4 overhead rates. Once the Federal Transit Administration, SCRRA's cognizant audit agency, has
5 approved the final rate at the completion of its audit and an adjustment to the previously-approved
6 provisional rate is required, SCRRA will make true-up adjustments and invoice accordingly.

7 N. To submit an invoice to COMMISSION for fifty percent (50%) of total estimated costs
8 associated with the PROJECT within thirty (30) days of the execution of this AGREEMENT. Following
9 completion of PROJECT, SCRRA shall submit the final invoice to COMMISSION detailing PROJECT
10 expenses. SCRRA must submit this invoice for all work performed to COMMISSION's Accounts
11 Payable office. Each SCRRA invoice shall include the following information:

- 12 1. Agreement Number 21-33-097-00;
- 13 2. SCRRA Project Number 861014;
- 14 3. The time period covered by the invoice;
- 15 4. Progress Report, which includes a detailed description of the services performed;
- 16 5. Such other information as requested by COMMISSION.

17 O. To submit a quarterly SERVICES summary report, which shall include a line item for
18 remaining funds, changes that must be pre-approved by COMMISSION and a line item for any
19 contingency within the summary budget amount for the SERVICES.

20 P. To submit for COMMISSION's review and approval, changes to the SERVICES costs
21 within seven (7) days of identifying change.

22 Q. To notify COMMISSION in writing when seventy-five (75%) of the deposited funds have
23 been exhausted and include an estimate of what, if any, additional funds are estimated to be needed
24 to complete the SERVICES contemplated under this AGREEMENT.

25 R. Within one hundred eighty (180) days from completion of SERVICES and payment of all
26 vendor and contractor invoices and retention, SCRRA will reimburse the COMMISSION for any

1 unused funds along with a final progress report, including final expenditures.

2 S. SCRRA shall conduct all of its activities in association with the PROJECT in a good and
3 competent manner and in compliance with all applicable federal, state and local rules, grant
4 requirements and regulations and SCRRA's standards, policies, practices and guidelines,

5 T. SCRRA shall comply with all funding and grant requirements for those funds that will be
6 used to pay for SERVICES. SCRRA shall comply with all contractual provisions required by the FTA
7 and the FTA Master Agreement, including those provisions contained in Exhibit D. The requirements
8 set forth in FTA Circular 4220.1F, as may be amended, are hereby incorporated by reference into
9 this Agreement. In the case of any conflict between the terms of this Agreement and any FTA
10 mandated terms set forth in the FTA Master Agreement, FTA Circular 42201.F or the attached Exhibit
11 D (collectively, "FTA Requirements") as may be amended, the FTA Requirements shall control.

12 U. To provide Right-of-Entry agreement(s), as may be necessary for the PROJECT, upon
13 request by COMMISSION or its contractor after completing SCRRA's generally applicable process.

14
15 **ARTICLE 6. MAXIMUM OBLIGATION**

16 Notwithstanding any provisions of this Agreement to the contrary, COMMISSION and SCRRA
17 mutually agree that RCTC's maximum cumulative payment obligation hereunder shall be Two Million
18 Six Hundred Sixty-Three Thousand and One Hundred Dollars (\$2,663,100), unless agreed to and
19 amended by both Parties.

20 **ARTICLE 7. AUDIT AND INSPECTION**

21 SCRRA shall maintain a complete set of records in accordance with generally accepted
22 accounting principles. Upon reasonable notice, SCRRA shall permit the authorized representatives of
23 COMMISSION to inspect and audit all work, materials, payroll, books, accounts and other data and
24 records of SCRRA for a period of four (4) years after final payment, or until any on-going audit is
25 completed. For purposes of audits, the date of completion of this Agreement shall be the date of FTA's
26 payment of SCRRA's final billing (so noted on the invoice) under this Agreement. COMMISSION shall

1 have the right to reproduce any such books, records and accounts. The above provision with respect
2 to audits shall extend to and/or be included in contracts with SCRRA's contractor.

3 **ARTICLE 8. INDEMNIFICATION**

4 A. SCRRA shall indemnify and hold harmless COMMISSION, its officers, directors,
5 employees and agents from and against any and all claims (including attorney's fees and reasonable
6 expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's
7 compensation subrogation claims, damage to property to the extent a trier of fact determines same is
8 actually caused by the negligent acts, omissions or willful misconduct of SCRRA, its officers, directors,
9 employees or agents in the performance of this Agreement.

10 B. COMMISSION shall indemnify, defend and hold harmless SCRRA, its officers, directors,
11 employees and agents from and against any and all claims (including attorney's fees and reasonable
12 expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's
13 compensation subrogation claims, damage to property to the extent actually caused by the negligent
14 acts, omissions or willful misconduct by COMMISSION, its officers, directors, employees or agents in
15 connection with or arising out of the performance of this Agreement.

16 **ARTICLE 9. ADDITIONAL PROVISIONS:**

17 The COMMISSION and SCRRA agree to the following mutual responsibilities:

18 A. Term of Agreement: This Agreement shall continue in full force and effect through
19 ***December 31, 2024***, unless terminated earlier by mutual written consent by both Parties.

20 B. Termination: In the event either Party defaults in the performance of their obligations,
21 under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party
22 shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other
23 Party.

24 C. Termination for Convenience: Either Party may terminate this Agreement by providing
25 thirty (30) days written notice of its intent to terminate for convenience to the other Party;

26 D. Compliance: COMMISSION and SCRRA shall comply with all applicable federal, state,

1 and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction
2 over the PROJECT.

3 E. Legal Authority: COMMISSION and SCRRA hereto warrant that they are duly authorized
4 to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the
5 Parties hereto are formally bound to the provisions of this Agreement.

6 F. Amendments: This Agreement may be amended in writing at any time by the mutual
7 consent of both Parties. No amendment shall have any force or effect unless executed in writing by
8 both Parties.

9 G. Severability: If any term, provision, covenant or condition of this Agreement is held to be
10 invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the
11 remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or
12 condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

13 H. Counterparts of Agreement; Signatures: This Agreement may be executed and delivered
14 in any number of counterparts, each of which, when executed and delivered shall be deemed an
15 original and all of which together shall constitute the same agreement. Facsimile signatures will be
16 permitted. This Agreement may be signed using an electronic signature.

17 I. Assignment: Neither this Agreement, nor any of the Parties rights, obligations, duties, nor
18 authority hereunder may be assigned in whole or in part by either Party without the prior written
19 consent of the other Party. Any such attempt of assignment shall be deemed void and of no force and
20 effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor
21 the waiver of any right to consent to such subsequent assignment.

22 J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to
23 authorize or require any Party to issue bonds, notes or other evidences of indebtedness under the
24 terms, in amounts, or for purposes other than as authorized by local, state or federal law.

25 K. Governing Law: The laws of the State of California and applicable local and federal laws,
26 regulations and guidelines shall govern hereunder. Venue shall be in Riverside County.

1 L. Litigation Fees: Should litigation arise out of this Agreement for the performance thereof,
2 the court shall award costs and expenses, including attorney's fees, to the prevailing Party.

3 M. Notices: Any notices, requests or demands made between the Parties pursuant to this
4 Agreement are to be directed as followed:

5 To SCRRA:

6 Southern California Regional Rail Authority

7 2558 Supply Street, Bldg. A

8 Pomona, CA 91767

9 Attention: Justin Fornelli

10 Chief, Program Delivery

11 Tel: (909) 593-4291

12 Email: fornelli@scrta.net

To COMMISSION:

Riverside County Transportation Commission

4080 Lemon Street

Riverside, CA 92501

Attention: Marlin Feenstra

Capital Project Manager

Tel: (951) 787-7963

Email: mfeenstra@rctc.org

13 N. Force Majeure: Either Party shall be excused from performing its obligations under this
14 Agreement during the time and to the extent that it is prevented from performing by an unforeseeable
15 cause beyond its control, including but not limited to: any incidence of fire, flood; acts of God;
16 commandeering of material, products, plants or facilities by the federal, state or local government;
17 national fuel shortage; or a material act or omission by the other Party; when satisfactory evidence of
18 such cause is presented to the other Party, and provided further that such nonperformance is
19 unforeseeable, beyond the control and is not due to the fault or negligence of the Party not performing.

20 O. Incorporation of Exhibits. The RCTC Scope of Services, attached hereto as Exhibit A,
21 the SCRRA Scope of Services, attached hereto as Exhibit B, the Coordination Requirements and
22 Responsibilities for Work Windows and PTC System Modifications, attached hereto as Exhibit C, and
23 the FTA Requirements, attached hereto as Exhibit D, are incorporated into this Agreement by
24 reference.

25 P. No Third Party Beneficiaries. There are no intended third party beneficiaries of any terms
26 contained in or of any right or obligation assumed by the Parties under this Agreement.

This Agreement shall be made effective upon execution by both Parties.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement No. 21-33-097-00 to be executed on the date first written above.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION
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By: _____ Darren M. Kettle Chief Executive Officer	By: _____ Anne Mayer Executive Director
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APPROVED AS TO FORM:	APPROVED AS TO FORM:
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By: _____ Donald O. Del Rio General Counsel	By: _____ Best Best & Krieger LLP General Counsel
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Exhibits:

EXHIBIT A RCTC Scope of Services

EXHIBIT B SCRRA Scope of Services

EXHIBIT C Coordination Requirements and Responsibilities for Work Windows and PTC System
Modifications

EXHIBIT D FTA Requirements

EXHIBIT A
COMMISSION SCOPE OF SERVICES

The Riverside County Transportation Commission (COMMISSION) will provide all necessary services for the project as noted below:

1. General Description

- COMMISSION will obtain the services of a contractor to replace and signalize approximately 2.5 miles of the existing industrial lead (2nd track), two new crossovers, and two new turnouts between milepost (MP) 72.2 and MP 75.0 in the Cities of Riverside & Moreno Valley; 170 foot extension of the existing 510-foot long station platform; a new 680-foot long second platform including shade structures and benches, on the west side of the new 2nd track; to perform groundwork for SCRRA fiber and communications conduits on station platforms; and perform track stabilization/surfacing using dynamic stabilizer to expedite train services.

2. Construction Contractor

- COMMISSION will be the lead during bidding phase of this project for the above-mentioned scope of work.

3. Construction Management

- COMMISSION will provide construction management services, materials testing and construction inspection services during the construction of the above-mentioned scope of work through COMMISSION's consultant in accordance with guidelines provided in the Rail Programs Department Construction Management Procedures.
- The construction management services shall include administration of the construction contract, coordination of the activities of the Contractor, performance of quality assurance inspections and management of independent quality assurance testing, preparation of daily construction activity reports, safety oversight and enforcement, labor compliance oversight and enforcement, communications between the Contractor and all other project participants, processing, collecting and

maintaining of project communications and records, reviewing and recommending of Contractor progress payments, processing of change order requests, implementing and processing change orders, schedule reviews, stormwater pollution prevention plan (SWPPP) inspections, and processing claims.

4. Design Services During Construction

- Design Service During Construction (DSDC) for track and civil work will be provided by COMMISSION's consultant.

5. Communications and Signal (C&S) Support Services

- Provide materials and construct/modify wayside control systems related to siding track and station.
- Modify Customer Information System (CIS) on existing platform and install CIS on the new platform.
- Design Service During Construction (DSDC) for signal, communications, and PTC will be provided by RCTC design consultant.
- Construction inspection services provided by RCTC signal consultant during C&S construction.

6. Real Estate

- COMMISSION will obtain all right-of-way necessary for this project.

7. Public Outreach

- COMMISSION will take a lead in distribution of news releases as necessary.
- Outreach and relationship building with targeted community groups/advocates, stakeholders, and local businesses.
- Regular communications and dissemination of news to targeted locals.
- Ongoing implementation of social media communications.

EXHIBIT B
SCRRA SCOPE OF SERVICES

The SCRRA will provide all necessary services for the project as noted below:

1. Project Management

- Attend monthly construction coordination meetings and provide project direction and input as necessary.
- Attend task, workshop meetings, at the designated locations, as requested by COMMISSION's consultant performing construction.
- Review meeting minutes and provide comments.
- Review construction shop drawings, and Request For Information (RFI) related to track, turnouts, grade crossings, signals, communications, and Positive Train Control (PTC) in a timely manner as requested.
- Conduct spot civil, track and signal inspection and provide suggestions as appropriate.

2. Staff Support

- Consultation with senior management for input regarding important design and construction issues.
- Signal, Communications, and PTC Department consultation and input related to design and construction.
- Contract Task Order (CTO) Services provided by SCRRA staff to engage consultants and maintenance contractors to provide their services during construction.
- Provide public notification services for operational impacts during absolute construction windows.

3. Track Support Services

- Inspection of track by SCRRA maintenance contractor prior to train services after completion of work carried out by COMMISSION's contractor during work windows.
4. Communications and Signal (C&S) Support Services
- PTC window and cutover support provided by SCRRA during construction work.
 - PTC survey required for PTC change management process provided by SCRRA consultants.
 - Maintenance support provided by SCRRA C&S maintenance contractor during and after construction work windows.
5. Passenger Information Phone
- Provide material and install passenger phone on the new platform as required by regulations.
6. Training/Flagging
- Review, process, and administer Right-of-Entry permits provided by construction contractors during the construction.
 - Roadway Worker Protection training provided by SCRRA consultant during construction as necessary.
 - Provide Railroad Protective Services, including flagging to third part personnel working on SCRRA right-of-way as required for the project.
 - Cable and conduit marking during construction as per SCRRA requirements by SCRRA C&S maintenance contractor.
7. Miscellaneous
- Provide test train services during grade crossings and wayside signal system testing as necessary.
 - Provide all work and services required to meet the SCRRA obligations under Section 2 of Exhibit C, Coordination Requirements and Responsibilities for Work Windows and PTC System Modifications.

COOPERATIVE AGREEMENT NO. 21-33-097-00

EXHIBIT B

Date		1-Mar-21							
Cooperative Agreement		TBD							
SCRRA Project No.		TBD							
Project Name		Moreno Valley / March Field Station Expansion							
Schedule		18 months (+ 3 months closeout)							
NO.	ITEM	QUANTITY					UNIT	UNIT COST	TOTAL COST
		No. of Months	Meeting per Month	Hours	No. of Persons	Total Hours			
1 Project Management									
a	General Coordination	21	4	4	1	336	HR	\$250.00	\$84,000.00
b	Meetings	21	4	4	1	336	HR	\$250.00	\$84,000.00
c	Document Reviews (Work Windows, SSWP, Construction Staging, RFI Support)	18	1	4	2	144	HR	\$250.00	\$36,000.00
d	Civil/Track General Inspection Services	18	4	8	1	576	HR	\$250.00	\$144,000.00
	Sub-Total					1,392			\$348,000.00
2 SCRRA Staff Support									
a	Senior Management	18	1	1	1	18	HR	\$250.00	\$4,500.00
b	Communications & Signal Department	18	1	8	1	144	HR	\$250.00	\$36,000.00
c	Contract Administration	18	1	2	1	36	HR	\$250.00	\$9,000.00
d	Public Affairs (includes public notices for AWW)	18	1	4	1	72	HR	\$250.00	\$18,000.00
	Sub-Total					270			\$67,500.00
3 Track Support Services									
a	Track Inspection (track in/out service) & Maintenance Support					1	LS	\$15,000.00	\$15,000.00
b	Track Stabilization					1	LS	\$50,000.00	\$50,000.00
	Sub-Total								\$65,000.00
4 Communication & Signal Support Services									
a	PTC Window Support & Cutover					1	LS	\$50,000.00	\$50,000.00
b	PTC Survey by SCRRA Contractor					1	LS	\$40,000.00	\$40,000.00
c	C&S Maintenance Contractor Support (for windows, comm. system, fiber)					2	LS	\$20,000.00	\$40,000.00
d	C&S CM Inspection by SCRRA Signal Consultant	18	4	16	1	1,152	HR	\$250.00	\$288,000.00
	Sub-Total								\$418,000.00
5 Passenger Information Phone									
	Passenger Phone for Additional Platform (includes install)					1	EA	\$10,000.00	\$10,000.00
	Sub-Total								\$10,000.00
6 Training / Flagging									
a	Safety Training by SCRRA Consultant					30	EA	\$1,750.00	\$52,500.00
b	SCRRA Cable Markings					10	DAYS	\$1,000.00	\$10,000.00
c	Flagging Services					800	SHIFT	\$1,750.00	\$1,400,000.00
	Sub-Total								\$1,462,500.00
7 Miscellaneous									
a	Test Trains					2	EA	\$25,000.00	\$50,000.00
	Sub-Total								\$50,000.00
	Sub-Total (Items A-F)								\$2,421,000.00
	Contingency (10%)								\$242,100.00
	TOTAL ESTIMATED COST								\$2,663,100.00
Notes:									
1	The cost of the SCRRA services shown is an estimate only and RCTC will reimburse SCRRA on the basis of actual costs and expenses.								
2	RCTC shall reimburse SCRRA the actual costs and expenses incurred by SCRRA and its contractors and consultants for all services and work performed in connection with this project, including an allocated overhead representing SCRRA's costs for administration and management.								
Task 3a	Estimate of labor and equipment for SCRRA Track Contractor to respond for track maintenance during construction, if necessary; and after construction surface and restore track and ballast disturbed and or contaminated by construction activities to preconstruction condition.								
Task 4a/7a	Based upon 2 PTC work windows.								
Task 4c	Estimate of labor and equipment for SCRRA Signal Maintenance Contractor to respond for signal maintenance during construction, as necessary.								
Task 6a	Roadway Worker Protection trainings based upon 20 trainees per session.								

EXHIBIT C
COORDINATION REQUIREMENTS AND RESPONSIBILITIES FOR WORK WINDOWS AND
PTC SYSTEM MODIFICATIONS

1. COMMISSION and its Contractor shall:

a. Notify SCRRA sixty (60) days in advance for any work window that will require modifications to PTC critical features to allow SCRRA the time required for planning a cut-over window within the PTC network schedule, survey, creation and testing of a revised subdivision file, critical feature site validation and final implementation into service of the subdivision file.

b. To accompany 60-day advance notification, provide to SCRRA PM plans clearly detailing and listing all changes that will be made to system critical features in each Work Window and an accompanying work plan detailing how the work will be undertaken. Critical features include:

- i. Removal/Addition/Relocation of Tracks:
 - 1. Alignment
 - 2. Elevations
- ii. Removal/Addition/Relocation of switches or signals:
 - 1. Powered and HT turnouts (point of switch)
 - 2. Powered and HT derails
 - 3. Insulated Joints (IJ) associated with signals and track clearance points
 - 4. Wayside Interface Unit (WIU) modules
 - 5. Signal aspect changes
- iii. Timetable change:
 - 1. Quiet Zones
 - 2. Milepost changes
 - 3. Control Point (CP) name changes

4. Changes in train operating speeds
 5. Track name changes
 6. Method of Operations changes (Track Warrant, Centralized Train Control, Positive Train Control)
- iv. Construction changes:
 1. Street widening impacting grade crossing parameters
 2. New crossing panels to accommodate pedestrian gates (parameters)
 3. Changes due to emergencies
 - v. PTC limits
 - vi. Clearance Points (Minimum distance from points and crossings at which track circuit boundaries may be positioned, to prove that a vehicle on one track is in a position clear of a movement on an adjacent track);
- c. Attend an initial change control configuration management technical review team meeting for each Work Window affecting PTC critical features, to review and discuss details of the proposed changes. Resubmits plans within 7 calendar days to clarify any additional information as reasonably requested;
 - d. Attend SCRRA operations work window planning meetings, as reasonably requested by SCRRA PM, to discuss scope of work within Work Window(s), details of Work Window time, dates and tracks affected, Work Windows schedule, bus bridge requirements (if any) and potential requirements for a test train to remove initial speed restrictions or perform signal tests;
 - e. Should the construction schedule change such that the planned Work Window cannot be met, advise SCRRA immediately when this is known so that a revised Work Window can be arranged;
 - f. A minimum of 30 calendar days in advance of each planned Work Window, provide to SCRRA PM an hour by hour schedule detailing all activities to be performed

by all parties within the Work Window and allowing adequate time at an appropriate point within the Work Window to accommodate SCRRA final PTC critical feature on-site validation once track work is complete, and signal system final testing, as coordinated with SCRRA (allow a four-hour period). Tracks are to be clear of track mounted equipment during the PTC validation period. SCRRA will review schedule and confirm agreement;

g. Submit a track bulletin request to SCRRA dispatching operations department, detailing all physical changes that will be made to the track infrastructure, a minimum of 7 days in advance of any Work Window;

h. Coordinate with and facilitate access to SCRRA PTC staff onto tracks within project construction zone to enable on-site validation of subdivision file against critical features in advance of Work Window(s). Contractor shall not have equipment upon the tracks during subdivision file testing that may affect the operation of the signal system or prevent unobstructed operation of a track mounted hi-rail throughout the project site to record locations of critical features and take associated measurements. SCRRA will provide 48 hours' notice to Contractor of intent to visit site to perform tests wherever possible but in emergency will require access without notice at any time;

i. Coordinate a final activity review meeting to discuss the final hour by hour window schedule activities, attended by all parties involved, a minimum of 72 hours before each Work Window commences;

j. Provides a list of key staff members and contact details for all organizations involved in each exclusive window a minimum of 48 hours before Work Window commences;

2. SCRRA shall:

a. Provide the necessary technical support to implement modification/changes to the PTC network within the Work Window requested by COMMISSION and/or its Contractor;

- b. Upon receipt of Contractor's plans detailing and listing all changes that will be made to system critical features in each Work Window and an accompanying work plan, create a change request in the SCRRA configuration management database;
- c. Arrange through SCRRA change control configuration management an initial technical review team meeting to review and discuss details of the proposed changes to which COMMISSION and/or its Contractor shall attend;
- d. Coordinate internally and with COMMISSION and its Contractor a date for proposed changes and associated Work Window to be undertaken and incorporate Work Window date into SCRRA configuration management master schedule;
- e. Through SCRRA change control team, arrange further coordination meetings where required as the subdivision file revisions are processed, to which COMMISSION and/or its Contractor shall attend when reasonably requested by SCRRA PM or SCRRA change control management;
- f. Coordinate and undertake all PTC activities in advance of each planned Work Window, to include:
 - i. Development of new or revised subdivision file
 - ii. Testing of file in PTC Lab and within Train Management Dispatching System (TMDS) system
 - iii. Signal system paper check
 - iv. Field and Signal Pre-test;
- g. Coordinate field testing with The COMMISSION and its Contractor;
- h. If required, a minimum of 45 calendar days in advance of a Work Window, arrange for bus services to transport passengers between station locations at either end of a Work Window where both main tracks are out of service (bus bridges). If insufficient buses are available for the proposed Work Windows, rearrange to a future date when buses are available in coordination with the PTC network schedule and COMMISSION and its Contractor:

- i. Notify the public in advance through Metrolink website, twitter and seat leaflets as appropriate, of planned operational service disruptions and alternative travel options;
- j. Make all necessary modifications to the graphics within the TMDS system in advance of each planned Work Window;
- k. Undertake final PTC critical feature and subdivision file validation at the appropriate time within the Work Window, as previously coordinated with COMMISSION and its Contractor and place into service the revised or new PTC subdivision file and modified TMDS graphics upon final verification of accuracy;
- l. Issue in advance of implementation, bulletins to all affected railroads to detail physical and operational changes to the current timetable; and
- m. Revise track charts, composite maps, simulator graphics and KML files to reflect all physical changes made to the system resulting from the work in each window.
- n. Stabilize the track, within the period of each Work Window, upon completion of any construction that has disrupted the track structure integrity, to reduce the requirement for speed restrictions at the end of the Work Window.

**EXHIBIT D
FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS**

The following provisions shall apply to this Agreement:

1. COST PRINCIPLES

(1) SCRRRA agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.

(2) SCRRRA also agrees to comply with federal procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

(3) Any costs for which payment has been made to SCRRRA that are determined by subsequent audit to be unallowable under 2 CFR, Part 200 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by SCRRRA.

(4) All subcontracts in excess of \$25,000 shall contain the above provisions.

2. FEDERAL GOVERNMENT OBLIGATIONS TO THIRD-PARTIES BY USE OF A DISCLAIMER

(1) RCTC and SCRRRA acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government ("Government"), the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to RCTC, SCRRRA, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

(2) SCRRRA agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subconsultant who will be subject to its provisions.

3. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

(1) SCRRRA acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, SCRRRA certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, SCRRRA further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on SCRRRA to the extent the Federal Government deems appropriate.

(2) SCRRRA also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, certification, assurance, or representation to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53 or any other Federal law, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323 on SCRRRA, to the extent the Federal Government deems appropriate. [Is SCRRRA subject to this?]

(3) SCRRRA agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the consultant who will be subject to the provisions.

4. ACCESS TO RECORDS

1. SCRRA agrees to provide RCTC, the FTA Administrator, the U.S. Secretary of Transportation, the Comptroller General of the United States or any of their authorized representatives access to all Project work, materials, payrolls, and other data of SCRRA which are directly pertinent to this contract as required by 49 U.S.C. § 5325(g).

2. SCRRA agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

3. SCRRA agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of transmission of the final expenditure report, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case SCRRA agrees to maintain same until RCTC, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto.

4. SCRRA agrees to require its contractors and third party contractors to provide the same.

5. FEDERAL CHANGES

SCRRA shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the FTA Master Agreement, the terms of which are incorporated herein by reference, as they may be amended or promulgated from time to time during the term of this Agreement. SCRRA's failure to so comply shall constitute a material breach of this contract.

6. CIVIL RIGHTS REQUIREMENTS

(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. §§ 2000d et seq., U.S. DOT regulations, "Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act," 49 C.F.R. Part 21, FTA Circular 4702.1A, "Title VI and Title VI – Dependent Guidelines for Federal Transit Administration Receipts," May 13, 2007, Federal transit law at 49 U.S.C. § 5332, SCRRA agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, SCRRA agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex - SCRRA agrees to comply with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and equal employment opportunity provisions of 49 U.S.C. § 5332, all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. SCRRA agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, SCRRA agrees to comply with any implementing requirements FTA may issue.

(b) Age - In accordance with the Age Discrimination in Employment Act, as amended, 29 U.S.C. §§ 621 through 634 and Federal transit law at 49 U.S.C. § 5332, SCRRA agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, SCRRA agrees to comply with any implementing requirements FTA may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, SCRRA agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, SCRRA agrees to comply with any implementing requirements FTA may issue.

(3) DBE Program Compliance - RCTC has established a DBE Program pursuant to 49 C.F.R. Part 26, which applies to FTA funded agreements. The requirements and procedures of RCTC's DBE Program are hereby incorporated by reference into this Agreement.

(4) SCRRA also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

7. DEBARMENT AND SUSPENSION

SCRRA shall include the following in the procurement or contract, as applicable, for any consultant performing services under this Agreement:

"Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion"

(1) Consultant certifies that neither it nor its "principals" [as defined at 49 C.F.R. § 29.105(p)] is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Consultant shall provide an explanation for any inability to make this certification.

8. LOBBYING

Lobbying Restrictions. To the extent applicable, SCRRA agrees to include the following in its subcontractor agreements:

(1) The consultant shall comply, and assure the compliance of each subcontractor at any tier, with U.S. DOT regulations, "New Restrictions on Lobbying," 49 C.F.R. Part 20, modified as necessary by 31 U.S.C. § 1352.

(2) The consultant shall comply with Federal statutory provisions, to the extent applicable, prohibiting the use of Federal assistance funds for activities designed to influence Congress or a State legislature on legislation or appropriations, except through proper, official channels.

**METROLINK®**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-690-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Jennifer Vides, Chief Customer Experience Officer

SUBJECT: Contract No. SP536-21 - Website Support Services - Web Advanced Contract Extension

Issue

Metrolink contracts with a vendor to manage website support services including design upgrades, search engine optimization (SEO) enhancements, and maintenance necessary to ensure the best possible customer experience on the metrolinktrains.com site. Metrolink is in the midst of a Customer-Facing Digital Platforms Strategy project that will align the functionality and user experience of the metrolinktrains.com website, mobile app, ticket machines and SoCal Explorer Rewards program with a clear view of the expected user experience. Continued support services are required for the Authority's metrolinktrains.com website while this project is completed, however the contract with Web Advanced - the Authority's current website support vendor - expires on August 31, 2022. Rather than transition vendors at this time, staff recommends extending the current contract.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE
RECOMMENDED (5-0) the Board authorize the CEO to execute a 24-month contract extension with Web Advanced and add contract funding authorization of \$400,000 for continued website maintenance and support services for a new not-to-exceed total contract funding authorization amount of \$900,000.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. The brand refresh was guided by the input of customers and potential customers, with the goal of making the Metrolink brand relevant and connected to a broad base of audiences so we can re-build and grow our ridership.
- **Modernizing Business Practices:** We will improve our operational efficiency, through transparency, objective metrics and streamlined governance, reducing reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

The Authority's Customer-Facing Digital Platforms Strategy project will help the Agency continue to grow ridership by creating an improved and consistent customer experience across all digital platforms. At the same time, the project will allow the team to streamline the management of these platforms. The extension of this contract will enable the Authority to complete this project without unnecessary disruption to the ongoing maintenance of the website.

Discussion

The Metrolink website is a key digital asset for the Authority. When the website was redesigned in 2017, it was designed for audiences on desktops, laptops and on mobile devices. Like many technology platforms, it requires routine upgrades and improvements to be used most effectively. Some examples include updates to the price finder, interactive scheduler, homepage and required CMS security updates.

The CX and IDTS teams look forward to identifying near and longer-term upgrade recommendations as part of the Customer-Facing Digital Platforms Strategy project. The digital roadmap process includes an unbiased fact-finding review of our customers' journey to identify the friction points associated with choosing Metrolink, as well as a review of the user experience (UX) on the website.

These studies, combined with an analysis of other consumer-facing technologies that might sit alongside our mobile app on our customers' phones, will provide the information necessary to set our expectations for our customers' experience with these platforms. The Authority can then align its customer-facing technologies to meet or exceed those expectations and roll out the new mobile app and website with a more consistent user experience, while at the same time enhancing the ticket machine experience to also match those expectations. Staff will report back to the Board on the outcomes of the Customer-Facing Digital Platforms Strategy project including recommendations regarding future website redesign and services procurements.

With the expected introduction of a new mobile app slated to occur within the next 18 months, this is the ideal time to finalize the strategy project, so the Authority can launch the better-

aligned new technologies together. Staff recommends an extension of the current maintenance vendor to allow for the important work of aligning not only the metrolinktrains.com website, but the mobile app, ticket machines and SoCal Explorer Rewards program with a clear view of the expected user experience.

Staff recommends an extension of the current maintenance vendor to allow for the important work of aligning not only the metrolinktrains.com website, but the mobile app, ticket machines and SoCal Explorer Rewards program with a clear view of the expected user experience.

It is recommended that the Contract, Operations, Maintenance, and Safety (COMS) Committee recommend the Board to authorize the CEO to execute a 24-month contract extension with Web Advanced and add contract funding authorization of \$400,000 for continued website maintenance and support services for a new not-to-exceed total contract funding authorization amount of \$900,000.

Background

Metrolink has several digital platforms that are used by customers to interact with Metrolink. This includes the metrolinktrains.com website, the Metrolink mobile app, the ticket machines and the SoCal Explorer Rewards program. These platforms have different uses and were developed and launched at various times in the Authority's history. The Customer Experience (CX) and Integrated Digital and Technical Services (IDTS) teams are currently working collaboratively on a Customer-Facing Digital Platforms Strategy project whose aim is to identify ways to streamline administration of these disparate platforms by aligning features and functionality, reviewing efficiency in procurement cycles, seeking opportunities for integration of technologies, and, importantly, establishing a consistent and seamless experience for our customers. Continuity of maintenance for these platforms is critical until recommendations from the strategy project are complete.

Metrolinktrains.com Website

Metrolink last completed a website redesign in 2017. Since then, the CX and IDTS teams have received contracted maintenance support for the metrolinktrains.com website, including technical support, and security services, a team of back-end developers, UI/UX designers, and project management. A new procurement was conducted, and a new contract awarded on June 19, 2020 as the contract with the website support firm had expired. The selected firm, Web Advanced, was the incumbent and has been providing website support services to the Authority since 2017.

Budget Impact

There is no budget impact resulting from this report in the current year. Expenses for the current year are included in the FY2021-22 Adopted Operating Budget. Funding for subsequent years will be requested through the annual budget or an equivalent process.

There is no financial commitment with respect to subsequent years and work will be authorized only if funding is approved.

Next Steps

Upon Contracts, Operations, Maintenance, and Safety Committee approval, Staff will go to the Board for approval.

Prepared by: Sabrina Davis, Senior Manager, Marketing
 Jennifer Vides, Chief Customer Experience Officer

Approved by: Jennifer Vides, Chief Customer Experience Officer

Attachment(s)

[Web Advanced Extension Board Item.pptx](#)

Web Advanced Contract Extension

Contract No. SP536-21 –
Website Support Services



Customer-Facing Digital Platforms Strategy Project

Purpose is to align functionality

- Metrolinktrains.com website
- Metrolink mobile app
- Ticket machines
- SoCal Explorer rewards program

Benefits

- Integrate technologies
- Improve the customers' digital user experience
- Streamline management of the digital platforms
- Gain efficiencies in procurement cycles

Digital Platforms Roadmap

	2022											
	FY Q3			FY Q4			FY Q1			FY Q2		
metrolinktrains.com Website	Ongoing Maintenance					Implement Near Term		Support UX Design Phase				
Metrolink Mobile App			RFP Released and Awarded			Discovery Phase		Lead UX Design Phase - Based on Roadmap Near Term Fixes				
Ticket Vending Devices	Ongoing Maintenance					Implement Near Term		Support UX Design Phase				
SoCal Explorer Rewards Program	Ongoing Maintenance					Implement Near Term		Support UX Design Phase				
Customer Facing Digital Products Roadmap		Discovery		Near Term	Long Term		Final Roadmap					
	2023											
	FY Q3			FY Q4			FY Q1			FY Q2		
metrolinktrains.com Website	Implement Long Term Recommendations - Based on Roadmap and UX Design Phase Outputs											
Metrolink Mobile App	Mobile App Development - Based on Long Term Recommendations, Roadmap and UX Design Outputs											
Ticket Vending Devices	Implement Long Term Recommendations - Based on Roadmap and UX Design Phase Outputs											
SoCal Explorer Rewards Program	Implement Long Term Recommendations - Based on Roadmap and UX Design Phase Outputs											

Request

It is recommended that the Contracts, Operations, Maintenance, and Safety Committee recommend that the Board authorize the contract extension with Web Advanced and add contract funding authorization of \$400,000 for continued website maintenance and support services for a new, not-to-exceed total contract funding authorization amount of \$900,000.



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-703-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Purchase Order No. EP213-22 - Electric Railcar Mover -
Recommendation to Award - The Pape Group dba Pape
Material Handling, Inc.

Issue

The Authority requires a new electric car mover to support rolling stock vehicle movements at Central Maintenance Facility (CMF) to replace the current 20 year-old diesel mover.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE
RECOMMENDED (5-0) the Board authorize the Chief Executive Officer (CEO) to award Purchase Order No. EP213-22 to The Pape Group dba Pape Material Handling, Inc. (Pape) for the purchase of one electric railcar mover for a total not-to-exceed authorization of \$554,225.07.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. The new car mover will support vehicle movements at CMF with reduced noise and zero emissions, benefiting adjacent

neighborhoods of Elysian Valley and Cypress Park and reducing the Authority's carbon footprint.

Discussion

Staff proceeded with a sole source procurement and met with Pape to review the specifications and request a Best and Final Offer (BAFO) from them. The BAFO was received on March 10, 2022.

Staff has determined that Pape's offer for the Zephyr LOC 13.90 Electric Railcar Mover for a total of \$554,225.07 is fair and reasonable. Furthermore, staff performed a responsibility review of Pape and determined that they are a responsible offeror.

Background

The Authority owns a 20 year-old, tier 0, diesel car mover that will be coming to the end of its life expectancy and must be replaced with a new unit. CMF is a narrow yard with limited space where a car mover can transfer from rubber wheels onto a rail. This limited space availability restricts the length specification of the car mover.

Additionally, the car mover must not exceed the locomotive width in order to traverse through narrow areas in the yard, like the train wash. Staff thoroughly investigated available car movers in the market and identified Zephyr LOC 13.90 as the only car mover that provides enough tractive effort to move equipment up the CMF grade and still meet the size and maneuverability requirement of the yard. This car mover is exclusively sold and distributed by Pape.

On February 25, 2022 the Board authorized staff to negotiate a sole source procurement with Pape for one electric railcar mover.

Budget Impact

The amounts for which contract authority is requested will come from Carl Moyer grant in the amount of \$318,148 and matching funds of \$236,077.07 from State Grant Funding. If this State Grant funding cannot be secured, this equipment will not be purchased.

Next Steps

Should the Board approve this recommendation, staff will issue a Purchase Order to Pape for the electric railcar mover. The railcar mover will be delivered to the Authority's CMF within 6 Months.

Prepared by: Dorothea Cantero, Contract and Compliance Administrator
Eric Poghosyan, Senior Manager, Facilities & Fleet Maintenance

Approved by:

Arnold Hackett, Chief Financial Officer



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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-696-0

TRANSMITTAL DATE: April 15, 2022

MEETING DATE: April 22, 2022

TO: Board of Directors

FROM: Donald Filippi, Chief Operating Officer

SUBJECT: Project Status Update on Contract No. EP199-19 - Rebuild of Bombardier Railcars

Issue

Staff provided an update on the rebuild of 50 Bombardier railcars.

Recommendation

CONTRACTS, OPERATIONS, MAINTENANCE, AND SAFETY COMMITTEE received and filed this report.

Strategic Commitment

This report aligns with the following Strategic Business Plan Commitments:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we service as the rebuilt Bombardier railcars will introduce new onboard systems to ensure passengers' safety and security during the operation.
- **Customers Are Our Business:** We respect and value our customers putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board. The rebuilt Bombardier railcars will have significantly improved outlet infrastructure for passengers' use, as well as an enhanced air-quality system to supply cleaner air to the

cabin.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. The rebuilt Bombardier railcar will have multiple major onboard systems retrofitted with advanced technology to improve rolling stock reliability and availability.

Discussion

Static testing, which entails door/communication compatibility, door obstacle detection and side destination, began on September 27, 2021 and ended on March 5, 2022. The EP199-19 project team has now begun simulated service test runs. The test train for this simulated service consists of an F125 locomotive and six cars, including two Talgo-SYSTRA rebuilt base cars, in non-revenue service simulating service on Metrolink lines. The test runs are to obtain a final confirmation of safety feature and passenger convenience functionality on the new cars by simulating the exact same experience without passengers onboard. So far, test train simulations have occurred on five Metrolink service lines. Simulated service test runs will be conducted until May 2022.

As reported in January 2022, the EP199-19 project team identified an Americans with Disabilities Act (ADA) compliance issue with the restroom. Talgo-SYSTRA completed a design/engineering process for a new restroom to address the issue, and began constructing the new restroom module once a Hatch-LTK engineering consultant evaluated and confirmed the design of the new restroom. The new restroom modules for the initial cars were manufactured and arrived in Los Angeles on March 27, 2022. Talgo-SYSTRA has begun to modify these cars with the new module to resolve the compliance issue.

The EP199-19 project management team evaluated the production progress on two initial cars in Los Angeles and the remaining nine cars in Milwaukee at the Talgo facility to determine the earliest possible schedule for the completion of the car with the new restroom module and two primary change order upgrades for the air quality and convenience outlet systems. The team determined SCAX 110 should be the first car to be utilized for the service; it is currently on the production line at the Milwaukee facility and slated to be delivered to Los Angeles by May 2022 with all production completed. In the meantime, the LA production team will continue with the remaining installations as well as the restroom repair on the initial cars. Their first day in service is currently scheduled for July 2022 while the SCAX 110 is scheduled for late May 2022.

Talgo-SYSTRA has updated the master schedule of delivery to Los Angeles and the first day of service for all fifty (50) base order is presented in the table below.

Car #	Delivery To LA	First Day Of Service
Cars 1-2	09/11/21	07/08/22
Car 3	05/17/22	05/30/22
Cars 4-5	05/17/22	07/12/22

Cars 6-8	06/17/22	06/30/22
Cars 9-11	09/08/22	09/19/22
Cars 12-14	10/25/22	11/04/22
Cars 15-17	12/12/22	12/19/22
Cars 18-20	01/30/23	02/06/23
Cars 21-23	03/20/23	03/27/23
Cars 24-26	05/11/23	05/18/23
Cars 27-29	05/29/23	06/05/23
Cars 30-32	07/10/23	07/17/23
Cars 33-35	08/18/23	08/25/23
Cars 36-38	09/29/23	10/06/23
Cars 39-41	11/06/23	11/13/23
Cars 42-42	12/11/23	12/18/23
Cars 43-44	12/11/23	12/18/23
Cars 45-47	01/16/24	01/23/24
Cars 48-50	02/19/24	02/26/24

The project budget available for the base order of 50 cars is \$88,261,342, which includes \$11,443,323 of contingency. The project budget for the option order of the 71 remaining cars has been requested as part of the FY23 budget. Once funding is identified and available to the project, the Authority will execute the option orders. The tables that follow illustrate the amount of funding allocated to each component of the project and the amount billed as of December 14, 2021, corresponding to approximately 35.6% of the total budget being expended for the base order of 50 railcars.

	Plan (\$)	Expended (\$)	Expended (%)	Remaining (\$)
Total Budget	88,261,342	30,844,394	35.6	56,829,091
Talgo-SYSTRA	64,015,017	26,566,232	41.5	37,448,785
Consultant Support	6,401,501	2,525,055	47.0	3,391,890
SCRRA Agency Cost	6,401,501	1,675,289	27.6	4,635,933
Contingency	11,443,323	77,817	0.7	11,365,506

The second table indicates the funding sources used for the project.

Source	Total Funding (\$)
State	54,996,504
Federal	10,731,301

Local	22,533,537
Total	88,261,342

Background

The Authority has an inventory of 121 Bombardier rail cars built by Urban Transportation Development Corporation/Bombardier and supplied in 1992, 1997 and 2002. The manufacturer recommended the cars be overhauled or rebuilt at their midlife interval of 15 years, which would have been approximately 2007, 2012 and 2017, respectively, for this inventory. The cars received regular maintenance while operating in revenue service, but did not receive the recommended midlife rebuild due to funding constraints. Consequently, performance has slowly declined due to aging systems and components.

As discussed in the 2018 Metrolink Rehabilitation Plan (Final Draft, June 2018) and the Board approved Metrolink Fleet Management Plan (FY2015-FY2025), the rebuild will:

- Improve the reliability of the Authority's Bombardier passenger cars;
- Modernize the fleet in accordance with current standards and regulations;
- Extend rail car useful life;
- Include remanufacture, refurbishment, renewal, overhaul, replacement and reconditioning of existing hardware, components, equipment and systems; and
- Rehabilitate 23 out-of-service Bombardier railcars to service

On May 10, 2019, the Board awarded Contract No. EP199-19 to Talgo-SYSTRA in the amount of \$138,973,860 plus a 10% contingency in the amount of \$13,897,386 for a total contract authorization amount not to exceed \$152,871,246 to rebuild a base order of 50, followed by an optional order of 71 Bombardier railcars. Notice to Proceed (NTP) was issued by the Authority on June 28, 2019. Since issuance of NTP, EP199-19 project team has conducted:

- Design/engineering proposal and evaluation,
- Production installation and inspection - so far 11 cars,
- Federal compliance check with FRA team,
- Pre-revenue service test as required by 49 CFR 238.111 and,
- Simulated service run with 6 car test train, including 2 pilot cars.

Next Steps

Staff will continue to provide project status updates. The next update will be provided in July 2022.

Prepared by: Dong Keun Ha, Rolling Stock Engineering Manager II, Equipment

Approved by: Donald Filippi, Chief Operating Officer

Attachment(s)

EP199-19 PROJECT STATUS UPDATE

April 8, 2022



METROLINK

SIMULATED SERVICE TEST RUN



Test Train for Simulated Service Test Run
SCAX 161



Test Train Simulated 5 Lines So Far

PRODUCTION – LA



Production Almost Completed

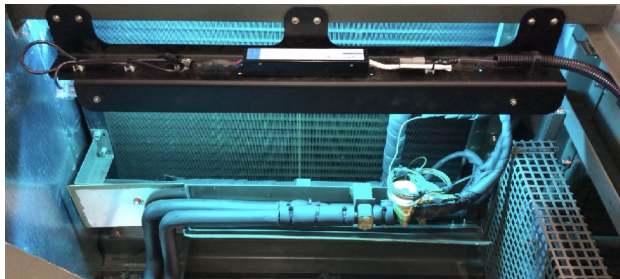


New Restroom Module – Floor Pan

PRODUCTION – MILWAUKEE



Convenience Outlet Upgrade



Air Quality System in HVAC



Milwaukee Production – SCAX 110

PRODUCTION – MILWAUKEE

CAR SCHEDULE	2022				
	MAR	APR	MAY	JUN	JUL
INITIAL CAR (SCAX 122 & 161)					
RESTROOM REPAIR					
AIR QUALITY SYSTEM					
CONVENIENCE OUTLET					
FIRST DAY OF SERVICE					
SCAX 110					
PRODUCTION (MILWAUKEE)					
DELIVERY TO LA					
FOLLOW-UP TRAINING					
SIMULATED SERVICE RUN					
FIRST DAY OF SERVICE					

CAR DELIVERY SCHEDULE

Car #	Delivery To LA	First Day Of Service
Cars 1-2	09/11/21	07/08/22
Car 3	05/17/22	05/30/22
Cars 4-5	05/17/22	07/12/22
Cars 6-8	06/17/22	06/30/22
Cars 9-11	09/08/22	09/19/22
Cars 12-14	10/25/22	11/04/22
Cars 15-17	12/12/22	12/19/22
Cars 18-20	01/30/23	02/06/23
Cars 21-23	03/20/23	03/27/23
Cars 24-26	05/11/23	05/18/23
Cars 27-29	05/29/23	06/05/23
Cars 30-32	07/10/23	07/17/23
Cars 33-35	08/18/23	08/25/23
Cars 36-38	09/29/23	10/06/23
Cars 39-41	11/06/23	11/13/23
Cars 42-42	12/11/23	12/18/23
Cars 43-44	12/11/23	12/18/23
Cars 45-47	01/16/24	01/23/24
Cars 48-50	02/19/24	02/26/24