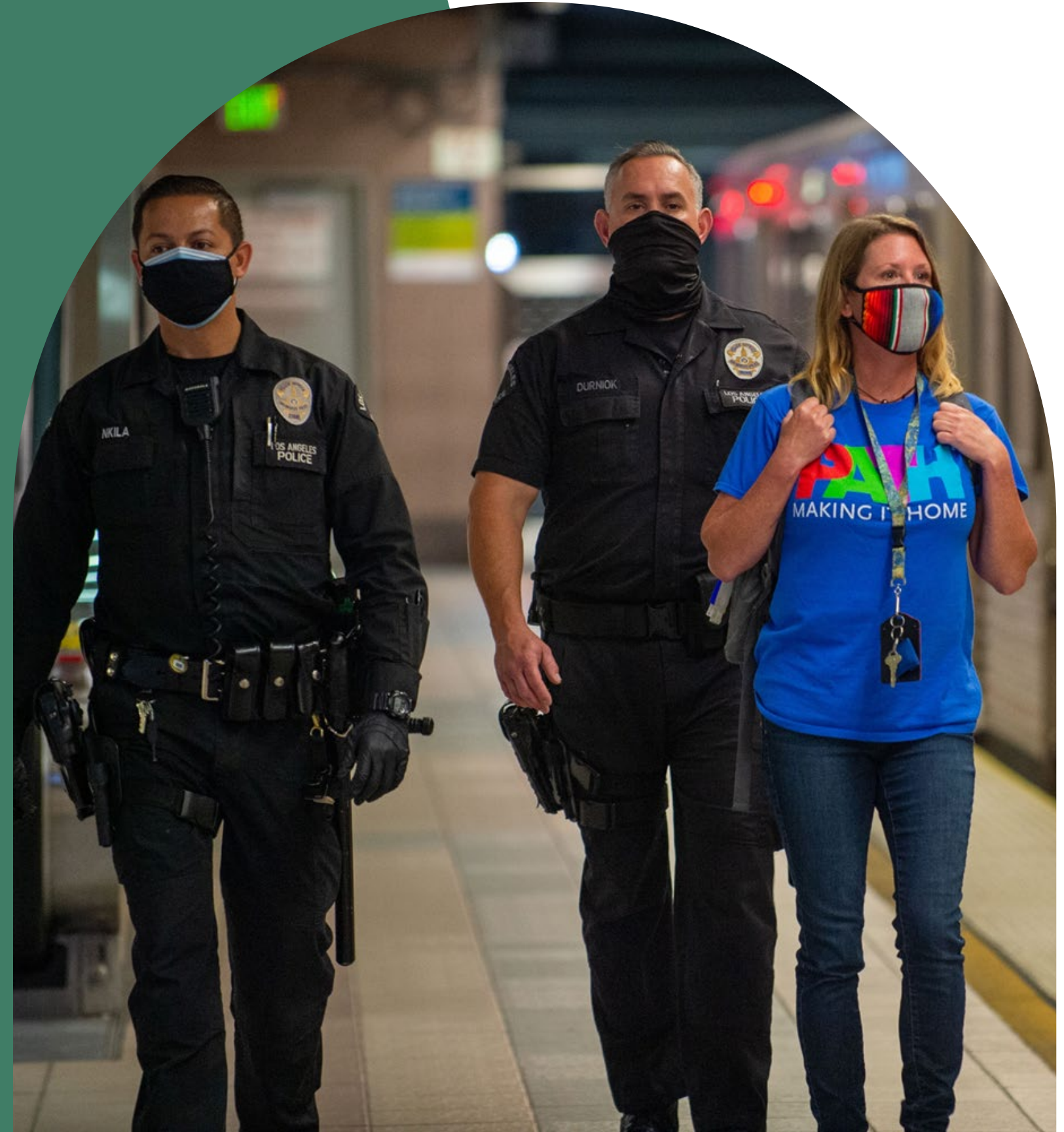


Metro's End of Line Status Update

Executive Management
Committee
April 2023



Receive and File

Report Back on:

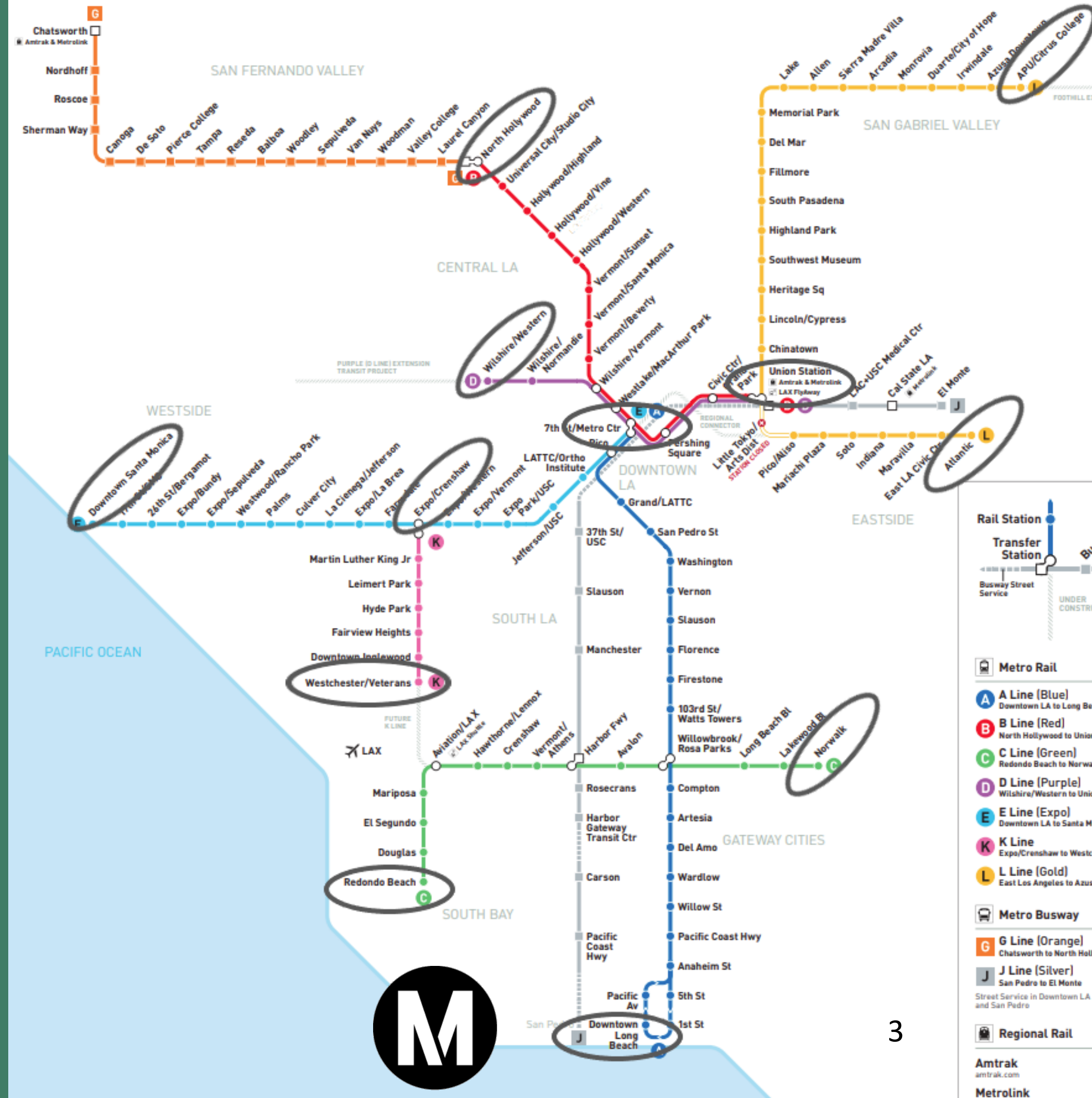
1. Metro's End of Line Policy and strategies to better serve unhoused riders at end of line stations and regional coordination efforts.
2. Potential benefits to Metro resulting from an emergency declaration.
3. Strategies to increase interim housing on Metro property.

- Motion 19.1 in January 2023 directed the CEO to examine full-service outreach models for end of line stations, support for recent emergency declarations, and to update Metro's inventory of properties that are vacant or underutilized.
- In February 2023, the Board adopted Motion 31 directing the CEO to engage LAHSA, the County CEO Homeless Initiative, and local jurisdictions on the implementation of a navigation service hub.



Understanding Impacts – Point in Time Counts

- Dec, 2022 – April 2023 Conducted point-in-time (PIT) counts and demographic surveys at 12 of 13 EOL stations
 - Pico-Aliso EOL station scheduled for May 2023
- Average of **555** Persons Experiencing Homelessness (PEH) each night across all EOL
- In 2022, Metro estimated that there are 800 people experiencing homelessness sheltering on the entire rail system on any given night.



Point in Time Counts – Key Findings

- ***Metro B/D (Red/Purple) Line stations within the city of Los Angeles have the highest reported PEH offloading at end of line stations.***
- Union Station, North Hollywood, and 7th Street/Metro Center Station are significant “hot spots” for homelessness between midnight – 3 am.
 - Union Station has the highest reported PEH at the end of, with a nightly average of 137 individuals observed.
 - North Hollywood Station notes 112 PEH on average nightly.
 - 7th Street/Metro Center data shows 93 PEH on average nightly.
- ***Metro will use share this data with local jurisdictions to better plan social services and resource allocation. It will also help to coordinate LAHSA’s future annual point in time counts.***



End of Line Survey – Key Findings

321 people experiencing homelessness surveyed at end of line stations between December 2022 and April 2023:

- 64% noted that they were willing and ready to be connected to services and/or housing.
- 69% have experienced unsheltered homelessness within the last 30 days, sleeping in an outdoor location, such as a city sidewalk, alley, bus stop, or train station.
- 69% have experienced homelessness for at least a year or more.

To reduce the number of PEH sheltering on Metro, there needs to be a concentrated effort for local jurisdictions, LAHSA, and the county to increase the inventory of available shelter beds and/or extend the hours of operation for social services near stations.



Transit Agency Strategies: Peer Review

- Transit agencies across the country are experiencing a prevalence of PEH, drug use, untreated mental health, and concern over safety. Metro visited and/or reviewed homeless strategies from:
 - Southeastern Pennsylvania Transportation Authority (SEPTA)
 - City of Philadelphia
 - Bay Area Rapid Transit (BART)
 - New York MTA
- Primary commonality across each regional approach: Coordinated Enforcement & Outreach
- Strategies of note: Homeless Hub, recurring PIT counts & data collection, partnerships with locally funded outreach, sufficient shelter availability within reasonable proximity to stations

Navigation Hub Concept

- Metro staff, County CEO Homeless Initiative, LAHSA, Departments of Mental Health (DMH), Health Services (DHS), and the City of Long Beach are working to identify a location for a navigation hub to serve individuals who are deboarding from the Downtown Long Beach Station.
 - Evaluated the two parking lots in Long Beach and found that Willow Station parking lot is feasible for the establishment of a navigation hub program if challenges are mitigated.
- LAHSA estimates annual operational costs to be \$1 million (does not include capital costs) for a hub that would serve up to 50 individuals, with a small number of short-term crisis beds and 24-hour resource navigation services.
- City has expressed considerable concerns and has indicated informally that it is not interested in moving forward at this time.
- Metro is committed to providing Metro property near an end of line station for a hub and will continue to look for other possible locations.



Emergency Declarations

- Public Utilities Code section 130234 allows Metro, by a 2/3 vote of the Board, to declare to and determine that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property, and thereupon proceed to expend or enter into a contract involving the expenditure of any sum needed in the emergency without observance of competitive bidding requirements otherwise required under the Public Utilities Code.
- Would allow procurement streamlining for social service contracts as part of Metro's effort to alleviate the impact of homelessness on its transit system.
- Board would need to make the findings that a state of emergency caused by homelessness in the County exists and declare such an emergency.



Future Interim Housing on Metro Property

- Metro Housing Lab is working on strategies to streamline production of temporary housing.
- Staff analyzed the list of available Metro sites and determined preliminary capacity estimates for common modular construction typologies that could be pursued on such sites.
- Staff also assessed modular building techniques, and companies to identify quick-build foundations and utilities to further accelerate the delivery of modular and panelized construction.

Key findings include:

- Several modular products are re-useable and re-locatable.
- Temporary foundations can be used over existing parking lots and provide a crawl space where utilities can be run above ground. By using such a foundation, in some cases the expensive process of site excavation can be avoided entirely.



Future Interim Housing on Metro Property

Key findings continued:

- Operational funding for service providers continues to be a barrier to the implementation of interim housing.
- To advance interim housing on Metro-owned property and overcome the operational funding barrier, Metro can partner with local jurisdictions coupled with agencies and nonprofits that are seeking land to include in funding applications for the construction and operation of interim housing.

10



Regional Coordination on Homeless Response Efforts



- Metro's multi-disciplinary teams (MDTs) conduct intensive outreach and engagement at the hot spots systemwide daily beginning at 3 am.
- Metro has partnered with the Department of Health Services (DHS) to provide their mobile clinic services at the Westlake MacArthur Park Station twice a month with the goal of expanding to other identified hot spot stations.
- MSW Internships:
 - Metro is developing a social work student practicum outreach program. To date, staff has reached out to several schools of social work, including USC, UCLA, Cal State Northridge, Cal State Dominguez Hills, Cal State Long Beach, and UMass Global, to request a partnership with MSW student field placements at Metro.
- Standing up a regional task force consisting of LAHSA, County Homeless Initiative, Social Service Departments, and other providers.

Next Steps

- Staff will complete the counts and surveys at the remaining end of line station and continue collaborative discussions with local jurisdictions.
- Staff will continue to work with LAHSA, the City, and the County of Los Angeles to develop partnership opportunities, specifically focused on delivering services and resources to unhoused riders onto Metro's properties, including a potential navigation hub.
- The Metro Housing Lab will continue to coordinate with Metro departments to confirm the sites that may be used for interim housing and to identify any controls required to protect Metro's interest in the property, including the ability to repurpose the property, protection of adjacent infrastructure, additional safety and security measures, etc.

