



## Board Report

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### REGULAR BOARD MEETING SEPTEMBER 28, 2017

#### Motion by:

**GARCIA, GARCETTI, HAHN, SOLIS, and DUPONT-WALKER**

September 28, 2017

#### **Historical Preservation Efforts for Rail Vehicles**

The oldest rail vehicles in the Metro fleet are being retired and scrapped over the next two years. These vehicles began service on the Metro Blue Line when it opened in 1990 and have since primarily remained in revenue service on the Metro Blue Line. They have each traveled an average of over 1.5 million miles since they were put into service 27 years ago. To date, Metro has already retired and scrapped at least eight of these vehicles.

The Metro Board of Directors has a policy relating to Metro retired assets that limits the donation of these assets. However, some of these vehicles should be retained and made available for other uses. These other uses could include, but are not limited to: museum display, ceremonial special service, adaptive reuse, and emergency services training.

The very first of these rail vehicles - numbered 100 in the Metro fleet - is named after the City of Long Beach, and we wish for this vehicle to be made available first to its namesake city.

The current Metro Rail system will serve Los Angeles for many generations to come, and Metro should ensure that future generations are able to understand and engage with Metro's history. Metro should take steps to preserve at least one of each bus and rail vehicle model to create a heritage fleet that can be displayed in a future Los Angeles Transit Museum or deployed for special heritage or ceremonial service.

Metro can look to New York for inspiration on its historical preservation efforts. The New York Transit Museum opened in 1976 and features many historical rail vehicles, railway equipment, and vintage buses. Additionally, New York MTA runs special trains with vehicles as much as 100 years old.

Protection and preservation of Metro transit vehicles are important, as transit history can be communicated effectively through these vehicles for generations to come. The history of not just Metro, but of Los Angeles, can be experienced through Metro's transit vehicles.

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**SUBJECT: MOTION BY GARCIA, HAHN, SOLIS, GARCETTI, AND DUPONT-WALKER  
HISTORICAL PRESERVATION EFFORTS FOR TRANSIT VEHICLES**

WE, THEREFORE, MOVE to direct the CEO to develop an expanded policy for the preservation of some portion of the original rail vehicle and bus fleet for purposes that include, but are not limited to: historical preservation and conservation, ceremonial special service (if feasible), adaptive reuse, and emergency services training. We request a report back to the Metro Board of Directors on this policy, as well as any further considerations, within 60 days.

WE FURTHER MOVE to direct Metro staff to develop a plan that is consistent with the revised donation policy for the possible storage, donation, and transfer of rail vehicle number 100 to its namesake - the City of Long Beach - to be utilized by the city in a manner that raises the local visibility of the Metro Blue Line and embraces the region's transit history.

**FRIENDLY AMENDMENT BY SOLIS:**

I FURTHER MOVE, that the CEO report back include the following:

- A. A high level review of other public transit or transportation museums in the United States;
  
- B. Determine a pathway by which to further explore creating a Los Angeles County Transportation Museum at Union Station or at other suitable locations;
  
- C. Identify like-minded or mission-similar organizations that can serve as potential partners in the establishment, curation, maintenance and operation of such museum; and
  
- D. Report on funding sources that have transportation museums as an eligible use.