

Metro

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



Metro

Agenda - Final Revised

Thursday, February 18, 2016

11:30 AM

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

Executive Management Committee

Mark Ridley-Thomas, Chair

John Fasana, Vice Chair

Michael Antonovich

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****48. APPROVE Consent Calendar Items: 30, 49 and 50.**

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

CONSENT CALENDAR

30. RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers policy programs through the quarter ending December 2015.** [2016-0011](#)

Attachments: [Attachment A - Report thru December 2015](#)

(ALSO ON CONSTRUCTION COMMITTEE)

49. RECEIVE AND FILE **State and Federal Remarks.** [2016-0107](#)

Attachments: [Attachment A - February 2016 Leg Matrix](#)

50. RECEIVE AND FILE the quarterly status report on **Metro's sexual harassment campaign and preview of fall 2015 Customer Satisfaction Survey.** [2015-1667](#)

Attachments: [Attachment A - Motion 55](#)

NON-CONSENT

51. RECEIVE oral report on **Citizens' Advisory Council (CAC) and Recognition of Judge Harry Pregerson and Friends 4 Expo Transit as the 2015 CAC Person of the Year and CAC Organization of the Year.** [2016-0100](#)

Attachments: [Attachment A - CAC FY2016 Work Plan](#)

52. RECEIVE oral report by the **State Legislative Advocacy Team.** [2016-0106](#)

53. ADOPT staff recommended positions: [2016-0118](#)
- A. AB 1591 (Frazier) - Transportation Funding SUPPORT**
- B. AB 620 (Hernandez) - Metro ExpressLanes NEUTRAL**
- Attachments:** [AB 1591 Frazier Attachment A](#)
[Attachment B - AB 620 ExpressLanes](#)
54. AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS62502297 with **ComPsych Corporation (ComPsych) to provide Employee Assistance Program (EAP) services** in the amount of \$44,386, thereby increasing the contract value from \$1,076,400 to \$1,120,786. This Contract Modification will also extend the period of performance for up to 3 months from April 1, 2016 to June 30, 2016. [2015-1790](#)
- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Log.docx](#)
[Attachment C - DEOD Summary](#)
55. RECEIVE AND FILE the **cost benefit analysis and customer satisfaction survey results for the Employer Annual Pass Programs.** [2015-0544](#)
- Attachments:** [Attachment A - Total Annualized Cost Summary](#)
[Attachment B - Detailed Annualized Cost Hybrid Approach](#)
[Attachment C - Detailed Annualized Cost In House Approach](#)
[Attachment D - Detailed Annualized Cost Contract Out Approach](#)
[Attachment E - Cost Cntr Proj Num Labor Charges Summary](#)
[Attachment F - Staffing Analysis](#)
[Attachment G - Fare Per Boarding July 2014 to June 2015](#)
[Attachment H - Current Participation Customer Survey](#)
[Attachment I - Former Participation Customer Survey](#)
[Attachment J - Board Report Item 5 Dated 2.18.15](#)
[Attachment K - Solis & Garcetti Motion 5](#)
[Attachment L - Recap of Proceeding Item 5 Dated 2.26.15](#)
[Attachment M - Board Report Item 20 Dated 2.20.2003](#)
[Attachment N - Department Organizational Chart](#)

56. RECEIVE AND FILE **status report on the Metro Line to Goal Line Task Force** (Motion 58 and 58.1) as directed by the Board at the January 28, 2016 meeting. [2016-0115](#)

Attachments: [Attachment A - Metro Line to Goal Line Motion 58, January 28, 2016 Board Meeting](#)
[Attachment B - Motion 58.1, January 28, 2016 Board Meeting relates to Item 58](#)

57. APPROVE **Motion by Directors Garcetti, Kuehl, Ridley-Thomas, Fasana, Solis and Bonin** that the Board of Directors direct the Chief Executive Officer to: [2016-0157](#)

A. INCLUDE the following elements in Metro's Annual Energy and Resource Report, related to **Air Quality, Emission Reductions and Resiliency efforts:**

1. Efforts to reduce nitrogen oxide (NOx) emissions since the approval of Measure R, with a goal of 80% NOx emissions reduction by 2025, using 2008 as a base year.
2. An update on the progress of the Metro June 2012 Climate Action and Adaptation Plan and recommendations on how to achieve carbon emission reductions by 2025, 2035 and 2050.
3. Efforts to reduce vehicle miles traveled ("VMT") per capita in Los Angeles County, including proposed reduction targets.
4. Methods and recommendations to increase agency infrastructure resiliency and reduce environmental liabilities, especially those related to hazardous waste, as well as increase fuel efficiency, and use of energy efficient lighting, propulsion and auxiliary systems.
5. Efforts and recommendations to reduce emissions on Metro's vanpool program fleet.

FURTHER MOVE that the Board of Directors direct the Chief Executive Officer to report back to the Metro Board with an interim report on the above in May 2016 and a full report in August 2016 on the following:

- B. An expansion of Metro's Green Construction Policy to make the following improvements related to **Water Conservation & Green Infrastructure:**
1. A requirement that all Metro future construction projects (that are currently not out to bid) implement methods to capture and treat storm water and apply reclaimed water best practices.

2. A requirement that all future design and construction projects (\$5 million and over) use sustainable building materials which includes, but not limited to, the following, where feasible:
 - a. Storm water & discharge runoff capture and cleaning devices
 - b. Permeable pavement and surfaces
 - c. Low carbon-intensity materials
 - d. Recycled & local materials
 - e. Light colored pavement & native shade trees
 3. A requirement that all future highway and transit projects include a project-specific Sustainability Coordinator to oversee all resiliency and long-term sustainability-related requirements for the project realizing that proper maintenance is essential to realizing the full life-cycle benefit of sustainable infrastructure and to assist the agency's Sustainability Officer in achieving Metro's sustainability metrics.
 4. A plan to significantly increase the number, size, and scope of projects in Metro's Urban Greening Implementation Action Plan.
- C. Strategies to improve connectivity & enhance "First-and-Last Mile" connections to our transit system, including:
1. A schedule for expanding the existing car-share pilot program to at least ten additional park and ride Metro-owned lots and/or major transit hubs in the system.
 2. An inventory of potential Metro-owned parcels that could be used to expand opportunities for active transportation links and/or "First-and-Last Mile" applications (e.g. Mobility Hubs).
 3. A requirement, when feasible, that all future Metro-owned transit stations consider, for connectivity and ridership purposes, incorporate the following elements into their designs:
 - a. Walking paths
 - b. Bike routes
 - c. Accessibility to local neighborhoods (i.e. half-mile radius).
 - d. River & bicycle waterways (where applicable)
 4. As part of Metro's Active Transportation Strategic Plan, strive to create a Regional Active Transportation Network, in coordination with local municipalities. As an initial step, Metro should coordinate with local agencies to assess opportunities to include right of ways

(utility corridors, flood channels and other corridors) in this Regional Active Transportation Network to allow for preservation and best use and outline next steps towards implementing this network. Metro should also make recommendations on establishing a matching funding program to support the delivery of local first-last mile capital projects that support countywide transit ridership, and regional Active Transportation network connections.

D. **Report back on the following strategies to better **deploy technology and promote green jobs:****

1. An assessment of any necessary positions focused on technological efficiencies and improvements that would be critical to supporting Metro's sustainability efforts.
2. Alternative renewable energy generation technology that could be used for future bus, vehicle, rail and maintenance structures.
3. Partnership and funding opportunities, including an incentive program, to maximize the use of zero or near zero emission technologies in future transit and goods movement corridors.

E. An overview of the Environmental Compliance and Sustainability Department's agency-wide effort to ensure coordination in planning and implementing sustainability initiatives, including recommended metrics to measure challenges and successes. This includes partnering and soliciting input from non-profits and other stakeholders to ensure public participation.

8. **RECEIVE AND FILE the FY17 Budget Planning Parameters.** [2016-0036](#)

Attachments: [Attachment A - FY17 Planning Parameters Financial Summary](#)
[Attachment B - Presentation](#)

10. **RECEIVE AND FILE status report on FY17 Preliminary Capital Budget.** [2016-0114](#)

Attachments: [Attachment A - Prog Summary](#)
[Attachment B - New Requests](#)
[Attachment C - Presentation](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2016-0011, **File Type:** Informational Report

Agenda Number: 30.

**EXECUTIVE MANAGEMENT COMMITTEE
CONSTRUCTION COMMITTEE
FEBRUARY 18, 2016**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)
REPORT (DATA THROUGH DECEMBER 2015), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers policy programs through the quarter ending December 2015.**

ISSUE

In January 2012, the Board approved the Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy. One benefit of the PLA is to encourage construction employment and training opportunities in economically disadvantaged geographic areas throughout the United States. Another benefit of the PLA is that work stoppages are prohibited.

Consistent with the Board approved PLA and CCP, prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246, the prime contractors provide Metro with worker utilization data by ethnicity and gender.

The attached report provides the current status (through December 2015) of construction projects subject to the PLA/CCP.

DISCUSSION

There are seven active construction contracts and eight completed contracts with the PLA/CCP program requirements, as of December 2015.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	* Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.34%	17.68%	11.54%	44.24%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	59.69%	17.63%	9.16%	57.86%
Westside Subway Extension Project, Section 1 – Design Build	Skanska-Traylor-Shea, JV	72.76%	15.47%	5.66%	90.02%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	62.89%	22.53%	16.03%	87.45%
Universal City Pedestrian Bridge	Griffith Company	35.64%	30.05%	13.63%	70.36%
Metro Rail Security Kiosks	Icon-West	44.86%	27.98%	20.13%	100%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	68.76%	20.88%	24.38%	14.40%

In summary, of the seven active construction projects for this reporting period, six Contractors are exceeding the 40% Targeted Worker goal, five contractors are exceeding the 10% Disadvantaged Worker goal, and four contractors are achieving the 20% Apprentice Worker goal.

*Percentage of Disadvantaged Worker Participation that have had involvement with the Criminal Justice System Category

Part of Metro’s PLA/CCP workforce requirement is the utilization of Disadvantaged workers on the project. One of the nine criteria for a disadvantaged worker is “having a criminal record or other involvement with the criminal justice system”. The data shown in the table above is the percentage

of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and were given the opportunity to work in Metro's PLA/CCP projects.

Currently Active Contracts

Crenshaw/LAX Transit Corridor Project

Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project contractor has completed 44.77% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 59.34%, Disadvantaged Worker goal at 11.54% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 17.68%% and the 6.90% Female Participation goal at 2.89%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in the middle of 2017. Staff will continue to work closely with the contractor towards meeting all worker goals for this project.

Regional Connector Transit Corridor

Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor Project is underway and only 3.27% of the estimated construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker goal at 59.69%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 17.63%, the 10% Disadvantaged Worker goal at 9.16% and the 6.90% Female Participation goal at 4.10%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. This project is still in the design-phase with limited construction activities and attainment is in line with the contractor's submitted Employment Hiring Plan which states that the Apprentice Worker goal will be met in mid-2016.

Westside Subway Extension Project, Section 1 Design-Build

Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 is underway and only 0.71% of the estimated construction work hours for this project has been performed. This project is in the early stage of the design-phase with limited construction, and as such, is not representative of the typical trades and hours that will be performed on the project. The contractor is currently exceeding the Targeted Worker goal at 72.76%, the Female Participation goal at 7.06% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 15.47% and the 10% Disadvantaged Worker goal at 5.66%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with all PLA/CCP workforce goals will be met in Mid-2018.

Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance

Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project contractor has completed 79.82% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 62.89%, Apprentice Worker Goal at 22.53%, Disadvantaged Worker goal at 16.03%, Female Participation goal at 9.94% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met all PLA/CCP workforce provisions.

Universal City Pedestrian Bridge

Prime: Griffith Company

The Universal City Pedestrian Bridge project contractor has completed 72.82% of the estimated construction work hours on this project. The contractor is currently exceeding the Apprentice Worker goal at 30.05%, Disadvantaged Worker goal at 13.63% and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 35.64% and the 6.90% Female Participation goal at 2.98%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Metro has issued several Notices of Non-Compliance to the Contractor for low attainment on the Targeted Worker goal and will keep the Board updated on the Contractor's progress.

Metro Rail Security Kiosks

Prime: Icon-West

The Metro Rail Security Kiosks project contractor has completed 98.76% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 44.86%, Apprentice Worker goal at 27.98%, Disadvantaged Worker goal at 20.13% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Westside Extension Project Advanced Utility Relocation (La Cienega)

Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project contractor has completed 85.69% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 68.76%, Apprentice Worker goal at 20.88%, Disadvantaged Worker goal at 24.38%, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.74%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Completed Contracts

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	9.24%

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at 21.08% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the

apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 67.47%, Disadvantaged Worker attainment at 11.08%, Female Participation attainment at 7.48% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 11.12%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

The Westside Subway Extension Exploratory Shaft project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 50.88%, Apprentice Worker attainment at 75.05%, Disadvantaged Worker attainment at 11.23% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.42%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows the Targeted Worker attainment at 46.42%, Apprentice Worker attainment at 25.51%, Disadvantaged Worker attainment at 39.08% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 4.68%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Division 13 CNG Fueling Facility, Design/Build/Operate
Prime: Clean Energy

The Division 13 CNG Fueling Facility, Design/Build/Operate project contractor is 100% complete as of June 2015. Final reporting shows the Targeted Worker attainment at 67.54%, Apprentice Worker attainment at 20.17%, Disadvantaged Worker attainment at 60.72% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 1.69%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Metro Blue Line Station Refurbishments
Prime: S.J. Amoroso

The Metro Blue Line Station Refurbishments project contractor is 100% complete as of August 2015. Final reporting shows the Targeted Worker attainment at 56.01%, Apprentice Worker attainment at 26.10%, Disadvantaged Worker attainment at 13.62% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.48%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation - Fairfax Station project is 100% complete as of December 2015. Final reporting shows the Targeted Worker attainment at 63.27%, Apprentice Worker attainment at 20.61%, Disadvantaged Worker attainment at 19.90% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.78%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

FEMALE UTILIZATION UPDATE:

Below is a female utilization participation report on Metro's PLA/CCP projects to track progress. The chart shows the number of cumulative female workers on active PLA/CCP projects within the last three months as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers October 2015	No. of Female Workers November 2015	No. of Female Workers December 2015
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	65	69	69
Regional Connector Transit Corridor	Regional Connector Constructors, JV	7	7	8
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	3	4	4
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	4	4	4
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Metro Rail Security Kiosks	Icon-West	0	0	0
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	3	3	4

In an effort to increase female participation within Metro’s PLA/CCP projects which has averaged 3.18% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- Metro convened a “Women Build METRO LA” Committee to develop strategies and outreach activities to highlight the need for women in the construction industry, with emphasis on the opportunities and assistance that is available. The taskforce membership includes: LA/OC Building Construction Trade Council Executive Secretary, Ron Miller, IBEW Vice President Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), Deputy Director, Office of the Speaker of the Assembly, Prime Contractors, Jobs Coordinators and others. The group presented a successful, female-centric event, featuring women in the Trades and women in managerial ranks in the construction industry. Over 300 women from the target audience (women who have demonstrated an interest in construction or are actively pursuing a career), attended the event. Elmy Bermejo, Regional Representative of the Labor Secretary Perez, a Keynote speaker, posted the event in the national newsletter of Department of Labor, which is read by over 300,000 subscribers. The event Committee has begun planning the next outing which will be held in the East Los Angeles region of the County.

- Metro staff has convened a taskforce to develop an Apprenticeship Prep training program in conjunction with Los Angeles Trade Technical College. The taskforce consist of the Vice President of Academic Affairs & Workforce Development of Los Angeles Trade Technical College, Prime Contractor representatives and Metro staff.
 - Prime Contractors have committed to assist in providing employment opportunities to graduates of this Apprenticeship Prep training program.
 - The 1st Apprenticeship Prep training program is scheduled to take place during the Winter of 2016.
 - Recruitment for this training program will be focused primarily on women interested in starting a career in the construction industry.

Staff will provide updates as these programs are further developed.

PILOT LOCAL HIRE INITIATIVE

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub- recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative will be carried out as a pilot program for a period of 1 year unless extended under the FHWA and FTA's existing Authorities. The Pilot initiative may be implemented immediately on federally funded Construction projects.

As of this quarterly reporting period, there is currently one construction project that is active and subject to the Pilot Local Hire Initiative;

- C0991 Division 16 - Southwestern Yard (contract amount of \$172mil)

This requirement was included in the solicitation for the Westside Purple Line Extension Section 2 design build contract. Staff is continually monitoring federally funded PLA/CCP covered projects awarded during the "Pilot Local Hire Initiative" implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

Metro additionally received DOT and FTA approval on September 30, 2015 to use Metro's Local Employment Program (LEP) on four (4) Rolling Stock procurements. The Local Employment Program may only be applied on an experimental basis on Metro's New Heavy Rail Car, New Bus Buy and two Rail Car Overhaul solicitations. The FTA's approval also contained specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

The FTA's approval also modified the definition of how Metro may define its geographical preference

for new jobs and facility improvements for the New Heavy Rail Car and New Bus RFPs. For those two procurements the definition of local employment will include anywhere in the State of California. For the two rail vehicle overhaul projects the FTA will allow Metro to limit the geographical preference for new job creation to Los Angeles County.

Proposers that volunteer to participate in Metro's Local Employment Program and who commit to new job local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirement will be a condition for obtaining any preferential scoring points.

Currently, the New Heavy Rail Car, A650 Red Line Car Overhaul and P2000 light Rail Car Overhaul RFPs are in Black-out. The A650 Red Line Overhaul is scheduled to be presented to the Board for contract award in May 2016, and the New Heavy Rail Car and P2000 Overhaul are scheduled for September 2016. The New Bus Buy RFP will be issued in the summer 2016.

Staff will continue to report on the "Pilot Local Hire Initiative" on a quarterly basis as part of the Project Labor Agreement/Construction Careers Program quarterly updates.

OUTREACH

In efforts to attain the highest percentages of Targeted, Apprentice and Disadvantaged Workers on PLA/CCP projects, and to keep the community informed of opportunities, the contractors and DEOD participated and/or coordinated the following outreach efforts during this reporting period:

- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.
- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Flintridge Center Apprenticeship Preparatory Graduation Ceremony held on August 6, 2015.
- Participated in the 3rd Annual Veterans Economic Summit Job Fair held on August 7, 2015.
- Participated in the Inaugural Career and Resources Fair for Veterans held on August 21, 2015.
- Site tour and meeting with Brothers' Keeper Training Program (Carpenters Union Pre-Apprenticeship Training Program) held on September 30, 2015
- Women Build METRO LA event held on November 17, 2015.
- Participated in the Construction Careers Job Fair sponsored by Port of Los Angeles and Laborers Local 1309 held on December 9, 2015.

NEXT STEPS

Staff will continue to monitor and assist Contractors with hiring efforts, and will enforce compliance as necessary.

ATTACHMENTS

A. PLA/CCP Report, Data Through December 2015

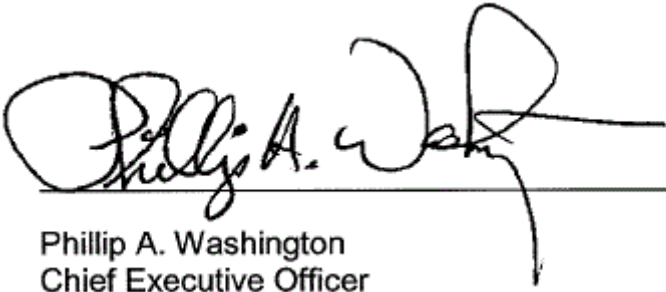
Prepared by: Miguel Cabral, Deputy Executive Officer, Strategic Business,
PLA & Construction Careers, (213) 922-2232

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Phillip A. Washington
Chief Executive Officer

Project Labor Agreement (PLA) / Construction Careers Policy (CCP) Update

Report Data Through
December 2015 Reporting Period

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through December 26, 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,343,133.95	59.34%	17.68% Based on Total Apprenticiable Work Hours	11.54%

Percentage Project Complete Based on Worker Hours: 44.77% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,343,133.95	15.63%	1.17%	23.22%	55.36%	1.14%	3.48%	73.30%	2.89%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Regional Connector Transit Corridor Project

PLA Targeted Worker Attainment: Prime: R.C.C., Joint Venture

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
107,315.55	59.69%	17.63% Based on Total Apprenticeable Work Hours	9.16%

Percentage Project Complete Based on Worker Hours: 3.27% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
107,315.55	7.57%	0.29%	24.04%	64.92%	0.97%	2.23%	73.75%	4.10%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project, Section 1 – D/B

PLA Targeted Worker Attainment: Prime: S.T.S., Joint Venture

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
22,961.25	72.76%	15.47% Based on Total Apprenticiable Work Hours	5.66%

Percentage Project Complete Based on Worker Hours: 0.71% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
22,961.25	5.62%	0.00%	15.90%	69.47%	0.00%	9.00%	75.09%	7.06%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
42,305.25	62.89%	22.53% <small>Based on Total Apprenticesable Work Hours</small>	16.03%

Percentage Project Complete Based on Worker Hours: 79.82% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
42,305.25	12.73%	0.04%	26.50%	56.26%	1.11%	3.35%	70.14%	9.94%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
45,147.50	35.64%	30.05% <small>Based on total Apprenticeable Work hours</small>	13.63%

Percentage Project Complete Based on Worker Hours: 72.82% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
45,147.50	10.84%	4.47%	20.59%	61.30%	0.82%	1.99%	77.43%	2.98%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,925.75	44.86%	27.98% <small>Based on Total Apprenticesable Work Hours</small>	20.13%

Percentage Project Complete Based on Worker Hours: 98.76% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,925.75	49.63%	0.34%	15.33%	32.75%	1.07%	0.89%	83.79%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
25,707.40	68.76%	20.88% <small>Based on Total Apprenticeable Work Hours</small>	24.38%

Percentage Project Complete Based on Worker Hours: 85.69% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
25,707.40	3.78%	0.00%	8.48%	87.73%	0.00%	0.00%	91.51%	0.74%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through Oct 31, 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
61,708.26*	61.41%		21.08%
43,277.52**		13.84%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
61,708.26	11.66%	0.01%	22.02%	66.29%	0.01%	0.00%	77.97%	0.52%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through November 2014 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,731.76	67.47%	11.12%	11.08%

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,731.76	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

Report Data Through October 2014 (FINAL)

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
*18,049.25	50.88%		11.23%
**238.50		75.05%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,049.25	11.40%	0.00%	22.71%	33.18%	1.19%	31.52%	45.77%	0.42%



* Total Cumulative Project Hours as Reported by Prime Contractor.
 ** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
58,903.00	51.61%	21.37% Contractor Reported Based on Total Work Hours	22.83%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,903.00	1.36%	0.41%	17.43%	80.30%	0.00%	0.50%	82.07%	2.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,289.50	46.42%	25.51% Based on Total Apprenticeable Work Hours	39.08%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,289.50	14.47%	1.92%	38.21%	45.40%	0.00%	0.00%	61.79%	4.68%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

Report Data Through June 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,496.00	67.54%	20.17% <small>Based on Total Apprenticesable Work Hours</small>	60.72%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,496.00	31.21%	3.03%	26.54%	39.23%	0.00%	0.00%	73.47%	1.69%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Station Refurbishments

PLA Targeted Worker Attainment: Prime: S.J. Amoroso

Report Data Through June 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,274.75	56.01%	26.10% Based on Total Apprenticiable Work Hours	13.62%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,274.75	16.59%	1.55%	20.72%	61.14%	0.00%	0.00%	79.28%	0.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment: Prime: W.A. Rasic

Report Data Through December 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,510.00	63.27%	20.61% <small>Based on Total Apprenticesable Work Hours</small>	19.90%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,510.00	9.44%	0.01%	13.39%	77.08%	0.00%	0.09%	86.53%	2.78%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



Board Report

File #: 2016-0107, **File Type:** Informational Report

Agenda Number: 49.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016**

SUBJECT: STATE AND FEDERAL REMARKS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE State and Federal Remarks.

DISCUSSION

**Executive Management and Audit Committee
Remarks Prepared By Raffi Haig Hamparian
Government Relations Director, Federal Affairs**

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on February 5, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

Federal Budget For Fiscal Year 2017

On February 9, 2016 the White House is slated to release President Obama's Budget for Federal Fiscal Year 2017. The Budget is expected to include robust funding for transportation, including a funding proposal to add a \$10 per barrel tax on oil. We also expect the Budget proposal to include funding recommendations for our New Starts projects and a number of new programs authorized by the FAST Act, including funding for a new federal freight program and the popular TIGER Grant program. Once the Budget is formally released, we will issue a summary to the entire Board of Directors.

Federal Appropriations For Fiscal Year 2017

Later this year, both the House and Senate appropriations committees will begin their work on their spending bills for Federal Fiscal Year 2017. We are going to be closely tracking these efforts, which will likely begin with hearings in both the House and Senate featuring testimony from U.S. Transportation Secretary Anthony Foxx. This Spring we can expect the transportation subcommittees

to mark-up their bills, followed by action by the full House and Senate Committees on Appropriations. It is the state desire of House and Senate leaders to conclude work on all appropriations measures, including the transportation spending bill, by the end of Federal Fiscal Year 2016 (September 30, 2016). We will be working with our federal advocacy team to ensure that our Board-approved priorities are reflected in the final spending bills adopted by Congress later this year.

FAST Act:

Late last year, the Congress adopted and President Obama signed into law America's new surface transportation authorization bill - Fixing America's Surface Transportation Act (FAST Act). The bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year). Passage of the FAST Act by Congress ended a long running saga of repeated extensions to the current surface transportation authorization law - MAP-21. Many of the priorities outlined in our Board-approved Federal Legislative program were addressed in the FAST Act. I am pleased to share the following highlights of the bill with Board members.

The Transportation Infrastructure and Innovation Act (TIFIA)

This low-interest federal loan program is funded at \$275 million per year and would be funded at \$300 million by the end of the 5 year bill. The program allows for unused TIFIA funds to be put back into future TIFIA funding. The program allows for Transit Oriented Development as an eligible expense for TIFIA loans, which was a Board-approved priority in our Federal Legislative Program.

Freight Program

The bill includes two funded freight programs. The first freight program is a formula based freight program that is funded at \$6.5 billion over 5 years. The second freight program is a competitive grant program that local and state agencies can apply for. This is funded at between \$800 million-\$1 billion per year.

Congestion Mitigation and Air Quality (CMAQ) Program Funding for local Transportation Projects

The bill reverts back to current law and continues to allow local agencies to use CMAQ as they do now.

Capital Investment Grants (New Starts)

The bill continues to allow local governments to use other federal funding as the local match for New Starts Transit construction projects.

Fixed guideway New Starts goes to 60% maximum federal share from current 80%. The House bill reduced the share to 50%.

Positive Train Control Grants

The bill provides \$199 million for Positive Train Control grants that commuter railroads like Metrolink can apply for.

Bus Driver Safety Rulemaking

- The bill requires USDOT to have rulemaking on bus driver safety.

Park-and-Ride Relinquishment is Included in the bill

Allows State Departments of Transportation to relinquish ownership of unused Park-and-Ride properties.

HOV Degradation Standards

The bill includes a combination of the House and Senate provisions. It allows states or local transportation agencies to apply for a waiver from the current HOV degradation standard. It also includes Senate language that requires the state or local agency to have a plan to improve their HOV operations.

Local Bridge Funding

The bill includes language from the House bill that provides States with additional flexibility to spend National Highway Performance Program funds for bridges that are located on the Federal-Aid Highway system.

TIGER Grants:

The U.S. Department of Transportation is slated to announce funding availability for TIGER grants later this month. Thanks to strong support from our Board of Directors and members of the Los Angeles County Congressional Delegation, we have secured three major TIGER grants over the last two years. We expect to vigorously compete, yet again, for TIGER grants in 2016.

Local Hire:

We are continuing to work with the Obama Administration and Members of Congress, including Congresswomen Karen Bass and Grace Napolitano, to advance our Board-approved policy of reforming federal Local Hire rules. We are grateful to our Board of Directors for prioritizing this matter.

This concludes my remarks before the committee. I would welcome the opportunity to answer any questions from you Mr. Chairman or from members of this committee.

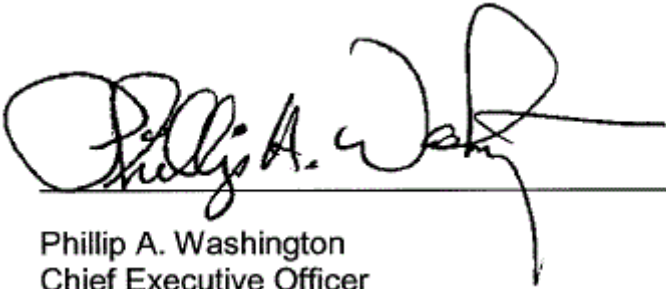
State Remarks will be transmitted via ORAL REPORT by State Advocacy Team at Executive Management Committee (separate Agenda Item).

ATTACHMENTS

Attachment A - February 2016 Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Raffi Hamparian, Director, Government Relations, (213) 922-3769

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix
February 2016**

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>09/22/2015 Signed by GOVERNOR. 09/22/2015 Chaptered by Secretary of State. Chapter No. 319</p>
<p>AB 4 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix
February 2016**

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 6 Wilk R</p> <p>Bonds: transportation: school facilities.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p>AB 8 Gatto D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>09/28/2015 Signed by GOVERNOR. 09/28/2015 Chaptered by Secretary of State. Chapter No. 326</p>
<p>AB 23 Patterson R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

**Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix
February 2016**

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 24 Nazarian D</p> <p>Transportation network companies: public safety.</p>	<p>Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p>AB 33 Quirk D</p> <p>Electrical corporations: procurement plans.</p>	<p>The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</p>	<p>Monitor</p>	<p>01/28/2016 Re-referred to SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and ENVIRONMENTAL QUALITY.</p>
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015- In SENATE Committee on APPROPRIATIONS: Held in committee.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing non-toll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 687</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 210 Gatto D</p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>09/28/2015 Vetoed by GOVERNOR.</p>
<p>AB 227 Alejo D</p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>	<p>SUPPORT</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 318 Chau D</p> <p>Lost money and goods: restoration to owner.</p>	<p>Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.</p>	<p>Sponsor</p>	<p>SENATE 2 YEAR 06/11/2015 In SENATE. Read second time and amended. Re- referred to Committee on JUDICIARY.</p>
<p>AB 326 Frazier D</p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>01/15/2016 In ASSEMBLY. Read third time. Passed ASSEMBLY. (70-0) ***** To SENATE.</p>
<p>AB 338 Hernández, Roger D</p> <p>County transportation commissions: Los Angeles County.</p>	<p>Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>OPPOSE</p>	<p>7/17/2015-S. 2 YEAR PENDING CARRYOVER 06/16/2015 In SENATE Committee on TRANSPORTATI ON AND HOUSING: Not heard.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 457 Melendez R High-occupancy vehicle lanes.	Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, non-substantive changes to these provisions.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Monitor	08/17/2015 Vetoed by GOVERNOR.
AB 471 Harper R Employment.	Current law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a non-substantive change to those provisions.	Monitor	02/01/2016 Died at Desk.
AB 518 Frazier D Department of Transportation .	Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 584 Cooley D</p> <p>Public employee retirement systems.</p>	<p>Would rename the Joint Legislative Retirement Committee the Joint Pension Administration and Sustainability Committee and, in addition to specified described duties, would require the committee to make reports and recommendations to the Legislature and its respective houses on retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p>AB 620 Hernández, Roger D</p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>01/28/2016 In ASSEMBLY. Assembly Rule 69 suspended. 01/28/2016 In ASSEMBLY. Read third time. Passed (51-26) ASSEMBLY. ***** To SENATE.</p>
<p>AB 726 Nazarian D</p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>10/04/2015 Chaptered by Secretary of State. Chapter No. 479</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 754 Ridley - Thomas D Taxation.	Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.	SUPPORT	02/01/2016 Died at Desk.
AB 755 Ridley- Thomas D Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.	Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.	SPONSOR	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 779 Garcia, Cristina D Transportation : Congestion Management Program.	Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan.	Monitor	08/25/2015 In SENATE Committee on TRANSPORTATI ON AND HOUSING: Not heard.
AB 857 Perea D California Clean Truck, Bus, and Off- Road Vehicle and Equipment Technology Program.	Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor	8/28/2015-S. 2 YEAR PENDING CARRYOVER 08/27/2015 In SENATE Committee on APPROPRIATIO NS: Held in committee
AB 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Monitor	9/11/2015-S. 2 YEAR PENDING CARRYOVER 07/02/2015 In SENATE. From third reading. To Inactive File.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 877 Chu D Transportation	Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
AB 914 Brown D Toll facilities: County of San Bernardino.	Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.	Monitor	10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 702

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 952 Garcia, Cristina D</p> <p>Local government: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>08/12/2015 Signed by GOVERNOR. 08/12/2015 Chaptered by Secretary of State. Chapter No. 185</p>
<p>AB 1068 Allen, Travis R</p> <p>California Environmental Quality Act: priority projects</p>	<p>Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p>AB 1087 Grove R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 1098 Bloom D Transportation : congestion management.	Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
AB 1138 Patterson R High-speed rail: eminent domain	Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
AB 1171 Linder R Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	10/01/2015 Chaptered by Secretary of State. Chapter No. 413

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 1250 Bloom D Vehicles: buses: gross axle weight	Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Monitor	10/04/2015 Chaptered by Secretary of State. Chapter No. 484
AB 1265 Perea D Transportation projects: comprehensive development lease agreements.	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	SUPPORT	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
AB 1340 Chau D Vehicles: buses.	Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles. This bill would prohibit the above-described device from extending more than 40 inches from the front of the bus.	Monitor	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>10/11/2015 Vetoed by GOVERNOR.</p>
<p>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	<p>Monitor</p>	<p>02/01/2016 To ASSEMBLY Committee on NATURAL RESOURCES.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 1552 Allen, Travis R</p> <p>Public contracts: state and local agencies: businesses engaged in boycott.</p>	<p>Would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization.</p>	<p>Monitor</p>	<p>01/04/2016 INTRODUCED</p>
<p>AB 1555 Gomez D</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.</p>	<p>Monitor</p>	<p>01/04/2016 INTRODUCED</p>
<p>AB 1569 Steinorth R</p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>		<p>02/01/2016 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATI ON.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
AB 1572 Campos D School transportation.	Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.	Monitor	02/01/2016 To ASSEMBLY Committee on EDUCATION.
AB 1591 Frazier D Transportation funding.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Monitor	02/01/2016 To ASSEMBLY Committees on TRANSPORTATION and REVENUE AND TAXATION.
AB 1595 Campos D Employment: human trafficking training: mass transportation employers.	Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	Monitor	02/01/2016 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
AB 1640 Stone, Mark D Retirement: public employees.	PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.	Monitor	02/04/2016 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 1641 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	<p>Monitor</p>	<p>02/04/2016 To ASSEMBLY Committee on TRANSPORTATION.</p>
<p>AB 1707 Linder R</p> <p>Public records: response to request.</p>	<p>The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require that response to be in writing regardless of whether the request was in writing. The bill would require that written response additionally to include a list that contains the title or other identification of each record requested but withheld due to an exemption and the specific exemption that applies to that record.</p>	<p>Monitor</p>	<p>01/25/2016 INTRODUCED.</p>
<p>AB 1717 Hadley R</p> <p>California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.</p>	<p>Current law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program. Current law defines specified terms for purposes of the act. This bill would make nonsubstantive changes to those definitions.</p>	<p>Monitor</p>	<p>01/27/2016 INTRODUCED.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 1746 Stone, Mark D</p> <p>Transit buses.</p>	<p>Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements.</p>	<p>Monitor</p>	<p>02/02/2016 INTRODUCED.</p>
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Not heard. PENDING - CARRYOVER</p>
<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>	<p>Monitor</p>	<p>6/23/2015-A. PRINT 6/24/2015- From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>	<p>Monitor</p>	<p>6/25/2015-A. PRINT 6/26/2015- From printer.</p>
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	<p>Monitor</p>	<p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015- Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p>
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	<p>Monitor</p>	<p>9/3/2015-S. RLS. 9/3/2015- Referred to Com. on RLS.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 5 Hernández, Roger D</p> <p>Income taxes: credits: low- income housing: farmworker housing assistance.</p>	<p>Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.</p>	<p>Monitor</p>	<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.</p>	<p>Monitor</p>	<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>	<p>Monitor</p>	<p>7/16/2015-A. PRINT 7/17/2015- From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
ABX1 8 Chiu D Diesel sales and use tax.	Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor	7/16/2015-A. PRINT 7/17/2015- From printer.
ABX1 10 Levine D Public works: contracts: extra compensation.	Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Monitor	8/19/2015-A. PRINT 8/20/2015- From printer.
ABX1 12 Nazarian D Los Angeles County Metropolitan Transportation Authority.	Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.	Sponsor	8/26/2015-A. PRINT 8/27/2015- From printer.
ABX1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways.	Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	Monitor	8/31/2015-A. PRINT 9/1/2015-From printer.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 16 Patterson R</p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
ABX1 17 Achadjian R Greenhouse Gas Reduction Fund: state highway operation and protection program.	Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Monitor	8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 18 Linder R Vehicle weight fees: transportation bond debt service.	Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	Monitor	8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 19 Linder R California Transportation Commission.	Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Monitor	8/31/2015-A. PRINT 9/1/2015-From printer.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 20 Gaines, Beth R</p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p>ABX1 22 Patterson R</p> <p>Design-build: highways.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/1/2015-A. PRINT 9/2/2015-From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
ABX1 23 Garcia, Eduardo D Transportation .	Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Monitor	9/4/2015-A. PRINT 9/5/2015-From printer.
ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners .	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.	Monitor	9/11/2015-A. PRINT 9/12/2015- From printer.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>ABX1 25 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p>	<p>Monitor</p>	<p>1/11/2016- A. PRINT 1/12/2016- From printer.</p>
<p>SB 1 Gaines R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>
<p>SB 8 Hertzberg D</p> <p>Taxation.</p>	<p>Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	<p>WORK WITH AUTHOR</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 710</p>
<p>SB 16 Beall D</p> <p>Department of Transportation</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. Last amended on 6/1/2015</p>	<p>SUPPORT</p>	<p>02/01/2016 In SENATE. Died on file pursuant to Joint Rule 56.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 29 Beall D Employment: sick leave.	Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. This bill would make technical, nonsubstantive changes to that provision.	Monitor	10/03/2015 Chaptered by Secretary of State. Chapter No. 469
SB 32 Pavley D California Global Warming Solutions Act of 2006: emissions limit	Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.	Monitor	9/10/2015-A. NAT. RES. 9/10/2015- From committee with author's amendments. Read second time and amended. Re- referred to Com. on NAT. RES.
SB 39 Pavley D Vehicles: high- occupancy vehicle lanes.	Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Monitor	05/22/2015 To ASSEMBLY Committee on TRANSPORTATI ON.
SB 59 Knight R Vehicles: high- occupancy vehicle lanes.	Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Monitor	02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 711.</p>
<p>SB 122 Jackson D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>8/28/2015-A. 2 YEAR 8/28/2015- Failed Deadline pursuant to Rule 61(a)(11). PENDING – CARRYOVER SUSPENSE FILE on 7/15/2015)</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of State pursuant to Joint Rule 56.</p>
<p>SB 194 Cannella R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.</p>	<p>Monitor</p>	<p>05/14/2015 To ASSEMBLY Committee on NATURAL RESOURCES.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 254 Leyva D Transit districts: ordinances.	Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Monitor	06/15/2015 To ASSEMBLY Committee on TRANSPORTATION. PENDING CARRYOVER
SB 321 Beall D Motor vehicle fuel taxes: rates: adjustments.	Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Monitor	9/11/2015-S. INACTIVE FILE 9/11/2015- Ordered to inactive file on request of Senator Beall.
SB 348 Galgiani D California Environmental Quality Act: exemption: railroad crossings.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	08/07/2015 Signed by GOVERNOR. 08/07/2015 Chaptered by Secretary of State. Chapter No. 143

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 350 De León D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 547</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 391 Huff R Assault and battery: transit employees.	Would make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Sponsor	02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
SB 413 Wieckowski D Public transit: prohibited conduct.	Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Work with Author	10/10/2015 Chaptered by Secretary of State. Chapter No. 765
SB 461 Hernandez D Toll bridges and facilities: funds.	Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.	Monitor	10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 575

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 491 Beall D Transportation : omnibus bill.	Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Monitor	10/02/2015 Signed by GOVERNOR. 10/02/2015 Chaptered by Secretary of State. Chapter No. 451

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 508 Beall D</p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 716</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 516 Fuller R</p> <p>Transportation : motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p>Monitor</p>	<p>10/04/2015 Chaptered by Secretary of State. Chapter No. 491</p>
<p>SB 529 Pan D</p> <p>Public transit.</p>	<p>Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>10/10/2015 Vetoed by GOVERNOR.</p>
<p>SB 767 De León D</p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 580</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 824 Beall D Low Carbon Transit Operations Program.	Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.	Monitor	01/28/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.
SB 876 Liu D Homelessness.	Prohibits cities, counties, cities and counties, and municipal agencies that receive state funds from enacting or enforcing a law banning resting in a public space. Affords persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describes basic human and civil rights free from criminal or civil sanctions. Provides civil remedies for aggrieved persons. Requires notification of how such entities are reducing the criminalization of homelessness.	Monitor	01/28/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and JUDICIARY.
SB 882 Hertzberg D Crimes: public transportation: minors.	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Monitor	01/28/2016 To SENATE Committees on PUBLIC SAFETY and APPROPRIATIONS.
SB 901 Bates R Transportation projects: Advanced Mitigation Program.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Monitor	02/04/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SB 903 Nguyen R Transportation funds: loan repayment.	Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Monitor	02/04/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.
SCA 5 Hancock D Local government: special taxes: voter approval.	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Monitor	07/16/2015 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.
SBX1 1 Beall D Transportation funding.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Monitor	9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SBX1 2 Huff R Greenhouse Gas Reduction Fund.	Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Monitor	6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.
SBX1 3 Vidak R Transportation bonds: highway, street, and road projects.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor	9/14/2015-S. DIED 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 4 Beall D Transportation funding.	Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Monitor	9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SBX1 5 Beall D Transportation funding.	Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor	9/1/2015-A-DESK 9/1/2015-In Assembly. Read first time. Held at Desk.
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Monitor	9/14/2015-S- DIED 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 7 Allen D Diesel sales and use tax.	Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor	9/3/2015-S-APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.
SBX1 8 Hill D Public transit: funding.	Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Monitor	9/2/2015-S-APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
SBX1 9 Moorlach R Department of Transportation	Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Monitor	9/14/2015-S. DIED 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 10 Bates R Regional transportation capital improvement funds.	Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Monitor	7/16/2015-S. T. & I.D. 9/9/2015- September 8 hearing: Testimony taken. Hearing postponed by committee.
SBX1 11 Berryhill R California Environmental Quality Act: exemption: roadway improvement.	CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.	Monitor	9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re- referred to Com. on T. & I.D.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.</p>	<p>Monitor</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>	<p>Monitor</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>
<p>SRX1 1 De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>	<p>6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>

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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 Bass D	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 Blumenauer D	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. <i>Board previously supported HR 3636 bill last session.</i>	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 Hahn D-CA	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. <i>Board previously supported HR 5101 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 990 King R-NY	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 Lowenthal D-CA	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. <i>Board previously supported HR 5624 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 Sanford R-SC	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	May 2015 – OPPOSE House Ways and Means Committee
H.R. 2485 Torres D-CA	The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 2495 Waters D-CA	The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees
H.R. 2410 DeFazio D-OR	The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation’s state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America’s future population growth. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	June 2015 - SUPPORT
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
Omnibus Appropriations Bill For Fiscal Year 2016	An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015



Board Report

File #: 2015-1667, File Type: Informational Report

Agenda Number:

EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 18, 2016

SUBJECT: SAFE SPACE AND SEXUAL HARASSMENT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the quarterly status report on **Metro's sexual harassment campaign and preview of fall 2015 Customer Satisfaction Survey.**

ISSUE

Metro is continuing with a ground breaking campaign against sexual harassment called "It's Off Limits." The campaign was launched on April 1, 2015 and updated on October 1, 2015. Advertisements are in place on buses and rail cars across the system. The fall 2014 Customer Satisfaction Survey found that 22 percent of respondents answered "yes" to the question "in the past six months, while riding on Metro, have you personally experienced unwanted sexual contact including, but not limited to, comments, touching and exposure." As a result of the unacceptably high percentage of riders affirming their exposure to sexual harassment, Metro formed a high-level, cross-departmental task force with representatives of Mayor Garcetti and Supervisors Antonovich and Kuehl. The "It's Off Limits" campaign resulted in a decline of reported incidents of sexual harassment from the fall 2014 to the spring 2015 survey from 22 percent to 19 percent. To double down on the successful campaign, Metro's Sexual Harassment Awareness task force updated messaging with a call to action of "Speak Up" and re-launched "It's Off Limits" with a press conference on October 15, 2015. Metro is one of only a handful of transit agencies worldwide that regularly asks passengers about experiences of sexual harassment. Independent studies of large, international transit agencies indicate that New York City is considered to have one of the safest systems for women with a sexual harassment reporting rate of 63 percent.

DISCUSSION

Results

Metro is successful in placing the issue of sexual harassment awareness before riders and the public at large in a method that empowers victims and witnesses of occurrences by encouraging them to make reports to the Los Angeles County Sheriff's Department. Metro has been conducting the most

recent Customer Satisfaction Survey in February and the question related to sexual harassment is included. Full result should be available in March.

Analysis

The Customer Satisfaction Survey queries about 20,000 Metro bus and rail riders and, with an error rate of \pm two percent, is considered the most thorough of its kind in the transit industry on sexual harassment. Nearly all other large transportation agencies rely on studies from academia or news organizations for data on sexual harassment but those surveys are done infrequently. Metro believes any level of sexual harassment is too high and efforts will continue to reduce the number of incidents to make Metro a safe place for all passengers.

Actions Compliant with Item 55

Task Force - Designed updates messaging for "It's Off Limits" and held a press conference on October 15, 2015 to disseminate continued action to ensure a positive experience for all riders. The Task Force reconvened in February 2016 to update and refresh outreach to keep Metro's safety message top-of-mind for our customers.

Community Input

- Community Roundtable: Metro has approved a Statement of Work and a procurement process is underway to identify a qualified contractor to form, engage, and manage a Community Roundtable on issues of safe space and sexual harassment to better connect with customers and inform Metro's response to these issues. The Community Roundtable is envisioned to meet periodically for one year. It can be extended at the Board's instruction.
- Review APTA best practices: There are no universally accepted standards for best practices, however, most advocacy groups and/or university studies include the following.
 1. Provide universal Wi-Fi and cell service underground
 2. Develop an app directly linked to the police and/or transit authority
 3. Have a dedicated phone number for victims of sexual harassment or abuse
 4. Install an alarm system to alert all conductors onboard
 5. Install phones on subway platforms that connect directly to the police
 6. Place cameras in subway cars (along with signs that let people know they are being watched)
 7. Ensure that public transport employees have been properly trained and are authorized to intervene
- Metro complies with all points except number one. Metro has exceeded best practices with its awareness campaign.

External Policy

- The Metro Customer Code of Conduct has been updated to explicitly prohibit unwanted sexual attention and identity-based harassment.
- Metro has an on-going relationship with Peace Over Violence to provide non-law enforcement support options for victims.

Internal Policy

- In April, Metro circulated to all front-line personnel, including operators, maintenance and custodial employees, a simple yet effective method for summoning assistance in the event a Metro employee is the first point of contact for a rider who suffers sexual harassment or any other crime or complaint. The same instructions were circulated to all employees in July. Metro security is in the process of developing further materials that could include a training video.
- Metro has reviewed all station, bus stop and transit vehicle design guidelines and is in compliance with all appropriate laws.

NEXT STEPS

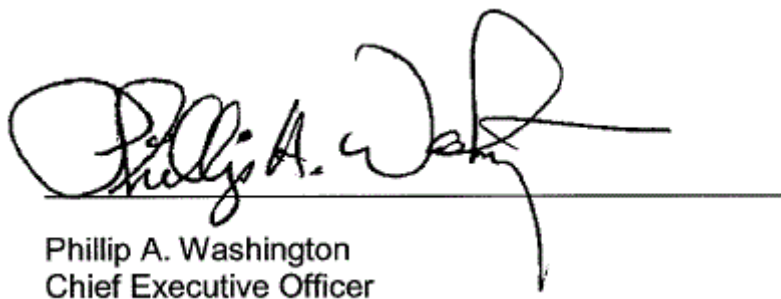
The latest Customer Satisfaction Survey is expected to be completed in February with completed data sets available by March. The results will be analyzed and modifications to our outreach will be amended as warranted. A press conference to announce an updated "It's Off Limits" campaign is tentatively scheduled for April 2016.

ATTACHMENTS

Attachment A - Motion 55

Prepared by: Paul Gonzales, Senior Media Relations Officer, (213) 922-2702

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR MICHAEL ANTONOVICH, &
SUPERVISOR SHEILA KUEHL**

Executive Management Committee Meeting

March 19, 2015

Item 55: Safe Space & Sexual Harassment

MTA's customers deserve to travel in a safe environment without unwanted intrusion into their private physical and emotional space.

Last month, this Board received disturbing survey results that found that 22% percent of our customers experienced some form of unwanted sexual attention in the past six months while riding our buses and trains.

A violation of even one customer's safe space creates an unwelcoming and unsafe environment for all of MTA's customers.

Additionally, despite about 1.4 million average weekday boardings, last year the Los Angeles Sheriff's Department Transit Division received merely 99 reports of unwanted sexual attention.

This rate of reporting is woefully low, and indicates that customers do not have faith that such behavior can be addressed.

In April 2015, MTA will launch an outreach campaign in partnership with Peace Over Violence, an organization dedicated to ending sexual, domestic and interpersonal violence. The campaign will target inappropriate sexual behavior, making clear that such behavior is unacceptable, that victims do not and should not tolerate it, and encouraging victims to report unwanted attention to MTA and the Los Angeles Sheriff's Department (LASD).

MTA also updated its Transit Watch app to make it possible to specifically report incidents of unwanted sexual attention.

MTA deserves credit for recognizing the importance of its customers' safe space and taking action, but more can and should be done to ensure the safety of our customers.

Besides ensuring the safety of existing customers, promoting safe space will also help attract new riders into the MTA system.

To effectively support the safety of our current and potential customers, all facets of MTA's structure must consider safe space.

Furthermore, because safe space is a society-wide issue that MTA cannot solve alone, it is important that MTA give safe space continuing attention.

WE, THEREFORE, MOVE that the Board instruct the CEO to:

Task Force

1. Formalize a multi-departmental Safe Space Task Force, including but not limited to the Communications, Community Relations, Ethics, Human Resources, Information Technology, Operations, Security, and Planning departments.

Community Input

2. Convene a community roundtable on issues of safe space and sexual harassment to better connect MTA with its customers and inform MTA's response to these issues.
3. Work with the American Public Transportation Association (APTA) to review national and international best practices for safe space in transit.

External Policy

4. Update the MTA Customer Code of Conduct to explicitly prohibit unwanted sexual attention and identity-based harassment.
5. Partner with an appropriate local agency or agencies to provide a non-law enforcement support option for victims.

Internal Policy

6. In partnership with an appropriate local agency or agencies, review training guidelines for all MTA staff and contract public safety personnel to ensure that staff is properly trained to respond in cases of unwanted sexual attention, including those in which a minor is involved.
7. Utilizing no. 2 and no. 3, review station, bus stop, and transit vehicle design guidelines to ensure customer safety is taken into account.

Board Reporting

8. Report to the Board on all the above on a quarterly basis beginning with the April 2015 Board cycle.

###



Board Report

File #: 2016-0100, **File Type:** Oral Report / Presentation

Agenda Number: 51.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016**

RECEIVE oral report on **Citizens' Advisory Council (CAC) and Recognition of Judge Harry Pregerson and Friends 4 Expo Transit as the 2015 CAC Person of the Year and CAC Organization of the Year.**

DISCUSSION

CAC to provide a verbal update / quarterly report to the Executive Management Committee, and include the presentations to honorees at this time.

Prepared by: Danielle Valentino, Community Relations Manager,
Community and Municipal Affairs, (213) 922-1249

Ann Kerman, DEO, Community Relations, (213) 922-7671

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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metro.net

Metro Citizens' Advisory Council

FY2016 Work Plan

1) Fiscal Responsibility:

Metro Staff: Nahili Aluja & Conan Cheung (Budget) / David Sutton (TAP Card) / Jon Hillmer (Service Development)

Objective: Recommends that Metro achieves the required minimum of the required 33% farebox recovery.

Opportunities for improvement and future meetings topics:

- Fares and Yearly budget (with as needed updates)
- TAP Card/ Improving the ease of use of TAP card
- Follow-up APTA Peer Review on Fare Restructuring & Service Policy Committee
- Cost of Fare Collection
- Request Service Sector reports and analysis; Duplication of existing service
- Maintenance of Existing system

2) Customer Service and Communications:

Metro Staff: Paulette Tonilas/Ann Kerman (Communications) / Daniel Levy (Title VI & ADA)

Objective: Create a positive and user-friendly environment for current and future users as a viable alternative to private automobiles.

Opportunities for improvement and future meetings topics:

- Way Finding Signage
- Update on Access Services
- Update on Title VI
- Public-Private partnerships for restroom facilities

3) Safety and Security:

Metro Staff: Duane Martin (Transit Security) / Karen Gorman (Transit Court & Code of Conduct)

Objective: Measure and assess the effectiveness of the security and safety of the Metro System

Opportunities for improvement and future meetings topics:

- Fare Evasion
- Update on Transit Court
- Update on Code of Conduct
- Quality of Life

FY2016 Work Plan (continued)

4) Strategic Planning:

Metro Staff: Renee Berlin/David Yale

Objective: CAC advise to best allocate resources to accomplish Strategic Planning goals.

Opportunities for improvement and future meetings topics:

- Measure R implementation
- Long Range Transportation Planning for Future Corridors
- Union Station Master Plan
- Long Range Funding opportunities (such as Public Private Partnerships)

5) Transit Operations:

Metro Staff: Bruce Shelburne (Rail); Jon Hillmer (Bus)

Objective: Create a positive and user-friendly environment for current and future users as a viable alternative to private automobiles.

Opportunities for improvement and future meetings topics:

- Blue Line Modernization/Quality of Life
- **Bus and Rail Interface**
- **First-Last Mile Connections (Active Transportation)**
- Transit Oriented Communities
- Zero Emission Buses
- Ridership Numbers and Trends
- Innovation Opportunities to Increase Ridership

6) CAC Internal Operations

Objective: Stay relevant and make substantive improvements to Metro.

Opportunities for improvement and future meetings topics:

- Recruitment
- Meeting attendance
- By-laws review



Board Report

File #: 2016-0118, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 53.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016**

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

A. AB 1591 (Frazier) - Transportation Funding SUPPORT

B. AB 620 (Hernandez) - Metro ExpressLanes NEUTRAL

ATTACHMENTS

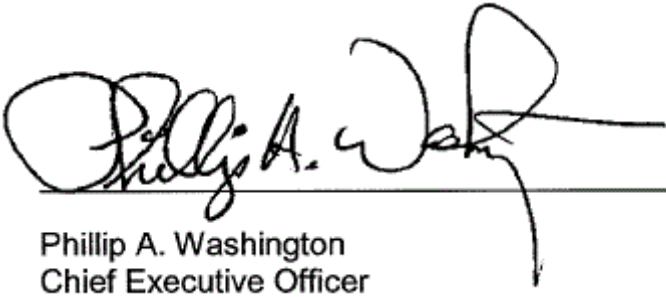
Attachment A - AB 1591 (Frazier) Legislative Analysis

Attachment B - AB 620 (Hernandez) Legislative Analysis

Prepared by: Michael Turner, Executive Director, Government Relations, State Affairs, (213) 922-2122

Desarae Jones, Administrator, Government Relations
(213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: AB 1591

AUTHOR: ASSEMBLY MEMBER JIM FRAZIER
(D- OAKLEY)

SUBJECT: TRANSPORTATION FUNDING

STATUS: REFERRED TO ASSEMBLY REVENUE AND TAXATION
COMMITTEE & TRANSPORTATION COMMITTEE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on AB 1591 (Frazier).

ISSUE

This bill would increase several taxes and fees to fund various transportation programs. The bill could raise approximately \$8 billion per year.

Specifically, AB 1591 would:

- Increase the excise tax on gasoline by 22.5 cents per gallon and index the excise tax to increase based on the Consumer Price Index every three years. These funds, approximately \$3.3 billion per year would be split evenly between the state for highway maintenance purposes and local agencies for street and road repair purposes.
- Increase the diesel excise tax by 30 cents per gallon. This would generate approximately \$840 million per year and be allocated to trade corridors.
- Increase the vehicle registration fee by \$38. This would generate approximately \$1.25 billion and allocate these funds to road maintenance and rehabilitation projects.
- Impose a \$165 fee on electric vehicles. This would generate approximately \$16 million for road maintenance and rehabilitation.
- Require repayment of outstanding transportation loans.
- Increase the percentage of cap and trade funds allocated to the Transit and Intercity Rail Transit Capital Program from 10% to 20%.
- Allocate 20% of cap and trade funds, approximately \$400 million annually to trade corridors.
- Restore truck weight fees to the State Highway Account. This would provide approximately \$1 billion annually for state highway maintenance purposes.

DISCUSSION

Last year Governor Brown called the Legislature into Special Session to address transportation funding. Since that time, legislative leadership in both houses have discussed various ways to address this issue and have offered proposals on how to move forward. Senator Jim Beall, Chairman of the Senate Transportation and Housing Committee introduced SB 16 which could provide a significant source of funds for the maintenance needs of our county and cities partners. Assembly Transportation Committee Chairman Jim Frazier has introduced his proposal in AB 1591.

AB 1591 is a significant effort to address the maintenance needs of our transportation system and staff believes it is important to work with Chairman Frazier to address this challenge. Staff further believes that this bill may serve as a vehicle for a comprehensive transportation funding plan and in that context we believe it is appropriate to address broader needs that exist in the system Staff recommends that the Board support in principle the proposals in AB 1591 and work to support the development of a comprehensive state funding program.

California is also in the process of pursuing a Road User Charge pilot program through the California Transportation Commission. This effort is scheduled to be implemented on a demonstration basis in 2016. This is an important effort for the state and could create a long-term and sustainable funding system. In the meantime; however, it is appropriate to consider an increase in the excise tax as it is still the basic transportation funding system in our state.

Metro Government Relations will continue to work with the Chairman to support the proposal and to ensure its passage to support funding for LA County transportation initiatives.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal. If we are able to include a funding component for transit maintenance and system needs in this proposal it can potentially improve safety on our system.

FINANCIAL IMPACT

Staff has determined that with successful passage of this measure, funding for a variety of transportation improvements in the county could become available.

ALTERNATIVES CONSIDERED

Staff considered a neutral position however this would preclude us from working with the author to address the opportunities presented by the bill.

NEXT STEPS

Should the Board adopt staff's recommendation of SUPPORT, staff will work with the author to ensure the inclusion of transit funding as a priority, and support the measure's passage.

ATTACHMENT B

BILL: AB 620

AUTHOR: ASSEMBLY MEMBER ROGER HERNANDEZ
(D-LOS ANGELES)

SUBJECT: METRO EXPRESSLANES

STATUS: SENATE TRANSPORTATION AND HOUSING COMMITTEE

ACTION: NEUTRAL

RECOMMENDATION

Staff recommends that the Board of Directors adopt a NEUTRAL position on AB 620 (Hernandez) as amended.

ISSUE

AB 620 (Hernandez) addresses outreach efforts for the Metro ExpressLanes Low Income Assistance Program. In April 2015, the Metro Board of Directors adopted an OPPOSE position on AB 620 as introduced. The author has amended AB 620 which now would:

- Require LA Metro and Caltrans to continue to increase enrollment and participation in the Metro's current ExpressLanes Low Income Assistance Plan.
- Require LA Metro and Caltrans to report back to the Legislature on its efforts to improve the program by 2018.

DISCUSSION

As amended, AB 620 would require LA Metro and Caltrans to increase outreach efforts and continue to increase enrollment in the Low Income Assistance Program and report back to the State Legislature in 2018 on progress and performance of those efforts. Current law requires Metro to maintain a program that addresses equity issues associated with the ExpressLanes Program, and, that Metro work with affected communities and provides mitigation measures that include reduced toll charges and toll credits to commuters. Metro established the Low Income Assistance Program to address these issues.

Staff worked with Assembly Member Hernandez to address the language of the bill from the date of its introduction and shared information regarding the structure of Metro's existing program and discussed potential negative impacts from the bill. Overall, the goal of Metro's ExpressLanes program is to improve mobility for all commuters in the

two corridors in which the project is located. In the past year, staff has increased outreach and access to Metro ExpressLanes Low Income Assistance Program. Participation has increased by 32 percent in the last year, with over 8,000 participants enrolled in the program.

Staff was successful in communicating the Board adopted OPPOSE position on the bill to the author and State Legislature. Metro staff offered amendments to the bill that would effectively address the author's concerns with Metro's performance in implementing the Low Income Assistance Program that would not jeopardize or negatively impact the administration of that program and the ExpressLanes program overall. The author accepted Metro's proposed amendments and has since amended AB 620 to delete previous language and replace it with language that discusses efforts to increase outreach, and includes the one time reporting requirement in 2018.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify an impact to safety at Metro and have found that the measure has no negative impacts on safety.

FINANCIAL IMPACT

Staff has reviewed the legislation to identify fiscal impacts and has found that additional data is needed to quantify the impact of the legislation. Metro and Caltrans would experience additional costs to improve outreach for the program and prepare the required report.

ALTERNATIVES CONSIDERED

Staff has considered continuing to oppose the legislation due to previous Board direction. However, as amended, the measure does not significantly change the way the Low Income Assistance Program is currently administered.

NEXT STEPS

Should the Board decide to adopt a NEUTRAL position on this bill, staff will monitor the bill and work with the author to ensure that Metro's priorities are reflected in any future amendments and continue to keep the Board informed as this issue is addressed throughout the legislative session.

**Board Report**

File #: 2015-1790, **File Type:** Contract**Agenda Number:**

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016****SUBJECT: EMPLOYEE ASSISTANCE PROGRAM****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. PS62502297 with **ComPsych Corporation (ComPsych) to provide Employee Assistance Program (EAP) services** in the amount of \$44,386, thereby increasing the contract value from \$1,076,400 to \$1,120,786. This Contract Modification will also extend the period of performance for up to 3 months from April 1, 2016 to June 30, 2016.

ISSUE

Metro EAP is the program that promotes job effectiveness and productivity for all Metro employees and has a workforce focus designed to help employees and their family members cope with problems on the job and in the home.

The existing EAP service Contract No. PS62502297 with ComPsych will expire on March 31, 2016. In June 2015, an RFP for this service was issued. Although three proposals were received, none of them were found responsive to the requirements of the RFP. Therefore, Metro cancelled this procurement on November 18, 2015.

To avoid EAP service interruption, a contract modification is required to extend the period of performance and increase contract expenditure authority while the new procurement processes are completed.

DISCUSSION

Metro is committed to providing a safe and healthy work environment for its employees. The Employee Assistance Program is a business tool designed to help employees resolve personal or family concerns that could potentially impair their job performance. The program offers a friendly, accessible and confidential forum wherein licensed professionals identify stressors, explore behavioral changes, and provide support and resources that enable the employee to solve personal problems. Assistance includes child and elder care referrals as well as legal and financial guidance.

The program is a benefit available to all employees and their immediate family members on a voluntary basis, unless the employee is referred on a mandatory basis after a major violation of a Metro policy. Metro and its predecessor agencies have continuously provided an EAP since 1981.

EAP also serves as a resource to managers in dealing with employees experiencing personal problems affecting job performance, conduct, and reliability. EAP interventions act to reduce distress and provide the skills necessary to handle personal and work-related problems more effectively. This comprehensive service also includes crisis management counseling for traumatic events, including immediate intervention following serious bus and rail accidents, and other tragic events that could impact the Metro workforce.

Finally, EAP is a vital component of Metro's overall effort to comply with federal regulations governing the prevention of drug abuse and alcohol misuse in transit operations. Specifically, our EAP provider includes the mandated services of a Substance Abuse Professional (SAP) that are required when an employee tests positive for drugs or alcohol. The primary role of the SAP is to evaluate the employee and coordinate rehabilitation in order to ensure the safety of the traveling public.

DETERMINATION OF SAFETY IMPACT

The Metro Employee Assistance Program will provide the capability to support employees through challenges in multiple areas of their lives, ensuring job effectiveness and improved safety for our employees and patrons.

FINANCIAL IMPACT

Funding of \$44,386 for this contract modification is included in the FY16 budget in Cost Center 6240 (Talent Acquisition), Project 100001 (General Overhead).

Impact to Budget

These expenses will be allocated across overhead projects per the overhead allocation provisions set forth in the Federal Cost Allocation Plan approved by the FTA.

ALTERNATIVES CONSIDERED

Perform services in-house. This option is not a viable alternative because an in-house EAP program staffed by Metro employees could only provide a limited portion of the needed services and expertise. Contracted services of professionally certified counselors with diverse backgrounds and specializations would still need to be obtained by Metro if the subject services were brought in-house.

Difficulties would also be encountered in serving the multiple locations and large number of family members throughout the local geographic area, as well as overcoming employee concerns about confidentiality issues. Metro has no history or experience with an internal EAP. Metro would not only need to undertake costly recruitment and training of Metro staff to perform these services, but would also assume direct liability for any potential claims of malpractice. This is not a feasible alternative and therefore, is not recommended

NEXT STEPS

Upon Board approval, staff will execute Modification No. 4 with ComPsych under the current Contract No. PS62502297 to continue providing EAP services until the replacement contract begins.

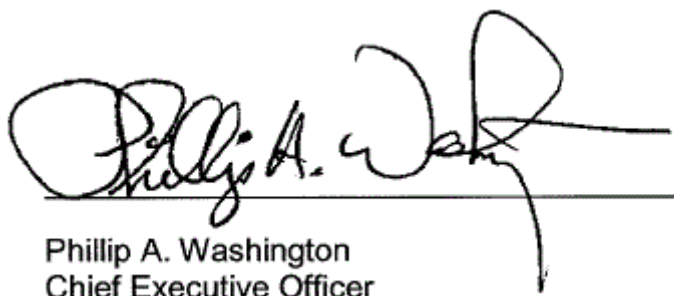
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Log
- Attachment C - DEOD Summary

Prepared by: Gabriela Hernandez, HR Analyst, (213) 922-4867

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383

Donald E. Ott, Executive Director, Employee/Labor Relations
(213) 922-8864



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

EMPLOYEE ASSISTANCE PROGRAM/PS62502297

1.	Contract Number: PS62502297		
2.	Contractor: ComPsych Corporation		
3.	Mod. Work Description: Additional Funding and Period of Performance Extension		
4.	Contract Work Description: Employee Assistance Program		
5.	The following data is current as of: 01/20/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/25/09	Contract Award Amount: \$986,400
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$90,000
	Original Complete Date:	9/30/15	Pending Modifications (including this action): \$44,386
	Current Est. Complete Date:	3/31/16	Current Contract Value (with this action): \$1,120,786
7.	Contract Administrator: Maria V. Lechuga		Telephone Number: (213) 922-7206
8.	Project Manager: Gabriela Hernandez		Telephone Number: (213) 922-4867

A. Procurement Background

This Board Action is to approve Modification No. 4 to be issued in support of the EAP for all Metro employees.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit price.

On June 25, 2009, the Board authorized staff to award a three-year contract, plus three one-year options, for Contract No. PS62502297 with ComPsych, in the total amount of \$986,400 to provide EAP services.

Three modifications have been executed to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate competition and cost analysis. The rates offered for the extension are the same as the existing fixed unit rates in the contract that were determined to be fair and reasonable based on adequate price competition as a result of the competitive procurement completed in 2009.

Proposal Amount	Metro ICE	Negotiated Amount
\$44,386	\$44,388	\$44,386

CONTRACT MODIFICATION/CHANGE LOG

EMPLOYEE ASSISTANCE PROGRAM/PS62502297

Mod. No.	Description	Date	Amount
1	SP-02 Browz Requirements deleted in its entirety	12/20/10	\$0
2	Extend period of performance from September 30, 2015 to December 31, 2015; add funds.	9/9/15	\$45,000
3	Extend period of performance from December 31, 2015 to March 31, 2016; add funds.	11/5/15	\$45,000
4	Extend period of performance from April 1, 2016 to June 30, 2016; add funds.	PENDING	\$44,386
	Modification Total:		\$134,386
	Original Contract:	6/25/09	\$986,400
	Total:		\$1,120,786

DEOD SUMMARY

EMPLOYEE ASSISTANCE PROGRAM / PS62502997

A. Small Business Participation

ComPysch Corporation made a 7.42% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. ComPysch Corporation’s current DBE participation is 4.18%, a shortfall of 3.24%. This project is 90.21% complete. ComPysch explained that DBE subcontractor, Sandra J. Edwards is semi-retired and is no longer working full-time reducing the level of effort originally listed. DBE subcontractor, World Printing’s scope of work was reduced because Metro did not require the level of services originally planned for program promotion.

For the pending modification, ComPsych made a commitment to increase World’s Printing’s scope of work by adding printing services on sports bottles, stress cubes, and sport bags. Based on ComPsych’s recovery plan, the overall DBE commitment will be met.

Small Business Commitment	7.42% DBE	Small Business Participation	4.18% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Sandra J Edwards	African American	4.80%	2.52%
2.	World’s Printing	African American	2.62%	1.66%
Total			7.42%	4.18%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

The Project Labor Agreement/Construction Careers Policy is not applicable to this project.



Board Report

File #: 2015-0544, **File Type:** Informational Report

Agenda Number: 55.

EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 18, 2016

SUBJECT: PROGRAM SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **cost benefit analysis and customer satisfaction survey results for the Employer Annual Pass Programs.**

ISSUE

In February 2015, Staff went to the Board requesting approval for a contract to provide program support for Metro's Employer Annual Pass Program (EAPP). FY14 the EAPP generated over \$6.2 million in revenue for Metro and serves over 900 businesses with 32,000 annual TAP cardholders. The Board was pleased with the program's growth, but denied approval of the new 10 year vendor support contract and instead approved to extend the current EAPP vendor support contract which will expire March 31, 2016. At that time, a motion by the Board was approved to direct the CEO to:

- A. Extend the current EAPP support vendor contract by 9 months, (which has been completed). This vendor contract will expire on March 31, 2016.
- B. Conduct a cost/benefit analysis of adding staff (full-time equivalent, non-contract, part-time, etc.) based on historical and projected growth rates of the program, including potential consequences if staffing levels are not consistent with program growth.
- C. Conduct a customer satisfaction survey of clients, including those that chose to no longer participate in the program. These surveys were completed in March 2015.
- D. Recommend an Employer Annual Pass Program staffing plan, including but not limited to bringing the program in house, contracting out entirely, or a hybrid approach.

DISCUSSION

Motion 5 (Solis and Garcetti) requested that staff conduct an analysis of historical and forecasted sales data and complete two customer satisfaction surveys. The summary results are described below.

Cost Benefit Analysis

Staff conducted an historical analysis for the sales and appointment setter functions of the EAPP process. This included sales, contract management and fulfillment functions and determined productivity levels of both historical and projected sales rates of EAPP.

A.1 Sales

A 5 year historical analysis of FY2011 - FY2015 averaged \$858,884 in sales per fiscal year per 6 Senior Account Executives (Sr. AEs). Currently 6 of the 7 allocated sales positions are filled. This breaks down into:

5 Year Historical Data (2011 - 2015) - Table 1

	Avg. New Revenue/6 Staff	Avg. Revenue/Year
Sr. AE Sales - New Revenue	\$115,950.13	\$695,701
Sr. AE Sales - Renewal Revenue	\$742,934.10	\$4,457,605
Total Sr. AE Revenue	\$858,884.23	\$5,153,305

Sales productivity ratios and Metro’s current annual sales reached \$7.7 million for FY15. The current staff configuration is as follows:

Hybrid Approach (Current) - Table 2

	Metro	As Needed	Contracted	Total
Sales	3	1	3	7
Appointment Setters	0	0	2	2
Contract Management	1	2	0	3
Fulfillment (5 TCU & 1 TAP Manager - Non Contract)	6	0	0	6
Management	2	0	0	2
Total	12	3	5	20

Historical data indicates an average increase of 22% over the last 5 years from FY11-FY15 in new sales revenue, 11% in worksites and a 14% increase in tap cards. The EAPP program grew 24% in sales from \$6.2 to 7.7 million in FY15. The EAPP program has demonstrated its ability to maintain business partnerships while sustaining a 75% annual renewal rate.

5 Year Historical Analysis Summary (2011 - 2015) - Table 3

	FY 11	FY 12	FY 13	FY 14	FY 15
Revenue	\$4,330,175	\$4,310,201	\$4,877,050	\$6,252,336	\$7,778,412
Worksites	754	953	873	977	844
Tap Cards	18,950	21,453	25,606	32,000	27,464

LACMTA Audit Management recently conducted a comprehensive audit of special fare programs, including the A-TAP, B-TAP and I-TAP programs. Complete audit results are pending; however, risk assessment measures have been put in place to maintain the integrity of the EAPP program.

Due to stronger governance and increased program risk management policies and procedures that were implemented prior the 2016 EEAP renewals, the EAPP program has experienced a 10% decrease from 75% to 65% for the 2016 program renewal. Staff expects to experience a 3% growth over the next two years. A 2 year forecast at 3% growth is illustrated below, provided the program parameters remain the same:

Current Statistics - Table 4

FY15 illustrates all new and renewing accounts as of December 31, 2015. A 35% decrease in revenue is a direct result of increased program management policies and procedures.

	FY 16	FY 17
Revenue	\$5,056,351.00	\$5,208,041.53
Worksites	473	487
Tap Cards	18,304	18,853.12

A.2 Sales Appointment Setters

Metro uses 2 appointment setters (AS) through a vendor contractor (Table 2, page 2). Based on historical data and projected sales data, each Appointment Setter averages a conversion rate of secured appointments into 88 sales per year.

B. Contract Management

Given historical productivity of 300 contracts per staff ratios, the EAPP currently has 1 Senior Account Executives (Sr. AE) and 2 As Needed to handle 900 contracts per year (Table 2, page 2).

C. Fulfillment

Currently Metro has 1 Tap Manager, 1 Lead TCU and 4 TCU agents in fulfillment (Table 2, page 2). This group transitioned to Metro from Xerox in the TCU binding arbitration in the past year. This group is too new to have much historical data to project from. Staff assumptions are that productivity

improvements will keep up with sales growth.

Recommended Staffing Plan

Below is a summary of the hybrid, in-house and contracted approaches. Complete staffing plan/cost analysis and cost center/project number summary and fare per boarding summary are attached as Exhibits A-G.

Staff conducted a cost benefit analysis of 5 scenarios. Analysis includes a hybrid approach with current staff, in-house approach with current staff, contract out approach with current staff and an in house approach with 3 FTEs.

1. Hybrid Approach with Current Staff

	Annualized Cost	Staff Count
Program Support Vendor (Inland Transportation Service)	\$683,074.00	5
Metro FTE (Non Contract)	\$1,165,952.03	7
Metro TCU (Union)	\$481,832.00	5
As Needed/ELTP	\$135,976.76	3
Total Annual Cost	\$2,466,834.79	20

2. In House Approach with Current Staff

	Annualized Cost	Staff Count
Metro FTE (Non Contract)	\$1,761,924.03	12
Metro TCU (Union)	\$481,832.00	5
As Needed/ELTP	\$135,976.76	3
Total Annual Cost	\$2,379,732.79	20

3. Contract Out Approach with Current Staff

	Annualized Cost	Staff Count
Total Annual Cost	\$2,129,746.40	20

*Metro TCU employees cannot be contracted out - Violates TCU Binding Arbitration of 2014.

4. In House Approach with 5 As Needed

	Annualized Cost	Staff Count
Metro FTE (Non Contract)	\$1,165,952.03	7

Metro TCU (Union)	\$481,832.00	5
As Needed/ELTP	\$400,721.76	8
Total Annual Cost	\$2,048,505.79	20

5. In House Approach with 3 FTEs

	Annualized Cost	Staff Count
Metro FTE (Non Contract)	\$1,564,532.03	10
Metro TCU (Union)	\$481,832.00	5
As Needed/ELTP	\$135,976.76	3
Total Annual Cost	\$2,182,340.79	18

At this time Staff is not recommending any new actions to increase staff or bring staff in house. Audit Management is currently conducting a comprehensive audit of all special fare programs, including A-TAP, B-TAP and I-TAP. Program suggestions and modifications are pending audit results.

Customer Satisfaction Survey Results - Current and Former Participants

The customer satisfaction survey for our current participants indicated very high levels of satisfaction in all three functional areas of sales, contract management and fulfillment within Metro Commute Services. On a scale of 1-10, with 1 being very poor and 10 being excellent, Sales Representatives scored an 8.86, Contract Management scored 8.60 and Fulfillment Representatives scored an 8.36.

Former participants indicated that the main reasons for not continuing participating was due to 1) not having enough employees to participate (47.22%) and; 2) not enough interested employees (11.11%).

Highlights of the survey are listed below. Complete survey is attached as Exhibit H-I. Surveys were conducted prior to the implementation of program safeguards which lessened the number of actual 2016 renewals.

- 98% plan to renew their contract with Metro next year
- 98% would recommend the program to other employers
- 92.2% of the employers who enrolled said their number one reason was because BTAP is a great benefit for their employees
- 86% of employers agree that their employees began taking public transit because of BTAP

DETERMINATION OF SAFETY IMPACT

These programs do not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this request will have no impact on safety.

Impact to Budget

The funding source for the Employer Annual Pass Programs is Enterprise Fund operating revenues. The source of funds for this action, operating revenues, is eligible to fund bus and rail operating and expenditures.

The average annualized impact for boarding's, revenue and fare per boarding for the B-TAP and A-TAP programs for the 2014 - 2015 calendar year are as follows:

- B-TAP
 - Boarding's: 14,309,711
 - Revenue: \$5,496,260
 - Average fare per boarding: \$0.38

- A-TAP
 - Boarding's: 753,640
 - Revenue: \$2,104,468
 - Average fare per boarding: \$2.79

The current average agency wide fare per boarding is \$.76; however, the B-TAP program is \$.38. Even though progress has been made, the issue of revenue neutrality still needs to be addressed.

NEXT STEPS

Upon completion of Audit Managements comprehensive evaluation of the Special Fares programs, Staff will report back to the Board with necessary proposed changes and new program developments such as residential, Universal Pass and affordable housing. At that time, Staff may request the addition of FTE staff in lieu of renewing a vendor contract which will save the agency approximately \$700,000. Final agency savings will be dependent on the number of additional FTE(s) required for program support.

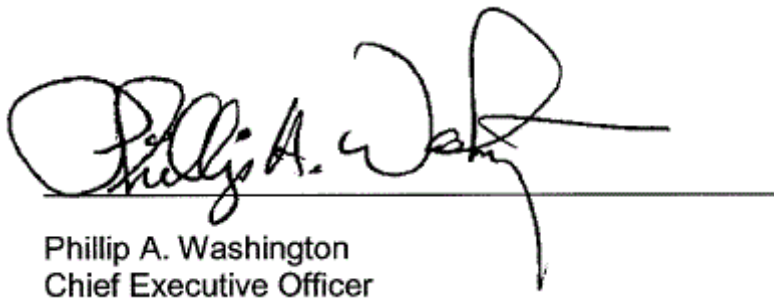
ATTACHMENTS

- | | | |
|-----|--------------|--|
| 1. | Attachment A | Total Annualized Cost Summary |
| 2. | Attachment B | Detailed Annualized Cost Hybrid Approach |
| 3. | Attachment C | Detailed Annualized Cost In House Approach |
| 4. | Attachment D | Detailed Annualized Cost Contract Out Approach |
| 5. | Attachment E | Cost Center Project Number Labor Charges Summary |
| 6. | Attachment F | Staffing Analysis |
| 7. | Attachment G | Fare Per Boarding July 2014 to June 2015 |
| 8. | Attachment H | Current Participation Customer Survey |
| 9. | Attachment I | Former Participation Customer Survey |
| 10. | Attachment J | Board Report item 3 Dated 2.18.15 |
| 11. | Attachment K | Solis & Garcetti Motion 5 |
| 12. | Attachment L | Recap of Proceedings Item 5 Dated 2.26.15 |

- 13. Attachment M Board Report Item 20 Dated 2.20.2003
- 14. Attachment N Departmental Organizational Chart

Prepared by: Jocelyn Felicano, Senior Account Executive (213) 922-3895
Vanessa Adlawan-Rodriguez, Senior Account Executive (213) 922-7468

Reviewed By: Pauletta Tonilas, Chief Communications Officer



Phillip A. Washington
Chief Executive Officer

**TOTAL ANNUALIZED COST SUMMARY
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS**

ATTACHMENT A

Hybrid Approach with Current Staff					
	Cost Per Staff	Staff Count	Total Annualized Cost	Cost % of Revenue	Annual Cost Per Rider
Director of MCS (FTE/Fully Burden)	\$ 254,912.03	1	\$ 254,912.03	3.44%	\$ 9.51
Communication Manager (FTE/Fully Burden)	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
SR. Account Executive (FTE/Fully Burden)	\$ 132,860.00	4	\$ 531,440.00	7.18%	\$ 19.82
Tap Manager (Fully Burden)	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
Tap Lead Agent (FTE/Fully Burden)	\$ 106,600.00	1	\$ 106,600.00	1.44%	\$ 3.98
Tap Agent (TCU/Fully Burden)	\$ 93,808.00	4	\$ 375,232.00	5.07%	\$ 14.00
ELTP	\$ 41,600.00	1	\$ 41,600.00	0.56%	\$ 1.55
As Needed - SR. Account Executive	\$ 52,949.00	1	\$ 52,949.00	0.72%	\$ 1.97
As Needed- Administrative Analysis	\$ 41,427.76	1	\$ 41,427.76	0.56%	\$ 1.55
Program Support Vendor - Inland Transportation Services	\$ 136,614.80	5	\$ 683,074.00	9.23%	\$ 25.48
Total Staffing Cost	\$ 1,240,371.59	20	\$ 2,466,834.79	33.34%	\$ 92.01

In House Approach with Current Staff					
	Cost Per Staff	Staff Count	Total Annualized Cost	Cost % of Revenue	Annual Cost Per Rider
Director of MCS	\$ 254,912.03	1	\$ 254,912.03	3.44%	\$ 9.51
Communication Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
SR. Account Executive	\$ 132,860.00	7	\$ 930,020.00	12.57%	\$ 34.69
Appointment Setter	\$ 98,696.00	2	\$ 197,392.00	2.67%	\$ 7.36
Tap Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
Tap Lead Agent (TCU)	\$ 106,600.00	1	\$ 106,600.00	1.44%	\$ 3.98
Tap Agent (TCU)	\$ 93,808.00	4	\$ 375,232.00	5.07%	\$ 14.00
ELTP	\$ 41,600.00	1	\$ 41,600.00	0.56%	\$ 1.55
As Needed -SR. Account Executive	\$ 52,949.00	1	\$ 52,949.00	0.72%	\$ 1.97
As Needed Administrative Analysis	\$ 41,427.76	1	\$ 41,427.76	0.56%	\$ 1.55
Total Staffing Cost	\$ 947,540.76	20	\$ 2,379,732.79	28.71%	\$ 79.25

Recommendation -In House Approach with (3) FTE from ITS					
	Cost Per Staff	Staff Count	Total Annualized Cost	Cost % of Revenue	Annual Cost Per Rider
Director of MCS	\$ 254,912.03	1	\$ 254,912.03	3.44%	\$ 9.51
Communication Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
SR. Account Executive	\$ 132,860.00	7	\$ 930,020.00	12.57%	\$ 34.69
Tap Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
Tap Lead Agent (TCU)	\$ 106,600.00	1	\$ 106,600.00	1.44%	\$ 3.98
Tap Agent (TCU)	\$ 93,808.00	4	\$ 375,232.00	5.07%	\$ 14.00
ELTP	\$ 41,600.00	1	\$ 41,600.00	0.56%	\$ 1.55
As Needed -SR. Account Executive	\$ 52,949.00	1	\$ 52,949.00	0.72%	\$ 1.97
As Needed Administrative Analysis	\$ 41,427.76	1	\$ 41,427.76	0.56%	\$ 1.55
Total Staffing Cost	\$ 848,844.76	18	\$ 2,182,340.79	26.05%	\$ 71.89

**TOTAL ANNUALIZED COST SUMMARY
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS**

ATTACHMENT A

In House Approach with (5) As Needed from ITS					
	Cost Per Staff	Staff Count	Total Annualized Cost	Cost % of Revenue	Annual Cost Per Rider
Director of MCS	\$ 254,912.03	1	\$ 254,912.03	3.44%	\$ 9.51
Communication Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
SR. Account Executive	\$ 132,860.00	4	\$ 531,440.00	7.18%	\$ 19.82
Tap Manager	\$ 189,800.00	1	\$ 189,800.00	2.56%	\$ 7.08
Tap Lead Agent (TCU)	\$ 106,600.00	1	\$ 106,600.00	1.44%	\$ 3.98
Tap Agent (TCU)	\$ 93,808.00	4	\$ 375,232.00	5.07%	\$ 14.00
ELTP	\$ 41,600.00	1	\$ 41,600.00	0.56%	\$ 1.55
As Needed -SR. Account Executive	\$ 52,949.00	6	\$ 317,694.00	4.29%	\$ 11.85
As Needed Administrative Analysis	\$ 41,427.76	1	\$ 41,427.76	0.56%	\$ 1.55
Total Staffing Cost	\$ 848,844.76	20	\$ 2,048,505.79	24.24%	\$ 66.90

** 1 Metro FTE equates to 1.5 As Needed, requesting 3 FTEs equates to 5 (4.5 rounded up) As Needed

Contact Out Approach with Current Staff					
	Cost Per Staff	Staff Count	Total Annualized Cost	Cost % of Revenue	Annual Cost Per Rider
Director of MCS	\$ 201,458.40	1	\$ 201,458.40	2.72%	\$ 7.51
Communication Manager	\$ 150,000.00	1	\$ 150,000.00	2.03%	\$ 5.59
Tap Manager	\$ 150,000.00	1	\$ 150,000.00	2.03%	\$ 5.59
SR. Account Executive	\$ 112,500.00	8	\$ 900,000.00	12.16%	\$ 33.57
Appointment Setter	\$ 82,500.00	2	\$ 165,000.00	2.23%	\$ 6.15
Administrative Analysis	\$ 85,500.00	2	\$ 171,000.00	2.31%	\$ 6.38
Tap Lead Agent	\$ 85,280.00	1	\$ 85,280.00	1.15%	\$ 3.18
Tap Agent	\$ 76,752.00	4	\$ 307,008.00	4.15%	\$ 11.45
Total Staffing Cost	\$ 943,990.40	20	\$ 2,129,746.40	28.78%	\$ 79.43

** Metro TCU Employees cannot be contracted -violates TCU Binding Arbitration

**DETAILED ANNUALIZED COST - HYBRID APPROACH
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS**

Title	Estimated Salary	Hybrid Approach (Current)			Allocated Overhead (39.9%)	Cost per Staff	# of Positions	Total Cost
		Fringe NC 49.2%	Workers' Comp @ 7%	TCU 57.3%				
Director of MCS	\$ 134,305.60	\$ 66,078.36	\$ 940.14	\$ 53,587.93	\$ 254,912.03	1	\$ 254,912.03	
Communication Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00	
SR, Account Executive	\$ 70,000.00	\$ 34,440.00	\$ 490.00	\$ 27,930.00	\$ 132,860.00	4	\$ 531,440.00	
Tan Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00	
Tan Lead Agent	\$ 52,000.00	\$ 29,796.00	\$ 4,056.00	\$ 20,748.00	\$ 106,600.00	1	\$ 106,600.00	
Tan Agent	\$ 45,760.00	\$ 26,220.48	\$ 3,569.28	\$ 18,256.24	\$ 93,808.00	4	\$ 375,232.00	
ELTP (\$20/hr.)	\$ 41,600.00	\$ -	\$ -	\$ -	\$ 41,600.00	1	\$ 41,600.00	
As Needed -SR, Account Executive (30 wk./1560 yr./\$33.94 hr.)	\$ 52,949.00	\$ -	\$ -	\$ -	\$ 52,949.00	1	\$ 52,949.00	
As Needed -Administrative Analysis (30 wk./1560 yr./\$26.56 hr.)	\$ 41,427.76	\$ -	\$ -	\$ -	\$ 41,427.76	1	\$ 41,427.76	
Total						15	\$ 1,783,760.79	
Contract Annual Cost						5	\$ 683,074.00	
Avg. Cost/5 Staff							\$ 136,614.80	
Total Annualized Cost with Current Staff							\$ 683,074.00	
Program Support Vendor (Inland Transportation Services)					\$ 1,165,952.03		\$ 1,165,952.03	
Metro FTE					\$ 481,832.00		\$ 481,832.00	
Metro TCU					\$ 135,976.76		\$ 135,976.76	
As Needed					\$ 2,466,834.79		\$ 2,466,834.79	
Total Annual Cost							\$ 2,466,834.79	

**DETAILED ANNUALIZED COST - IN HOUSE APPROACH
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS**

In House Approach with Current Staff									
Title	Estimated Salary	Fringe NC 49.2% & TCU 57.3%	Workers' Comp @ 7% & TCU 7.8%	Allocated Overhead (39.9%)	Cost per Staff	# of Positions	Total Cost		
Director of MCS	\$ 134,305.60	\$ 66,078.36	\$ 940.14	\$ 53,887.93	\$ 254,912.03	1	\$ 254,912.03		
Communication Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Sr. Account Executive	\$ 70,000.00	\$ 34,440.00	\$ 490.00	\$ 27,930.00	\$ 132,860.00	7	\$ 930,020.00		
Appointment Setter	\$ 52,000.00	\$ 25,584.00	\$ 364.00	\$ 20,748.00	\$ 98,696.00	2	\$ 197,392.00		
Tap Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Tap Lead Agent	\$ 52,000.00	\$ 29,796.00	\$ 4,056.00	\$ 20,748.00	\$ 106,600.00	1	\$ 106,600.00		
Tap Agent	\$ 45,760.00	\$ 26,220.48	\$ 3,569.28	\$ 18,258.24	\$ 93,808.00	4	\$ 375,232.00		
ELTP (\$20/hr.)	\$ 41,600.00	\$ -	\$ -	\$ -	\$ 41,600.00	1	\$ 41,600.00		
As Needed -SR Account Executive (30 wk./1560 yr./\$33.65 hr.)	\$ 52,949.00	\$ -	\$ -	\$ -	\$ 52,949.00	1	\$ 52,949.00		
As Needed -Administrative Analysis (30 wk./1560 yr./\$26.56 hr.)	\$ 41,427.76	\$ -	\$ -	\$ -	\$ 41,427.76	1	\$ 41,427.76		
Total						20	\$ 2,379,732.79		
Converting (3) Sr. Account Executive & (2) Appointment Setters to Metro FTEs from Vendor									
Total Annualize Cost with Current Staff									
Metro FTE	\$ 1,761,924.03								
Metro TCU	\$ 481,832.00								
As Needed	\$ 135,976.76								
Total Annual Cost	\$ 2,379,732.79								

Recommendation -In House Approach with only 3 FTE from IFS									
Title	Estimated Salary	Fringe NC 49.2% & TCU 57.3%	Workers' Comp @ 7% & TCU 7.8%	Allocated Overhead (39.9%)	Cost per Staff	# of Positions	Total Cost		
Director of MCS	\$ 134,305.60	\$ 66,078.36	\$ 940.14	\$ 53,887.93	\$ 254,912.03	1	\$ 254,912.03		
Communication Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Sr. Account Executive	\$ 70,000.00	\$ 34,440.00	\$ 490.00	\$ 27,930.00	\$ 132,860.00	7	\$ 930,020.00		
Tap Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Tap Lead Agent	\$ 52,000.00	\$ 29,796.00	\$ 4,056.00	\$ 20,748.00	\$ 106,600.00	1	\$ 106,600.00		
Tap Agent	\$ 45,760.00	\$ 26,220.48	\$ 3,569.28	\$ 18,258.24	\$ 93,808.00	4	\$ 375,232.00		
ELTP (\$20/hr.)	\$ 41,600.00	\$ -	\$ -	\$ -	\$ 41,600.00	1	\$ 41,600.00		
As Needed -SR Account Executive (30 wk./1560 yr./\$33.65 hr.)	\$ 52,949.00	\$ -	\$ -	\$ -	\$ 52,949.00	1	\$ 52,949.00		
As Needed -Administrative Analysis (30 wk./1560 yr./\$26.56 hr.)	\$ 41,427.76	\$ -	\$ -	\$ -	\$ 41,427.76	1	\$ 41,427.76		
Total						18	\$ 2,182,340.79		
**Converting only (3) Sr. Account Executives & (0) Appointment Setters to Metro FTEs from									
Total Annualize Cost with 3 As Needed									
Metro FTE	\$ 1,564,532.03								
Metro TCU	\$ 481,832.00								
As Needed	\$ 135,976.76								
Total Annual Cost	\$ 2,182,340.79								

In House Approach with (5) As Needed									
Title	Estimated Salary	Fringe NC 49.2% & TCU 57.3%	Workers' Comp @ 7% & TCU 7.8%	Allocated Overhead (39.9%)	Cost per Staff	# of Positions	Total Cost		
Director of MCS	\$ 134,305.60	\$ 66,078.36	\$ 940.14	\$ 53,887.93	\$ 254,912.03	1	\$ 254,912.03		
Communication Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Sr. Account Executive	\$ 70,000.00	\$ 34,440.00	\$ 490.00	\$ 27,930.00	\$ 132,860.00	4	\$ 531,440.00		
Tap Manager	\$ 100,000.00	\$ 49,200.00	\$ 700.00	\$ 39,900.00	\$ 189,800.00	1	\$ 189,800.00		
Tap Lead Agent	\$ 52,000.00	\$ 29,796.00	\$ 4,056.00	\$ 20,748.00	\$ 106,600.00	1	\$ 106,600.00		
Tap Agent	\$ 45,760.00	\$ 26,220.48	\$ 3,569.28	\$ 18,258.24	\$ 93,808.00	4	\$ 375,232.00		
ELTP (\$20/hr.)	\$ 41,600.00	\$ -	\$ -	\$ -	\$ 41,600.00	1	\$ 41,600.00		
As Needed -SR Account Executive (30 wk./1560 yr./\$33.65 hr.)	\$ 52,949.00	\$ -	\$ -	\$ -	\$ 52,949.00	5	\$ 264,745.00		
As Needed -Administrative Analysis (30 wk./1560 yr./\$26.56 hr.)	\$ 41,427.76	\$ -	\$ -	\$ -	\$ 41,427.76	1	\$ 41,427.76		
Total						20	\$ 2,048,505.79		
** 1 Metro FTE equates to 1.5 As Needed, requesting 3 FTEs equates to 5 (4.5 rounded up) As Needed									
Total Annualize Cost with 5 As Needed									
Metro FTE	\$ 1,165,952.03								
Metro TCU	\$ 481,832.00								
As Needed	\$ 400,721.00								
Total Annual Cost	\$ 2,048,505.03								

**DETAILED ANNUALIZED COST - CONTRACT OUT APPROACH
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS**

ATTACHMENT D

Annualized Vendor Cost (Current)		
Vendor (ITS)	Avg. Cost/5 Staff	# of Staff
	\$ 136,614.80	5
		Annual Cost
		\$ 683,074.00

*** Salary cost for 5 staff = \$ 364K base on board report ***
*** 50 % Variable Cost ***

	Contracting Out Approach with Current Staff			
	Salary per Staff	Operating cost of 50%	Cost per Staff	# of Staff
Director of MCS	\$ 134,305.60	\$ 67,152.80	\$ 201,458.40	1
Communication Manager	\$ 100,000.00	\$ 50,000.00	\$ 150,000.00	1
SR. Account Executive	\$ 75,000.00	\$ 37,500.00	\$ 112,500.00	8
Appointment Setter	\$ 55,000.00	\$ 27,500.00	\$ 82,500.00	2
Administrative Analysis	\$ 57,000.00	\$ 28,500.00	\$ 85,500.00	2
Tap Manager	\$ 100,000.00	\$ 50,000.00	\$ 150,000.00	1
Tap Lead Agent	\$ 46,000.00	\$ 23,000.00	\$ 85,280.00	1
Tap Agent	\$ 52,000.00	\$ 26,000.00	\$ 76,752.00	4
				20
				Annual Cost
				\$ 2,129,746.40

** Converting (5) Sr.AE , (3) Managers , (2) Administrative Analysis & (5) TCU from FTEs to Contractors**
** Metro TCU cannot be contracted - violates Binding Arbitration**

Total Annualize Cost (Current)	\$ 2,129,746.40
Total Annual Cost	\$ 2,129,746.40

**COST CENTER/PROJECT NUMBER LABOR CHARGE SUMMARY
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAM**

ATTACHMENT E

	Cost Center	Project/Task (85%)	Project/Task (15%)
Metro FTEs (Non Contract)			
Director of MCS	7140	306006.01.002	300014.01.01
Communication Manager	7140	306006.01.002	300014.01.01
(4) SR. Account Executives	7140	306006.01.002	300014.01.01
Tap Manager	7140	306006.01.002	300014.01.01
Metro FTEs Union (TCU)			
Tap Lead Agent	7140	306006.01.002	300014.01.01
(4) Tap Agents	7140	306006.01.002	300014.01.01
As Needed			
ELTP	7140	306006.01.002	300014.01.01
As Needed SR. Account Executive (30 wk./1560 yr.)	7140	306006.01.002	300014.01.01
As Needed Administrative Analysis (30 wk./1560 yr.)	7140	306006.01.002	300014.01.01
Vendor (Inland Transportation Services)			
(2) Appointment Setters			
(3) SR. Account Executives			
	Labor	Non-Labor	Total Labor Charges
Hybrid Approach with Current Staff	\$ 1,447,459.85	\$ 1,019,374.93	\$ 2,466,834.79
	Labor and Non-Labor Charges for In House Approach		
	Labor	Non-Labor	Total Labor Charges
In House Approach with Current Staff	\$ 2,243,756.03	\$ 357,048.93	\$ 2,600,804.96
In House Approach with conversion of (3) FTE with no appointment setters	\$ 1,846,039.85	\$ 336,300.93	\$ 2,182,340.79
In House Approach with conversion of (5) As Needed	\$ 1,447,459.85	\$ 601,045.93	\$ 2,048,505.78

**STAFFING ANALYSIS RATIOS
PROJECT SUPPORT – EMPLOYER ANNUAL PASS PROGRAMS**

STAFFING ANALYSIS

Ratio based on 5 years (2011-2015)		
	Avg. New Revenue/6 Staff	Avg. Revenue/Year
Sr. AE Sales -New Revenue	\$ 115,950.13	\$ 695,701
Sr. AE Sales -Renewal Revenue	\$ 742,934.10	\$ 457,605
Total Sr. AE Revenue	\$ 858,884.23	\$ 5,153,305

Ratio based on 5 years (2010-2015)		
	Avg. Work Sites/3 Staff	Avg. Total Work sites/Year
Contract Management	293	880

Ratio based on 1 year (2014-2015)		
	Avg. Fulfillment/5 TAP Agents	Fulfillment/Year
Total Orders Received	886	4,428
Total Orders Processed	7,336	36,678

*Fulfillment historical data based on Metro TCU Binding Arbitration 2014

Ratio based on 1 year (2014-2015)		
	Avg./2 Appointments Setters	Calls/Year
Total Calls (67)/AS	16,214	32,428
Total Contacts (20)/AS	4,864	9,728
Total Secured Appointments(5)/AS	1,216	2,432
Avg. sales per year/ Appointment Setter	88	176

FARE PER BOARDING JULY 1, 2014 - JUNE 30, 2015
PROJECT SUPPORT - EMPLOYER ANNUAL PASS PROGRAMS

Fare per Boarding from July 1 2014 - June 30 2015

Per Boarding Report for ATAP /BTAP Only		Per Boarding Report for ATAP / BTAP / Youth On the Move	
Annualized impact		Annualized impact	
ATAP	753,640	ATAP	753,640
BTAP	14,309,711	BTAP	14,309,711
Youth On The Move (YOTM)	0	Youth On The Move	567,048
ATAP/BTAP (FY 15 riderships)	15,063,351	ATAP/BTAP/YOTM (FY 15 riderships)	15,630,399
Revenue from ATAP and BTAP	\$ 7,596,381	Revenue from ATAP and BTAP	\$ 7,600,728
Revenue from YOTM	\$ -	Equivalent revenue from YOTM (provided to users free per Board approval)	\$ 4,514,904
Total Revenue	\$ 7,596,381	Total Revenue	\$ 12,115,632
Average fare per boarding	\$ 0.50	Average fare per boarding	\$ 0.78

Per Boarding Report for BTAP Only	
Annualized impact	
BTAP (FY 15 riderships)	14,309,711
Revenue from BTAP	\$ 5,496,260
Average fare per boarding	\$ 0.38

Per Boarding Report for ATAP	
Annualized impact	
ATAP(FY 15 riderships)	753,640
Revenue from ATAP	\$2,104,468.00
Average fare per boarding	\$ 2.79

Revenue for FY15	
Atap	\$2,104,468.00
BTAP	\$ 5,496,260.00
Total Revenue for FY 15	\$ 7,600,728.00

Boardings for FY15	
Atap	753,640
BTAP	14,309,711
Total Revenue for FY 15	15,063,351

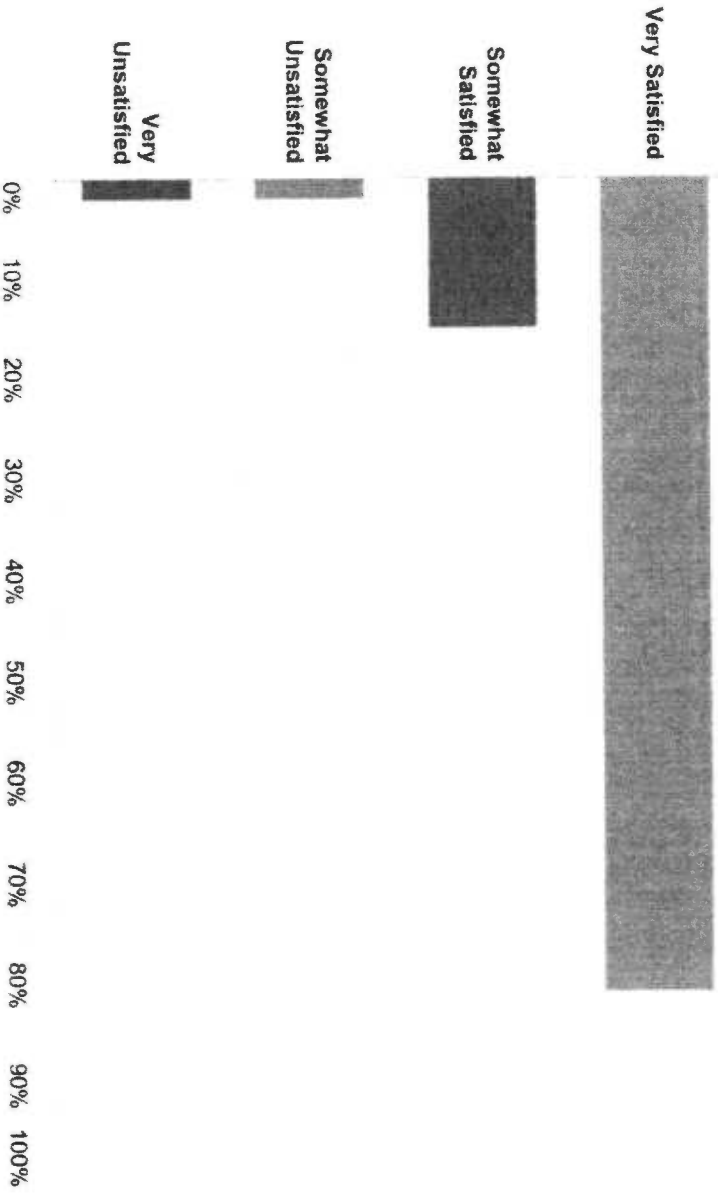
**METRO'S BTAP PROGRAM
2015 CUSTOMER SATISFACTION SURVEY**
Current Participants Only (N = 247)

ATTACHMENT H

PREPARED BY METRO RESEARCH MARCH 2015

Q4 How satisfied are you with the group rate BTAP program?

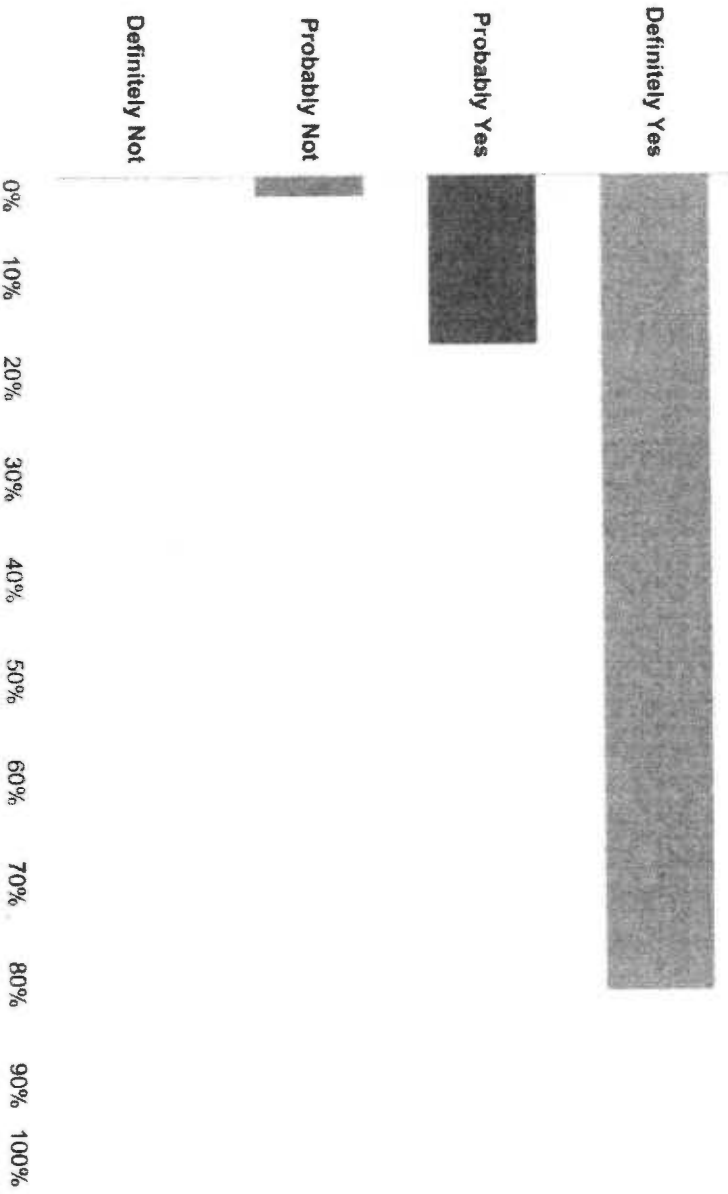
Answered: 247 Skipped: 1



Answer Choices	Responses	Count
Very Satisfied	80.97%	200
Somewhat Satisfied	14.98%	37
Somewhat Unsatisfied	2.02%	5
Very Unsatisfied	2.02%	5

Q5 Do you plan to renew your membership in BTAP next year?

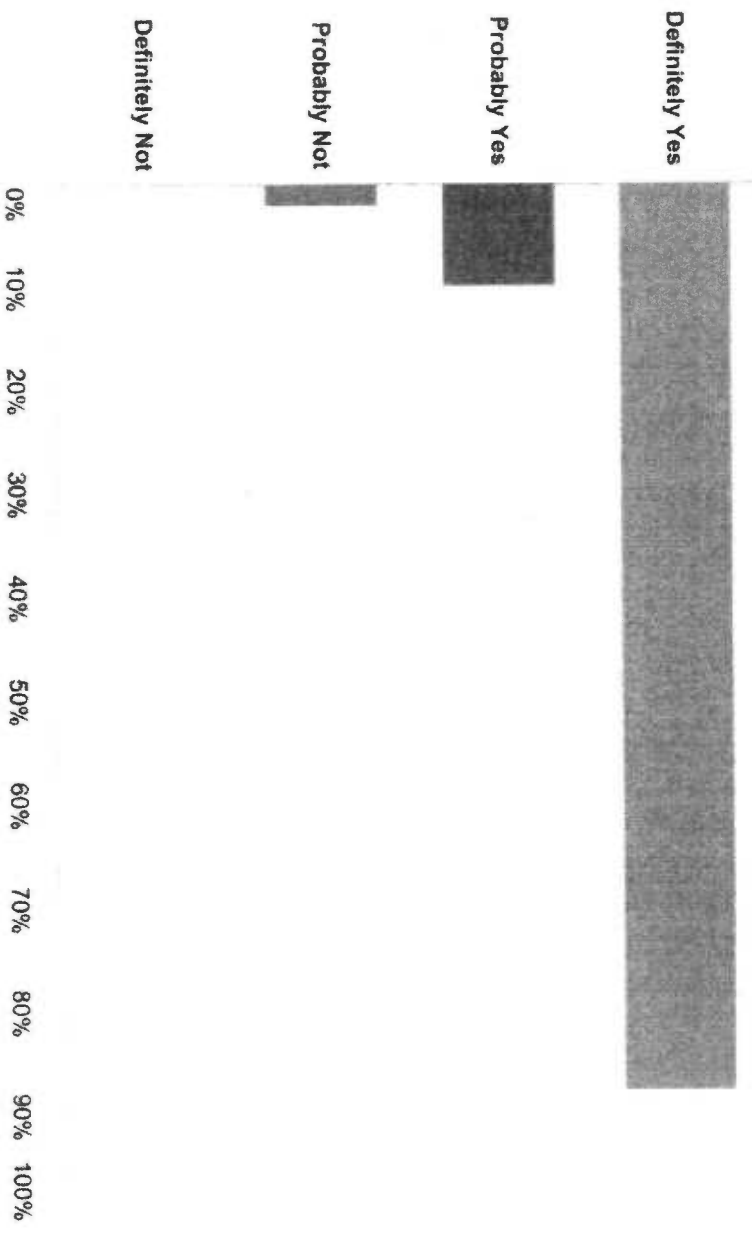
Answered: 247 Skipped: 1



Answer Choices	Responses
Definitely Yes	200
Probably Yes	42
Probably Not	5
Definitely Not	0

Q6 Would you recommend the BTAP program to other employers?

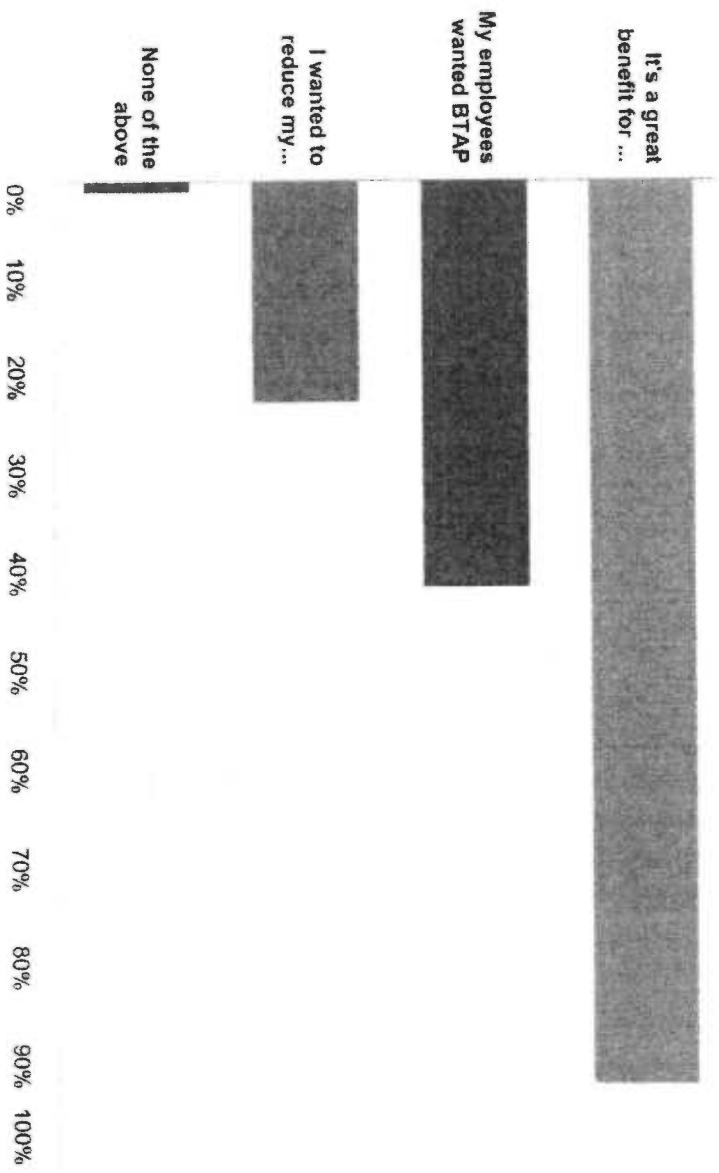
Answered: 247 Skipped: 1



Answer Choices	Responses
Definitely Yes	87.85%
Probably Yes	10.12%
Probably Not	2.02%
Definitely Not	0.00%

Q7 Which of these, if any, describe why you enrolled in the BTAP program? (check all that apply)

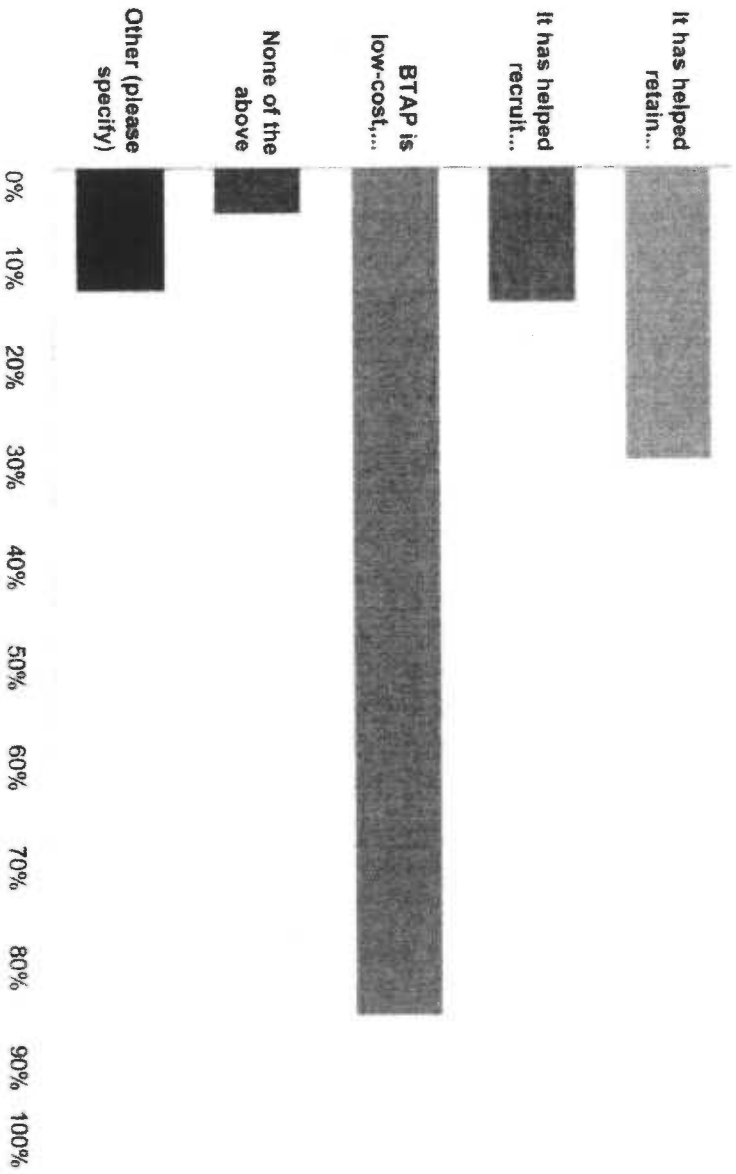
Answered: 245 Skipped: 3



Answer Choices	Responses
It's a great benefit for my employees	226 92.24%
My employees wanted BTAP	102 41.63%
I wanted to reduce my parking needs	56 22.86%
None of the above	3 1.22%

Q8 Which of these, if any, describe your experience with the BTAP program? (check all that apply)

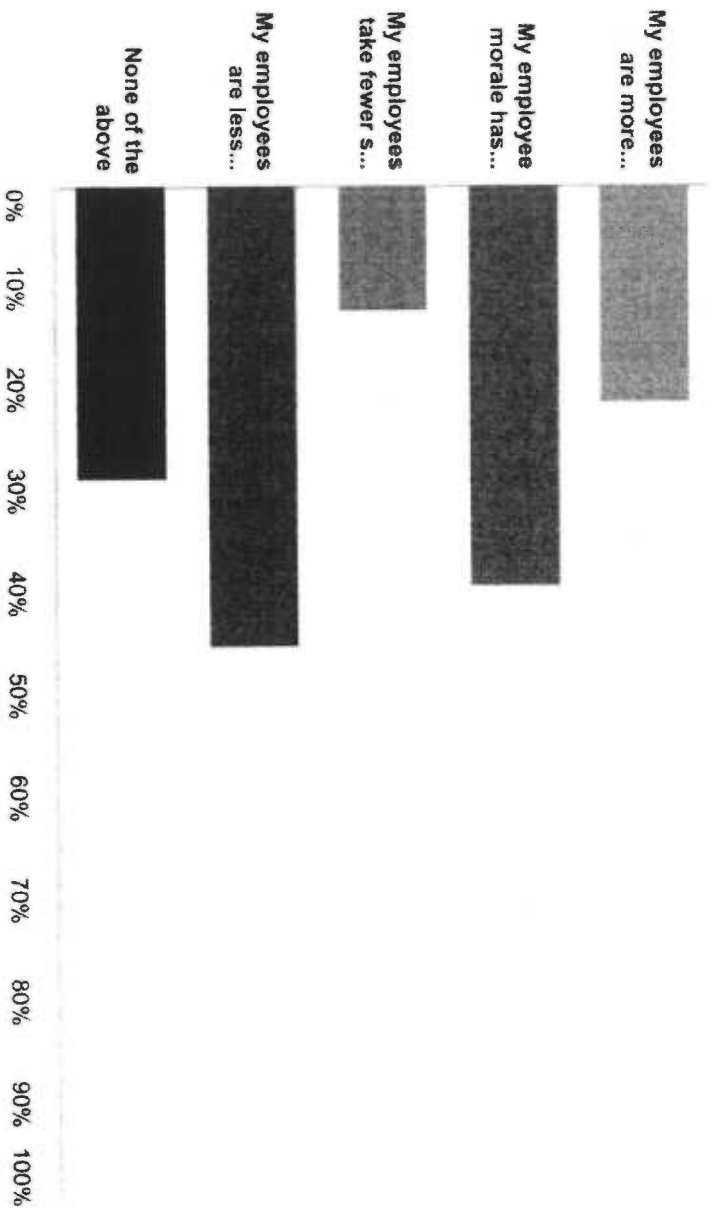
Answered: 245 Skipped: 3



Answer Choices	Responses
It has helped retain employees	72
It has helped recruit employees	33
BTAP is low-cost, high-value	208
None of the above	11
Other (please specify)	30

Q9 Which of these, if any, describe how the BTAP program has affected your employees? (check all that apply)

Answered: 243 Skipped: 5



Answer Choices	Responses
My employees are more productive	52 (21.40%)
My employee morale has improved	96 (39.51%)
My employees take fewer sick days now	30 (12.35%)
My employees are less stressed	110 (45.27%)
None of the above	70 (28.81%)

QUESTION 9 “OTHER” RESPONSES SUMMARIZED

“Encourages employees to try transit and learn to be transit riders”

“Helps employees save money”

“Supports environment which employees like”

“Incentive to increase transit”

“Huge rate hike hurt, but still good value”

“Metro is very convenient and fast”

“We are a clean air non-profit and the BTAP program advances our mission!”

“Active for the year, no need to reload monthly passes”

“Boosts employee morale knowing that they don't have to buy a bus pass”

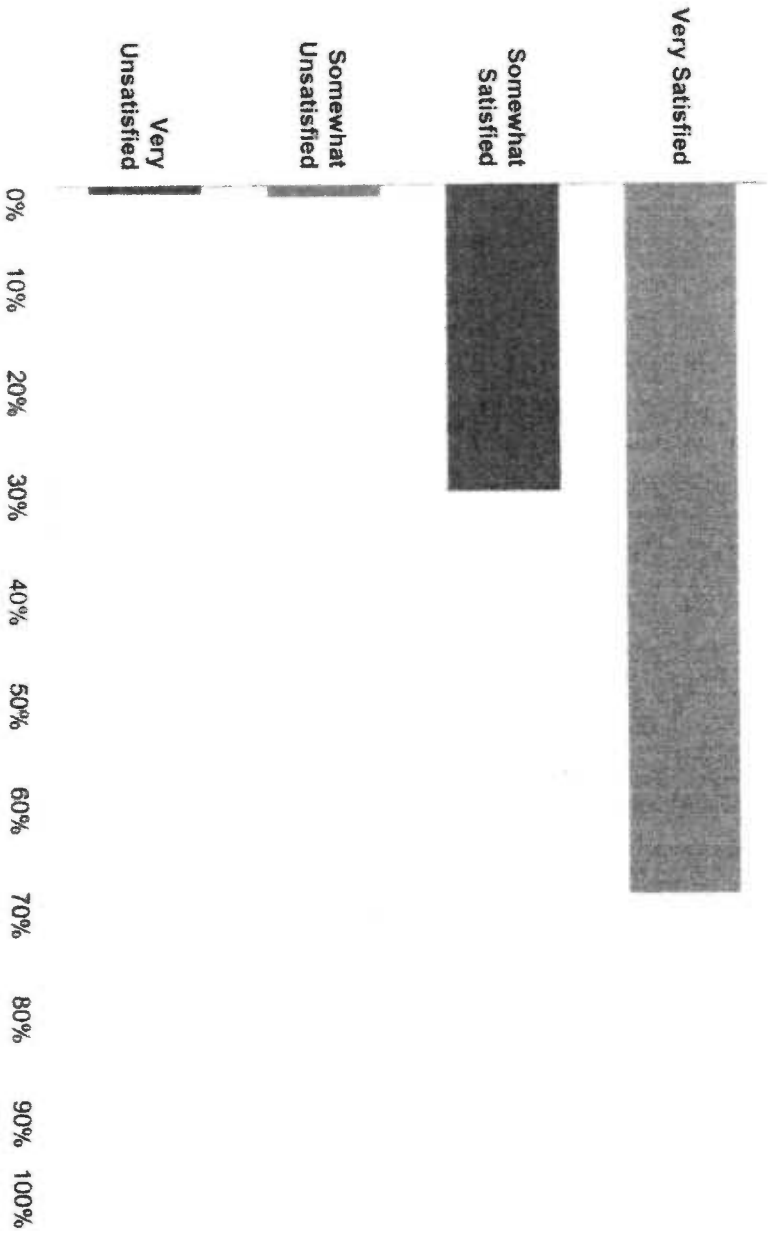
“Convenience”

“Hard to tell if it assists on retaining or recruiting, but we love it”

“It has helped the parking congestion in the building”

Q10 How satisfied are you and your employees with Metro Bus and Rail service?

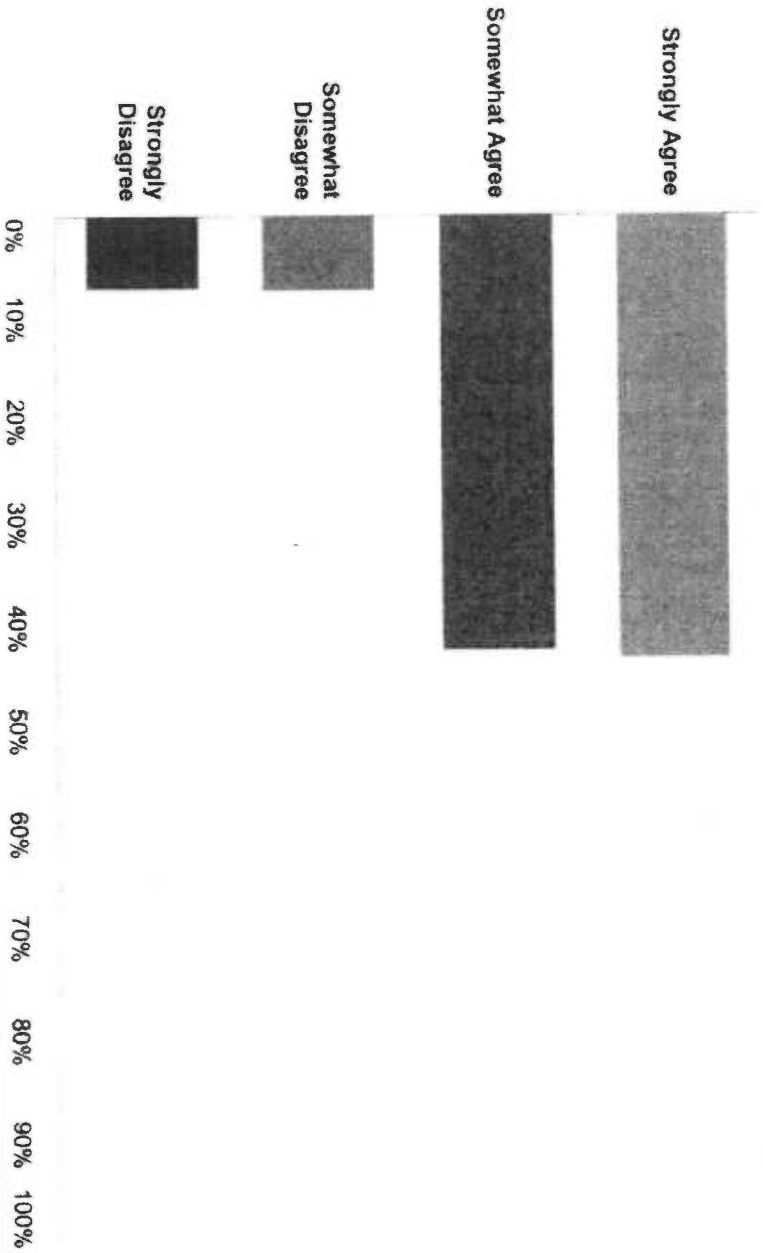
Answered: 243 Skipped: 5



Answer Choices	Responses
Very Satisfied	166
Somewhat Satisfied	72
Somewhat Unsatisfied	3
Very Unsatisfied	2

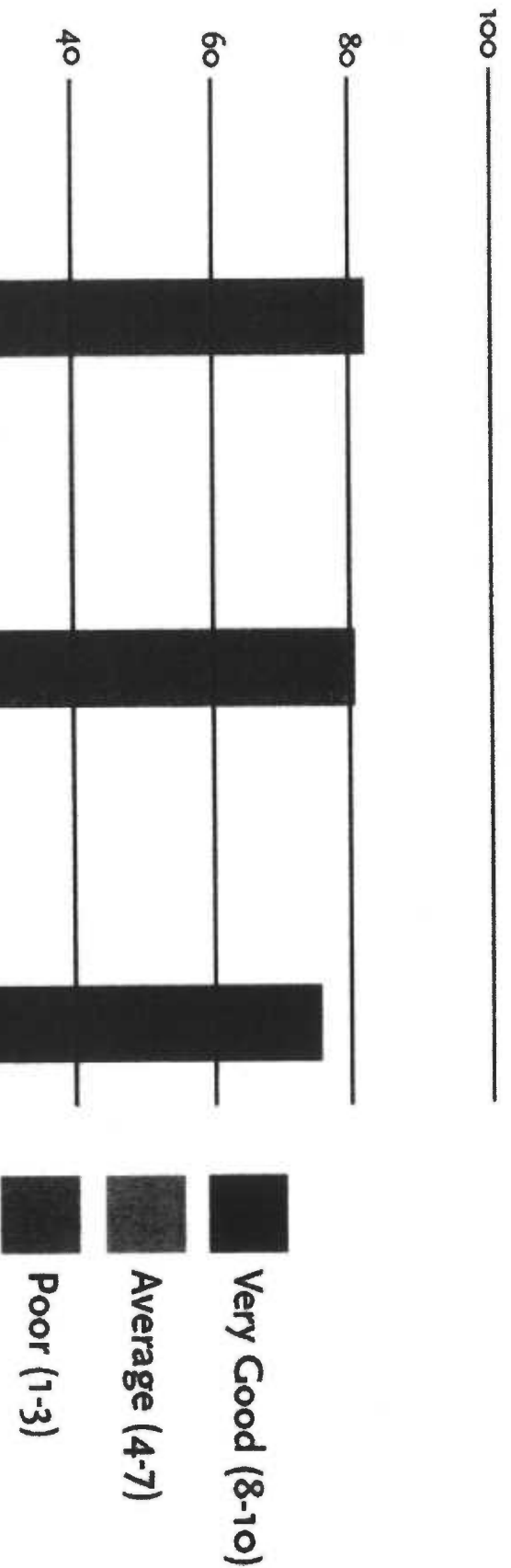
Q11 My employees started taking public transportation because of the BTAP program.

Answered: 243 Skipped: 5



Answer Choices	Responses
Strongly Agree	43.21% 105
Somewhat Agree	42.39% 103
Somewhat Disagree	7.41% 18
Strongly Disagree	7.00% 17

How would you rate the following Metro BTAP employees?



	1 (Very Poor)	2	3	4	5	6	7	8	9	10 (Excellent)	Total	Weighted Average
Sales Rep	1.24%	0.00%	0.83%	0.83%	3.73%	2.07%	8.30%	12.03%	15.77%	55.19%	241	8.86
	3	0	2	2	9	5	20	29	38	133		
MCS	1.66%	0.41%	0.83%	2.49%	1.66%	3.73%	8.30%	17.01%	19.09%	44.81%	241	8.80
	4	1	2	6	4	9	20	41	46	108		
Add/Cancel	1.25%	0.83%	1.25%	1.67%	5.42%	5.42%	10.00%	15.00%	18.33%	40.83%	240	8.36
	3	2	3	4	13	13	24	36	44	98		

WHAT DO YOU LIKE BEST ABOUT THE BTAP PROGRAM?

"A good benefit to the employees"

"AFFORDABLE"

"Affordable and convenient"

"Allows staff that already used transit to do so at a reduced price"

"Best Service"

"Beneficial to the working class"

"We are a clean air non-profit"

"Reduced employee stress from driving"

"Encouraged employees not to drive"

"Efficient and easy to do online"

"Great one time investment each year"

"Eases traffic congestion"

"Removes the need to reload passes each month"

"It is really great that a company of Metro's size would offer such a great deal"

"It is the #1 most useful benefit we can offer to our employees as a struggling small business. Majority of employees do not drive to the store now, partly as a result of their unlimited freedom to ride"



WHAT DO YOU LIKE LEAST ABOUT THE BTAP PROGRAM?

- “Minimum number of pass requirements”
- “Passes have to be paid in advance”
- “Adding new members to our plan takes too long”
- “Train delays”
- “Customer service is very poor and no one seems to have the knowledge to service the accounts”
- “Forms for the renewal process”
- “Getting someone on the phone is hard”
- “I don't like that Metro does not provide invoices upon request”
- “Not offered to employees dependents”
- “10 day waiting period to get cards”
- “Paperwork is difficult to complete”
- “Refunds extremely difficult to get if someone leaves”
- ***Nearly ½ of all customers stated “Nothing at all”, “Program is great”, “No problems”, etc for what they like least.

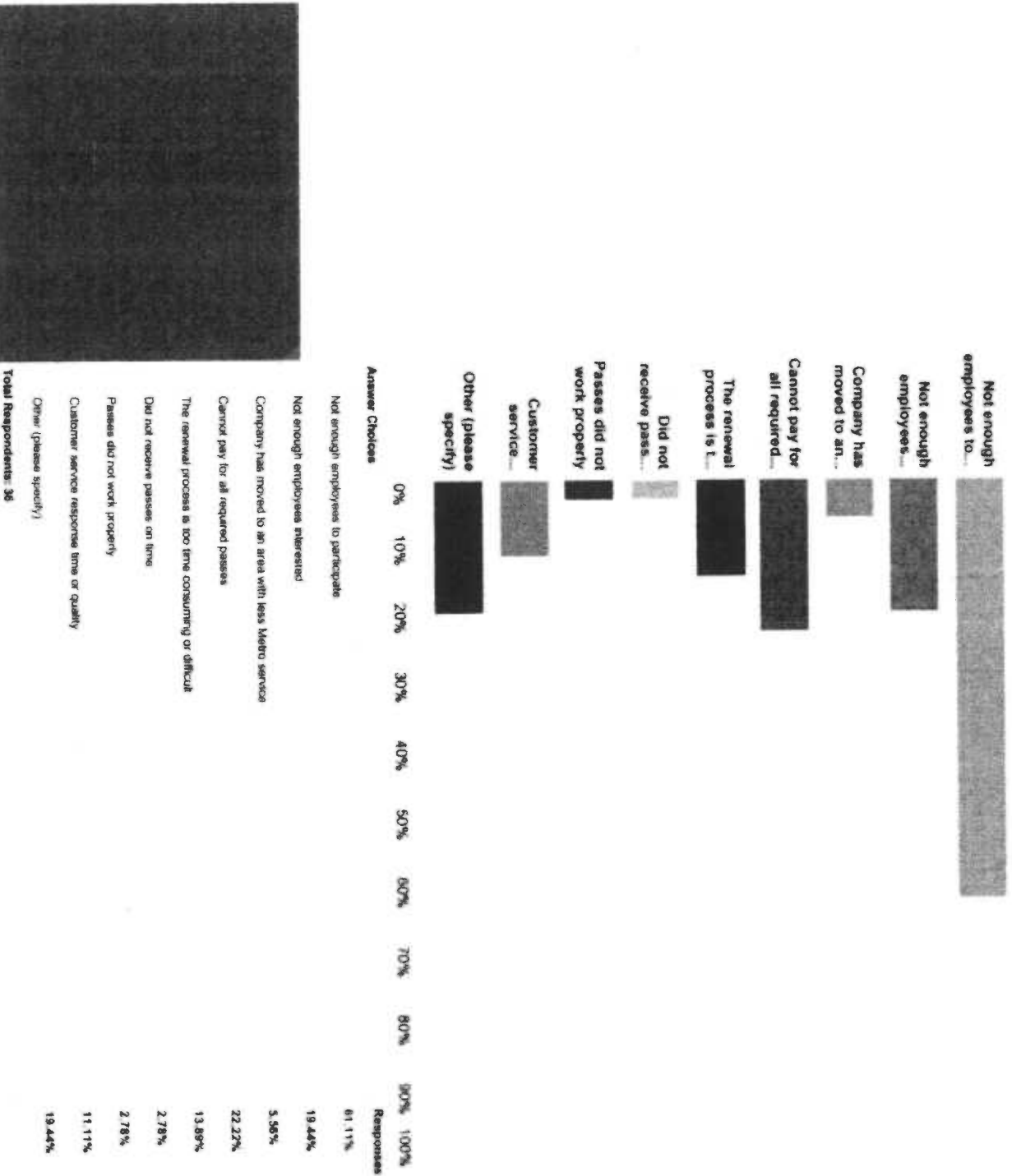
**METRO'S BTAP PROGRAM
2015 CUSTOMER SATISFACTION SURVEY**
Former Participants Only (N = 36)

ATTACHMENT 1

PREPARED BY METRO RESEARCH MARCH 2015

Q4 Why did you leave the BTAP program? (check all that apply)

Answered: 36 Skipped: 0



Q5 What is the MAIN reason you left the BTAP program? (check only one)

Answered: 36 Skipped: 0



DIFFERENCE BETWEEN CHECK ALL AND CHECK ONE

Reason For Leaving	Check all %	Check one %	% Change in Check All vs. Check One
Not enough employees to participate	61%	47%	43% ★
Not enough employees interested	19%	11%	0%
Company as moved to an area with less Metro service	6%	0%	14% 37%
Cannot pay for all required passes	22%	14%	6%
The renewal process is too time consuming or difficult	14%	6%	0%
Did not receive passes on time	3%	0%	3%
Passes did not work properly	3%	3%	11%
Customer service response time or quality	11%	3%	19%
Other	19%	17%	75% ★

The change in Check All vs. Check One column helps show which problems were minor compared to which problems were “deal breakers”. The lower the %, the less affected it was by the switch to “check one”. As you can see, the #1 reason participants left the program was rarely anything to do with BTAP customer service. Rather, it had to do with their company merely not being a good match for the program has a whole.

PLEASE PROVIDE ANY COMMENTS OR FEEDBACK THAT WILL HELP US IMPROVE THE BTAP PROGRAM:

"The program was great, but the requirement of the number of employees was to high; originally we needed 14 and then this year it doubled."

"Employees are set on paying the same rate from the first year, or at least close to it, but having it twice as much was too much to pay."

"I wish that BTAP will not have a limit instead have the discounted BTAP rates available to each employee without minimum limit of employees so that company like us can still afford to pay for our employees transportation even if there's only 2-3 employees"

"Too complicated"

"Open it up to smaller companies, priced prohibitive for small businesses."

"The BTAP program was a very beneficial program for us employees but the sharp increase in cost of the program since this year has made it an unaffordable option for our office which has very employees."

"The employees were very disappointed we could not renew, but they would no longer be employees of Sodexo, and we could not renew them."

"It is an excellent program, but having a \$4,000 minimum for an organization of 39 employees proved too expensive for us since we are non-profit. Please let us know if this changes. Thank you!"

"We'd like the program but it created additional work for the manager to keep track."

"We had approximately 7 participants whom were able to use this program extensively and were very grateful to have been a part of this incredible program."

"We would love to participate and offer this program to our employees, however we do not have 10 employees. We are a small business that would love to participate however we cannot due to your limitation. If you do change the minimum number required we would rejoin. Please consider lowering the number of required employees for next year so you can have more businesses participate."

"It is a great program however we would have more participation if the tap cards could be used for Dash, Metrolink and other transportation services. Thank you."

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**FINANCE, BUDGET & AUDIT COMMITTEE
FEBRUARY 18, 2015****SUBJECT: PROGRAM SUPPORT – EMPLOYER ANNUAL PASS PROGRAMS****ACTION: AWARD CONTRACT TO INLAND TRANSPORTATION SERVICES****RECOMMENDATION**

Authorize the Chief Executive Officer to award a ten-year firm fixed unit rate Contract No. PS189840071403371 to Inland Transportation Services, the highest rated proposer, for program support for the Employer Annual Pass Programs in an amount not to exceed \$6,374,722, inclusive of six, one-year options.

The contract amount consists of \$2,400,112 for the four-year base period, \$630,450 for the first option year, \$630,450 for the second option year, \$661,012 for the third option year, \$661,012 for the fourth option year, \$695,843 for the fifth option year, and \$695,843 for the sixth option year, for a combined total of \$6,374,722.

ISSUE

In FY03, the Board approved implementation of the Employer Annual Pass Programs, and Metro began outreach and sales of annual passes to employers. Sales have grown from \$314,000 in FY06 to over \$6 million this year.

An outside vendor has provided employer outreach and sales support for these programs since April 2010 under a contract awarded by the Board. As this contract is expiring, a new solicitation has been completed to replace it.

DISCUSSION

The Employer Annual Pass Programs generate over \$6 million in revenue for Metro and serve over 900 businesses with 32,000 annual TAP cardholders. Metro provides ridesharing commute assistance services to worksites in Los Angeles County with the objective of improving commuter mobility by reducing single occupant vehicle trips. Ridesharing is the alternative to driving to work alone and includes carpooling, vanpooling, taking transit, walking and bicycling to work. Metro Commute Services,

part of the Communications Department, provides rideshare commute assistance to businesses, and is responsible for promoting, selling and fulfilling the Employer Annual Transit Pass Programs. These include the Annual Transit Access Pass (A-TAP) and the Business Transit Access Pass (B-TAP), as well as other Board-approved special programs such as the Youth On the Move (YOTM) program to help foster youth aged 18-21 transition from foster care to independent living. There are several elements of services including:

- Identifying and targeting employers that would benefit from implementing a program at their worksite
- Scheduling one-on-one meetings to help employers develop a Transportation Demand Management (TDM) program including a transit pass program
- Meeting with potential new clients and securing annual sales contracts that must meet the A-TAP and B-TAP program policies and guidelines
- Executing, processing and managing all contracts and providing customer service assistance
- Assisting with special projects as needed to support the Employer Annual Transit Pass Programs

Metro has a staff of 7 non-contract FTEs working on these programs and has contracted out for additional staff needed since 2005. Currently, 5 additional staff from the vendor are working with Metro to service these 900 accounts. (5 union employees were recently added for TAP card fulfilment and processing as part of the TCU arbitration.) The most recent contract is with Inland Transportation Services and has been in place since April 17, 2010 and is expected to run through May 2015. This new 4-year procurement, with six one-year options, is to provide the required program support at the conclusion of the current contract.

DETERMINATION OF SAFETY IMPACT

These programs do not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this contract will have no impact on safety.

FINANCIAL IMPACT

The Employer Annual Pass Program currently brings in over \$6 million in revenue to Metro. The funding of \$683,000 for this service is included in the FY15 budget in cost center 7140, Marketing, under project number 405547, Task.01.09, Rideshare Services.

Since this is a multi-year contract/project, the cost center manager and Chief Communications Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The funding source for the Employer Annual Pass Programs is Enterprise Fund operating revenues. The source of funds for this action, operating revenues, is eligible to fund bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

1. Decline to award this contract to provide employer annual transit pass support services. This is not recommended because of the growth and success of the programs, which generate over \$6 million in revenue a year to Metro.
2. Add full time equivalents (FTEs) to provide additional resources to Metro's staff. This is not recommended because it would be more costly than the outsourced services and does not allow for flexibility to change work to meet the market's demands.

NEXT STEPS


Upon Board approval, execute a ten-year firm fixed unit rate, Contract No. PS189840071403371 to Inland Transportation Services by May 2015 so that program support for the Employer Annual Pass Programs can continue uninterrupted.

ATTACHMENTS

- A. Procurement Summary
- B. Funding/Expenditure Plan Sample
- C. Description of Annual Employer Transit Access Pass Program

Prepared by: April McKay, Director, Metro Commute Services
213-922-2290


Stephanie Wiggins
Executive Director
Vendor/Contract Management


Noelia Rodriguez
Chief Communications Officer


Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

PROJECT SUPPORT – EMPLOYER ANNUAL PASS
PROGRAMS/PS189840071403371

1.	Contract Number: PS189840071403371	
2.	Recommended Vendor: Inland Transportation Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 30, 2014	
	B. Advertised/Publicized: October 14, 2014	
	C. Pre-proposal/Pre-Bid Conference: November 6, 2014	
	D. Proposals/Bids Due: December 4, 2014	
	E. Pre-Qualification Completed: December 30, 2014	
	F. Conflict of Interest Form Submitted to Ethics: January 15, 2015	
	G. Protest Period End Date: February 25, 2015	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 1
6.	Contract Administrator: Tom Meng	Telephone Number: (213) 922-1074
7.	Project Manager: April McKay	Telephone Number: (213) 922-2290

A. Procurement Background

This Board Action is to approve Contract No. PS189840071403371 issued in support of Metro Commute Services Department. The Metro Commute Services Department is responsible for promoting, selling, contract processing and management, and fulfillment and customer service for the Employer Annual Pass Programs.

The scope of the contract has three tasks:

- Task 1 – Program Management. This is to ensure that the two Appointment Setters and Three Senior Account Executives are conducting their work in a professional and efficient manner.
- Task 2 – Setting Appointments. Contractor shall provide two Appointment Setters to call and arrange appointments for Employer Annual Pass Sales visits by the Senior Account Executives. Goals are established and monitored weekly.
- Task 3 – Employer Annual Pass Sales Support. Three Senior Account Executive positions in three areas: one for sales in the field full time; one for sales and special projects such as development of new programs for institutional, college, or residential projects; and one for contract management and sales, depending on the workload and market demand.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Unit Rate.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 3, 2014 clarified the date of the pre-proposal meeting.
- Amendment No. 2, issued on November 4, 2014 provided answers to proposers questions.
- Amendment No. 3, issued on November 17, 2014 provided answers to proposers questions, provided the insurance script and DEOD script presented at the pre-proposal meeting, and the pre-proposal meeting sign sheet.
- Amendment No. 4, issued on November 17, 2014 provided additional answers to proposers' questions.
- Amendment No. 5, issued on December 1, 2014 provided additional answers to proposers' questions.

The Pre-Proposal meeting was conducted on November 6, 2014. One proposal was received on December 4, 2014.

In accordance with Metro's Acquisition Policy in cases of a single proposal, staff conducted a survey of the firms attending the pre-proposal conference. As a result of the survey, staff discovered that two of the four firms that attended the pre-proposal conference intended to propose as prime contractors and the other two firms intended to participate as sub-contractors for the prime. Metro received one proposal accounting for two of the four firms. One of the firms that intended to participate as a subcontractor did not submit a proposal because the prime that they were working with did not submit a proposal. Staff followed up with these firms by phone calls and e-mails requesting the reason they did not submit a proposal. One firm did not submit a proposal because the work appeared to be a temporary agency labor contract. This left the remaining sub-contractor without a proposing prime contractor.

Based on the market survey performed, adequate competition exists because the solicitation was performed in an environment where all proposers believed that competition was available.

Staff also sent e-mails to all other firms that downloaded the proposal requesting information as to why they did not submit a proposal. No responses have been received.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro Commute Services and one person from Los Angeles World Airports Rideshare program was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

Minimum Requirements:

1. Three years of similar and directly related experience
 - a. The firm must have appointment-setting experience and business-to-business sales experience.
2. A letter of reference from at least two government agencies for which they have provided work as described in the Scope of Work.
3. Experience working with government agencies with a contract size larger than \$200,000 a year.

The firm that met the minimum requirements was then evaluated on the following criteria:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 20 percent |
| • Price | 30 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Firm Fixed Unit Rate Solicitations. Several factors were considered when developing these weights, giving the greatest importance to the price.

Inland Transportation Services (ITS), the incumbent, was the only proposer that responded to this solicitation. During the week of December 8, 2014 the PET met and scored the proposal received. The proposal addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed the firm's commitment to the success of the project. The ITS proposal received very high scores from all evaluators.

Qualifications Summary of Firms Within the Competitive Range:

Inland Transportation Services

The recommended firm, ITS, has been in business for 25 years and is a leader in the Transportation Demand Management field. ITS is the current service provider for Metro's Employer Rideshare and Annual Transit Pass Support programs and has provided satisfactory service. The ITS team is seasoned and professional and most have been working with Metro for several years. The SBE subcontractor has been a member of the ITS team since 2012, providing satisfactory services. The price is in alignment with the Independent Cost Estimate and their work plan and staffing plan meet the RFP's requirements. The following chart shows the PET's findings.

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	Firm: Inland Transportation Service				
3	Qualifications of the Firm	24.88	25.00%	99.50	1
4	Staffing/Project Organization	23.81	25.00%	95.25	1
5	Work Plan	19.40	20.00%	97.00	1
6	Price	30.00	30.00%	100.00	1
7	Total		100.00%	97.94	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on historical pricing, negotiations and comparison with the independent cost estimate. Therefore, since the prices are fair and reasonable, it is recommended that ITS be awarded the contract.

Cost negotiations conducted resulted in a cost reduction of \$84,020.52.

	Bidder/Proposer Name	Proposal Amount	Metro ICE	Negotiated amount or NTE
1	Inland Transportation Services	\$6,458,742	\$6,291,366	\$6,374,722

Prior to exercising any option years, a market survey and cost analysis will be performed to determine whether the price is fair and reasonable, and if it is in the best interest of Metro to exercise the options.

D. Background on Recommended Contractor

The recommended firm, ITS is located in Riverside, CA, and has been in business for 25 years and is a leader in the Transportation Demand Management (TDM) field. ITS is the current service provider for Employer Rideshare and Annual Transit Pass Support. Metro Commute Services states that the services provided by ITS since April 2005 have been satisfactory. The total contract amount awarded to date to ITS for these services is \$5,183,345.

ITS has a seasoned and professional TDM team. Most of the team members have been working with Metro for several years or longer and have a good working relationship with Metro staff and fully understand and perform their required tasks with expertise. The Van Stratten Group, Inc. is the Small Business Enterprise Sub-Contractor to ITS and has been a member of the ITS team since 2012, providing services to Metro Commute Services.

The Project Manager has 26 years' experience in managing award winning rideshare programs. In 2005, ITS entered into a five year Rideshare Program Support contract with Metro. In 2011, the contract was amended to include service promoting Metro's A and B-TAP programs to employers in Los Angeles County. Two senior account executive positions and two appointment setter positions were added to the contract and they have successfully provided Metro the scope of services outlined in the RFP.

ITS' current Employer Rideshare and Annual Transit Pass contract with Metro, Contract No. PS107140706 has expended \$2,773,334 against the total value of \$3,142,292.

E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Small Business Enterprise (SBE) goal for this solicitation. Inland Transportation Services exceeded the goal by making a 19.88% SBE commitment.

SMALL BUSINESS GOAL	15% SBE	SMALL BUSINESS COMMITMENT	19.88% SBE
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	DBE/SBE Subcontractors	% Committed
1.	The Van Stratten Group, Inc.	19.88%
	Total Commitment	19.88%

F. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

ATTACHMENT B

**PS189840071403371 Program Support - Employer Annual Pass Program
Funding/Expenditure Plan**

	Years 1 - 4 (no change)	Years 5 & 6 Options	Years 7 & 8 Options	Years 9 & 10 Options	% of Total
Uses of Funds					
Project Manager	\$ 97,968.00	\$ 51,338.56	\$ 53,805.44	\$ 56,409.60	4%
Appointment Setter	\$ 417,747.20	\$ 219,731.20	\$ 229,632.00	\$ 241,363.20	17%
Appointment Setter	\$ 417,747.20	\$ 219,731.20	\$ 229,632.00	\$ 241,363.20	17%
Senior Account Executive	\$ 493,292.80	\$ 259,625.60	\$ 273,395.20	\$ 289,286.40	21%
Senior Account Executive	\$ 493,292.80	\$ 259,625.60	\$ 273,395.20	\$ 289,286.40	21%
Senior Account Executive - Van Stratten Group DBE	\$ 480,064.00	\$ 250,848.00	\$ 262,163.20	\$ 273,977.60	20%
Total Project Cost	\$2,400,112.00	\$ 1,260,900.16	\$ 1,322,023.04	\$ 1,391,686.40	100%
Sources of Funds	\$2,400,112.00	\$ 1,260,900.16	\$ 1,322,023.04	\$ 1,391,686.40	100%
Total Project Funding	\$2,400,112.00	\$ 1,260,900.16	\$ 1,322,023.04	\$ 1,391,686.40	100%
Total				\$ 6,374,721.60	100%

Description of Annual Employer Transit Access Pass Program

The Employer Annual TAP Pass Programs (ATAP and BTAP) has an enrollment of approximately 900 employers and generates more than \$6 million dollars of annual revenue for Metro. The Employer programs are a low-cost, high value benefit and help to improve employee morale, health and attendance.

The A –TAP program is sold at full fare to employers for employees who chose to ride Metro or EZ Pass partners.

The Metro Employer Annual TAP Program includes the Business Transit Access Pass (BTAP) which is sold at a group rate versus the full price of \$1200 for the year to employers for all eligible employees. Eligible employees are determined by a Metro Senior Account Executive and require the employer to enroll all or nearly all of their full time employees. This group rate is based on Metro's local level of service (LOS), with a high level of service sold at \$276 per year per pass, a medium level of service pass which is sold at \$192 per pass per year and a low level of service which is sold at \$132 per year per pass. The 77%- 89% discount is offered to encourage increased ridership at the employer's worksite and to put a pass in pockets of current non-riders. Research has shown that 71% of employers said their employees started riding transit once they got the BTAP.

The LOS is based on the number and frequency of transit and rail trips that are generated during peak periods. The federal definition of peak commuting hours is 6AM-9:30AM.

In a high LOS area, such as many parts of downtown Los Angeles, a Metro bus or rail service would need to generate more than 51 trips during peak hours and be located within 1/3 of a mile from the employer's worksite location. In a medium LOS area, such as many parts of Santa Monica or San Gabriel Valley, Metro transit services would need to generate between 11-50 trips during peak periods in order to be considered a medium LOS area. The more opportunity there is to ride transit, the higher the price.

A Metro Sr. Account Executive (Sr. AE) meets with a business owner or high level decision maker in order to promote and sell the A and BTAP programs. In the group rate BTAP program, the Metro Sr. AE will determine the number of BTAP passes the employer must purchase in order to get the group rate and ensure revenue neutrality for Metro. The number of passes required is generally all full-time employees employed by the employer with a few allotted exemptions such as an employee who rides Metrolink (since Metrolink riders ride Metro for free), an employee who has an EZ pass, or an employee who needs a car to make sales calls. After the number of BTAP participants is determined, the Metro Sr. AE prepares a contract, and provides a detailed description of all required documents needed in order to secure the sale.

The A and BTAP programs are priced on a calendar year, thus allowing enrollment during any time of the year at a pro-rated cost. ATAP is sold at full fare which is \$1,200 annually, or prorated at \$100 a month times the number of months the employer is enrolling. In the BTAP program, if the employer is enrolling in January they will also pay for the entire 12 months upfront as well, but at a group rate depending on their level of transit service. For example, an employer located in a high LOS area, enrolling for 12 months, will pay \$276 per employee. If the employer is enrolling in July, they would pay a pro-rated cost for six months. Metro Commute Services (MCS) renews clients from October through December of each year. An 85% renewal rate is generally achieved. Every employer is contacted; renewal contracts and review of total employee counts are recalculated to ensure integrity of the program, and to make sure that Metro is capturing the required participation rate and remain revenue neutral.

The pricing sheet demonstrates both A and BTAP prorated and annual fees:

Employer Annual B-TAP Program Pro-Rated Guide			
Minimums:	20	14	10
Starting Month	Low	Medium	High
January	\$132	\$192	\$276
February	\$121	\$176	\$253
March	\$110	\$160	\$230
April	\$99	\$144	\$207
May	\$88	\$128	\$184
June	\$77	\$112	\$161
July	\$66	\$96	\$138
August	\$55	\$80	\$115
September	\$44	\$64	\$92
October	\$33	\$48	\$69
November	\$22	\$32	\$46
December	\$11	\$16	\$23

*All prices are calculated upon a per person rate

A-TAP Pro-Rated Payment Guide

Starting Month	A-TAP	Senior Rates
January	\$1,200	\$20 per month
February	\$1,100	\$240 per year
March	\$1,000	
April	\$900	
May	\$800	
June	\$700	
July	\$600	
August	\$500	
September	\$400	
October	\$300	
November	\$200	
December	\$100	

*All prices are calculated upon a per person rate

*Rates as of September 2014

In calendar year 2014, Metro sold over \$6.2 million in revenue from employer annual passes, with over 900 accounts and 32,000 passes. This is broken down into:

- A TAP pass program sales at full price, generating \$1.8 million at 29 business locations for 1,774 passes
- B TAP pass programs at a group rate (77 – 89% discount) at 964 locations, generating \$4.4 million in revenue for 30,307 passes
- Board approved Youth on the Move (YOTM) pass programs, generating no revenues, but with a street value of \$4 million for about 2,000 EZ passes with multiple zones. YOTM is a Board-approved special program to help foster youth aged 18-21 transition from foster care to independent living. YOTM generates no revenue, but does generate a significant number of boardings, due to the transit-dependency of the youth.

Metro has a staff of 7 non-contract FTEs working on these programs and has contracted out for additional staff needed since 2005. Currently, 5 additional staff from the vendor are working with Metro to service these 900 accounts. (5 union employees

were recently added for TAP card fulfillment and processing as part of the TCU arbitration.)

Comparison of Employer Annual Pass Program Group Rate/Discount versus Market Value:

- The A TAP program passes are sold at current full fare rates. There is no discount for this \$1.8 million in sales, so they are sold at market value.
- The B TAP program passes, if sold at full fare, would cost \$36 million. However, at that price, there would be fewer buyers since not everyone rides. Instead, the revenue is \$4.4 million and puts a pass in the pocket of all eligible employees and gives them the option to ride Metro and reduce congestion and increase mobility.

Difference between Employer Annual Transit Pass Programs and TAPTOGO

The Employer Annual TAP Pass Programs (ATAP and-BTAP) has an enrollment of approximately 900 employers and generates more than \$6 million dollars of annual revenue for Metro.

It's an annual program paid a year in advance, with a contract that is signed. It aims to promote and increase transit ridership within the business community.

The staff associated with the Employer Annual Pass programs actively creates and maintains relationships with the employers and strives to increase participation by 20%, each year. It's a full-service program that works specifically with the employer administrator associated with each account. Under this program, an Account Executive meets with the prospective client and determines and educates the employers as to their eligibility status and proper methodology for program participation.

TAPTOGO is a program for employees to order their desired fare media (monthly/ weekly/stored value, etc...) online, once their employer is signed up. This program requires the employer to reach out and contact Metro. It is not positioned to increase ridership, but does offer the employer a method of purchasing passes for their employees through the TAPTOGO website/program. It is a self-service process wherein the customer is required to handle the setup of their account. The number of participants varies from month to month.

Employer Annual Pass Program	TAPTOGO
<ul style="list-style-type: none"> *Annual Pass *Prepaid a year in advance *Signed contract with employer *Photo ID TAP card *Full Service Program *Metro works with Employer Account Administrator *3 tiered pricing *Active Outreach & Solicitation *Create Employer Relationship and Retention *Targets Discretionary Rider *Group Rate for BTAP *Increases Ridership *Orders Sent to G&D for card processing 	<ul style="list-style-type: none"> *Monthly or weekly passes only *Pay Per Order (Online/Spreadsheets) *No contract *No Photo on card (generic blue card) *Individual Self Service Program, not employer based *Wage Works often to administer the program for a fee to the employer *In-house & G&D Card Loads

Benchmarks

Group rate annual employer pass programs have been proven to be an efficient and effective way to work with employers and increase transit ridership in other cases across the country. In a January 2008 article, "Best Practices in Transportation Demand Management", it says that "Santa Clara Valley Transportation Authority and the Greater Denver area Regional Transportation District provide both employee and residential annual Eco Passes at deeply discounted rates, good for all area transit services, on the condition that a pass is purchased for every employee or for every resident within a condo community, apartment building, or neighborhood association (i.e., there is universal enrollment). The cost per pass varies depending on size of the company or residential area and proximity to high-quality transit service. The cost to the company or residential community per annual Eco Pass varies between \$7.50 and \$120, which is only 0.6% and 9%, respectively, of an Adult Express Pass purchased by an individual." This is the same as a 99.4% and 91% discount.

Metro's BTAP program follows this same methodology and structure, but with a lower discount.

Cost/Benefit Analysis:

Sales from the Employer Annual Pass Programs (ATAP and BTAP) generate over \$6.2 million in fare revenue. In addition, \$4 million in revenue-equivalent value for passes for the Youth on the Move program is also handled as part of the Employer Annual Pass Programs. But considering just the "hard" revenues of \$6.2 million, the program is very effective, with total annual costs of \$2.527 million. Revenues exceed program expenses by 2.5 times.

A cost breakdown of the program as budgeted for FY15 follows:

- \$1.369 million for 6 Non-contract FTEs including fringes, workers comp, allocated overhead, etc.
- \$0.528 million for 5 TCU FTEs (as part of the TCU arbitration requiring switching fulfillment services from Xerox to Metro) and 1 Non-contract FTE, including fringes, workers comp, allocated overhead, etc.
- \$.630 for the new Program Support vendor contract

Taking \$6.2 million in revenue generated and dividing it by the total program costs of \$2.527 million shows that revenues exceed costs by 2.5 times. In addition, the program generates ridership and goodwill for the Metro brand, as well as relieving congestion and meeting the mission of the agency which is to:

- “design, construct, operate and maintain a safe, reliable, affordable and efficient transportation system that increases mobility, relieves congestion, and improves air quality to meet the needs of all Los Angeles County residents.”

Reasons Why Metro Offers Employer Annual Pass Programs:

Metro offers local Los Angeles businesses the opportunity to purchase Employer Annual pass programs so that their employees can commute to work using Metro transit. The program strives to increase mobility, relieve congestion, increase transit riders and improve air quality for everyone. The annual pass program puts a pass in the pocket of current non- transit riders making it affordable for them to try transit; thus reducing congestion on our streets and highways.

MOTION BY:**SUPERVISOR HILDA L. SOLIS AND MAYOR ERIC GARCETTI:**

February 26, 2015

MTA Board Meeting

To continue to succeed, MTA's Employer Annual Pass Program (EAPP) must provide the highest level of customer service to its clients.

Since the onset of EAPP in 2006, revenues have soared from \$314,000 to over \$6 million today, a growth of over 1,900%.

With over 900 businesses, 32,000 Transit Access Pass (TAP) cardholders, and retention rates over 85%, the high demand for this program is clear. Year after year, the program has proven an incredible success.

However, failure to plan, prepare, and manage this success could hinder future growth and ultimately diminish the quality service that our program clients are accustomed to.

The proposed staffing levels may not account for the yearly growth of the program. Without adequate staffing to maintain current levels and to grow the program, we may soon be faced with the quandary of sacrificing the quality and/or growth of the program.

Additionally, a customer satisfaction survey is needed to determine if MTA is meeting the needs of the program's clients and discover if there are gaps in customer service that caused clients to discontinue their participation.

WE THEREFORE MOVE that the MTA Board direct the CEO to:

- A. Extend the current EAPP support contract by nine months.
- B. Examine the benefits and costs associated with additional staff (full-time equivalent, non-contract, part-time, etc.) congruent to historical and projected growth rates of the EAPP, including a detailed overview of potential consequences if staffing levels are not consistent with program growth.
- C. Conduct a customer satisfaction survey of EAPP clients, including those that chose to no longer participate in the program.
- D. Utilizing no. 2 and no. 3, recommend an EAPP staffing plan, with an analysis including but not limited to bringing the program in-house, contracting out entirely, or a hybrid approach.
- E. Report back on the above at the May 2015 MTA Board meeting.

Thursday, February 26, 2015 9:00 AM

RECAP of Proceedings

Regular Board Meeting Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at 9:24 a.m.

Directors Present:

Eric Garcetti, Chair
Mark Ridley-Thomas, 1st Vice Chair
John Fasana, 2nd Vice Chair
Michael Antonovich
Mike Bonin
James Butts
Diane DuBois
Jacquelyn Dupont-Walker*
Don Knabe
Paul Krekorian
Sheila Kuehl
Ara J. Najarian
Hilda Solis
Carrie Bowen, non-voting member

Officers

Arthur T. Leahy, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Acting Ethics Officer
Karen Gorman, Inspector General
County Counsel, General Counsel

*Via Telephone
National 4H Youth Conference Center
7100 Connecticut Avenue
Chevy Chase, MD 20815



Los Angeles County
Metropolitan Transportation Authority

Metro

1. APPROVED Consent Calendar Items: 2, 6, 11, 12, 13, 23, 24, 32 and 39.

Consent Calendar items are approved by one motion except for item 24 which was held by a Director for discussion and/or separate action.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	A	Y	Y	Y	Y	Y	A	Y	Y	A	A	Y

2. APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held January 29, 2015.

3. RECEIVED Chair's Report.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	A	P	P	P	P	P	A	P	P	A	A	P

4. RECEIVED Chief Executive Officer's Report.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	P	P	P	P	P	P	A	P	P	P	A	P

5. AUTHORIZED the Chief Executive Officer to ~~award a ten-year firm fixed unit rate Contract No. PS189840071403371, extend the current contract No. PS107140706 for 9 months from July 1, 2014 to March 31, 2016, with to~~ Inland Transportation Services, the highest rated proposer, for program support for the Employer Annual Pass Programs for an amount not to exceed \$419,140. ~~\$6,374,722, inclusive of six, one-year options.~~

(Continued on next page)

MA = M. Antonovich	MB = M. Bonin	DD = D. DuBois	AN = A. Najarian
PK = P. Krekorian	JF = J. Fasana	JDW = J. Dupont-Walker	
JB = J. Butts	EG = E. Garcetti	HS = H. Solis	
SK = S. Kuehl	MRT = M. Ridley-Thomas	DK = D. Knabe	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

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~~The contract amount consists of \$2,400,112 for the four-year base period, \$630,450 for the first option year, \$630,450 for the second option year, \$661,012 for the third option year, \$661,012 for the fourth option year, \$695,843 for the fifth option year, and \$695,843 for the sixth option year, for a combined total of \$6,374,722.~~

SOLIS AND GARCETTI AMENDMENT: that the MTA Board directs the CEO to:

- A. extend the current EAPP support contract by nine months;
- B. examine the benefits and costs associated with additional staff (full-time equivalent, non-contract, part-time, etc.) congruent to historical and projected growth rates of the EAPP, including a detailed overview of potential consequences if staffing levels are not consistent with program growth;
- C. conduct a customer satisfaction survey of EAPP clients, including those that chose to no longer participate in the program;
- D. utilize letters B and C, recommend an EAPP staffing plan, with an analysis including but not limited to bringing the program in-house, contracting out entirely, or a hybrid approach; and
- E. report back on the above at the May 2015 MTA Board meeting.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

6. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to:

A. establish a **bench of printing vendors** by executing five-year indefinite delivery/indefinite quantity multiple award agreements with the following vendors effective March 1, 2015, with an aggregate total value not to exceed \$1,000,000:

- i. Corporate Impressions LA Inc PS147140650A
- ii. Fusion Media PS147140650B
- iii. Pacific Graphics Int'l (PGI) PS147140650C
- iv. Peaks & Associates PS147140650D
- v. Maps PS147140650E

B. execute Task or Contract Work Orders under these agreements for outside printing as necessary.

11. APPROVED ON CONSENT CALENDAR finding that all **88 cities and the County of Los Angeles are in conformance with the Congestion Management Program for Los Angeles County.**

12. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to approve the submission of two or more project applications for grant funds from **California's Cap-and-Trade Program's Greenhouse Gas Reduction Fund through the Transit and Intercity Rail Capital Program.**

13. APPROVED ON CONSENT CALENDAR:
- A. funding to Joint Management Council to reflect the programming of funds consistent with the Board approved **FY 2014-15 Budget for Capital Improvement Projects (CIP) for Roof, HVAC and Restoration of Los Angeles Union Station:**
 - i. Roof \$7,080,000 (CIP 210136)
 - ii. HVAC \$5,376,000 (CIP 210138)
 - iii. Restoration \$8,500,000 (CIP 210139)
 - B. amending the FY2015 budget to add \$7,505,687 to cost center 2210 with Prop C 40% funding to fund these action.
21. APPROVED AS AMENDED **Garcetti, Dupont-Walker, Knabe and Butts Motion** that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including:
- A. direct routing of Silver Line trips into Palos Verdes and San Pedro;
 - B. improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line;
 - C. timed transfers and improved on time performance to ensure connections are met;
 - D. evaluation should be based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule; and
 - E. report back with the findings on all the above by the June 2015 Regular Board meeting.

(Continued on next page)

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AMENDMENT BY BUTTS AND DUPONT-WALKER: Instruct staff to coordinate these efforts with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit, and other relevant stakeholders to avoid the potential of service duplications, customer confusion and cost overruns.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

23. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to:

A. increase the Life-of-Project budget for the bus replacement project to include the **purchase of 350 additional Compressed Natural Gas (CNG) buses for the FY16-18 capital program** in the amount of \$195,000,000 from \$308,442,500 to \$503,442,500; and

B. execute Contract Option No. 1 to Contract OP33202869 with New Flyer of America, to purchase 350 additional forty-foot CNG buses for the firm fixed price of \$193,979,571, increasing the Total Contract Value from \$304,672,769 to \$498,652,341 inclusive of sales tax.

24. AUTHORIZED the Chief Executive Officer to Execute Modification No. 8 to Contract No. OP33442103 for **Right-of-Way (ROW) Trash and Vegetation Removal Services to Woods Maintenance Services** in the amount of \$2,975,000 increasing the not-to-exceed contract value from \$14,633,946 to \$17,608,946. This contract provides on-going maintenance services throughout Metro properties and ROWs. This modification extends the period of performance through September 30, 2015.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

32. APPROVED ON CONSENT CALENDAR an increase in Contract Modification Authority (CMA) to Contract No. C0984R with DRP National, Inc., for the **Lankershim Depot Rehabilitation Project Phase Two**, to provide funding for differing site conditions, extra work and plan modifications identified in the amount of \$150,000 increasing the current CMA from \$332,034 to \$482,034. The remaining Life-of-Project (LOP) budget after this action is \$123,934.

39. RECEIVED AND FILED AND APPROVED ON CONSENT CALENDAR:
 - A. the status report addressing **FTA Triennial Review Findings**;

 - B. one Full Time Equivalent (FTE) position in the Civil Rights Programs Compliance Department to ensure oversight of the Americans with Disabilities Act compliance approximately 80 Metro grant sub-recipients; and

 - C. one FTE position in the Regional Grants Management Department to ensure oversight of all other FTA compliance areas including Procurement and Half Fare compliance of approximately 80 Metro grant sub-recipients.

40. CARRIED OVER: **Garcetti, Ridley-Thomas, Kuehl, Solis, Bonin and Dupont-Walker Motion** that the CEO direct staff to report back to the Board with the following items:
 - A. amendment to MTA's Joint Development Policy, establishing a goal that in the aggregate, affordable housing units represent 35% of all residential units developed on MTA-owned property;

 - B. recommended criteria under which MTA would allow proportional discounts to the fair market value of MTA owned property for the purpose of contributing towards the cost of affordable housing;

(Continued on next page)

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FURTHERMORE, WE MOVE that the CEO direct staff to:

- C. develop a memorandum of understanding with interested local cities and the County of Los Angeles to promote co-investment along transit corridors, such as leveraging municipally-controlled affordable housing and small business dollars for MTA's Joint Development affordable housing sites;
 - D. negotiate terms and conditions for the Board's consideration that reflect MTA's participation in the collaborative creation of a multi-partner Countywide Transit Oriented Affordable Housing loan fund, and report back to the Board on the following:
 - 1. criteria for eligible joint development projects, including neighborhood serving businesses to be funded by the loan fund;
 - 2. administration of the fund;
 - 3. loan program structure;
 - E. report back to the Board during the FY2015-16 Budget regarding the feasibility to budget \$2 million annually for 5 years, up to \$10 million to establish the fund; and
 - F. work with the affordable housing community to establish a revenue neutral TAP purchase program that provides passes to current and future occupants of MTA joint developments.
45. **RECEIVED** oral status update on the **Project Labor Agreement and Construction Careers policy programs**; and

APPROVED Motion by Directors Kuehl, Ridley-Thomas, Solis and Dupont-Walker that the MTA Board directs the CEO to:

- A. identify incentives to be included in the agency's project labor agreements as a means to encourage contractors to exceed our targeted worker participation requirements;

(Continued on next page)

(Item 45 – continued from previous page)

- B. review the current project labor agreement liquidated damages clause for potential modifications to further strengthen penalties;
- C. report back on prospective changes to Metro’s legislative platform that would allow both penalties and incentives for federally set goals in categories such as gender and ethnic participation; and
- D. report back with recommendations at the May 2015 Board meeting.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

46. RECEIVED oral report on ACCESS Services.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
P	P	P	P	A	P	P	A	P	P	P	A	P

47. APPROVED AS AMENDED execution of Contract Modification No. 52 to Contract No. PS43502000 with Parsons Brinckerhoff Inc. to provide continued advanced preliminary engineering, design for advanced relocation of utilities, engineering support services during the design-build solicitation process, design support services during construction for **Section 2 of the Westside Purple Line Extension Project**, in an amount not-to-exceed \$20,820,226, increasing the total contract value from \$131,682,877 to \$152,503,103.

KNABE, KUEHL, SOLIS, DUPONT-WALKER AND NAJARIAN AMENDMENT that the MTA Board does the following:

- A. direct the MTA Inspector General and Ethics Officer to conduct an independent audit on Contract No. PS43502000, modification 52, which shall include, but not be limited to the following:
 - 1. perform an assessment and analysis of the total work hours to perform the proposed advanced preliminary engineering work;

(Continued on next page)

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2. evaluate the proposed billable rates associated with the development of advanced preliminary engineering work;
3. identify management redundancies, if any, and recommend cost-saving efficiencies;
4. review and evaluate the accuracy and completeness of the preliminary engineering drawings versus the current advanced preliminary engineering drawings; and

B. report back on the above no later than the June 2015 MTA Board cycle.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

48. APPROVED **Garcetti, DuBois and Knabe Motion** that MTA Bus Division 3 in Cypress Park be dedicated “Leahy Division 3” to honor the contributions of the Leahy Family to the transportation profession and most importantly to improving the lives of past, present and future travelers within Los Angeles County.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

49. WITHDRAWN BY THE MAKER OF THE MOTION: **Najarian Motion** that all MTA non-contract, non-security positions, including those in process, be placed on hold until the new MTA CEO reviews and approves of such proposed hirings. For the hiring of those positions deemed critical and time-sensitive, approval shall be at the sole discretion of the MTA Ethics Officer.

50. RECEIVED AND FILED report on **analysis of latest on-board customer satisfaction survey results including sexual harassment responses.**

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

51. APPROVED:

- A. authorizing the Chief Executive Officer to execute modification No. 2 to Contract No. PS71303218 to **provide federal consulting services for a period of 12 months** in the amount not to exceed \$120,000, increasing the Total Contract Value from \$150,000 to \$270,000;
- B. adding Contract Modification Authority to Contract No. PS71303218 for future changes in the amount of \$120,000.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

52. APPROVED **Antonovich, Solis, Ridley-Thomas and Knabe Motion** that the MTA Board directs the Inspector General to:

- A. conduct research into an appropriate zero-tolerance policy for Red Light violations for our Rail and Bus system and return to the Board in March with such a policy for consideration; and
- B. retain an independent consultant with expertise in safety culture and rail operational safety to conduct a review of MTA rail operations and management, including a root cause analysis of the Red Light violations committed over the past two years.
- This review must at minimum include an analysis of safety culture, infrastructure issues, operator training, use of efficiency testing, and effectiveness of discipline for both operator and management.

(Continued on next page)

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WE FURTHER MOVE that the MTA Board send a letter to the Administrations of the Federal Transit Administration and Federal Railroad Administration to seek partnerships in working with the MTA to reduce Red Light violations system-wide and to evaluate current policies, conditions, and management structures for flaws and deviations from industry best practices.

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

53. APPROVED BY TWO-THIRDS VOTE:

- A. holding a public hearing on the proposed new Resolution of Necessity, including rescission of the previously adopted Resolution of Necessity; and
- B. adopting the **Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Project Parcel W-1201, 1201-1 (APN 5508-007-024), consisting of the real property for the Purple Line Westside Subway Extension Project.**

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

54. APPROVED BY TWO-THIRDS VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting the **Resolution of Necessity authorizing the commencement of an eminent domain action to acquire permanent tunnel easements, subsurface easements for the installation of grouting pipe, temporary construction easements for staging, sidewalk easements, tieback easements in Parcels RC-418, 418-1, 418-2, 418A, 418A-1, 418A-2, 418A-3, 418A-4, and 418A-5 (APN's 5151-014-032 and 5151-014-033); consisting of various real property interests for the Regional Connector Transit Corridor Project.**

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

55. APPROVED BY TWO-THIRDS VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting a **Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a subsurface easement and a grouting easement in Project Parcels RC-449 and RC-449-1 (Assessor Parcel No. 5161-017-009); consisting of the real property for the Regional Connector Transit Corridor Project.**

MA	PK	JB	SK	MB	JF	EG	MRT	DD	JDW	HS	DK	AN
A	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

ADJOURNED in memory of Linda Matthews-Wilcut, a Metro employee since 2004, who coordinated travel accommodations for the agency.

###



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
FEBRUARY 20, 2003

SUBJECT: METRO CONTRACTED PASS PROGRAMS

ACTION: APPROVE NEW CONTRACTED PASS PROGRAMS

RECOMMENDATION

Adopt the Contracted Transit Pass Programs as described in Attachment A.

ISSUE

In May of 2002, the Board approved development of an MTA-operated rideshare program that integrates countywide rideshare offerings with transit programs. As part of this effort, staff is developing a line of contracted transit pass programs to form partnerships with businesses, institutions and major organizations within Los Angeles County as a means to improve access to the multi-modal transportation system. The MTA currently offers several fare media programs to the public, however, only two programs, Metro Mail and Consignment Sales, are made available to area businesses and organizations. As a result, a limited number of employers and organizations participate in pass programs to provide MTA fare media to their employees, members or associates. The Contracted Pass Programs are designed to improve business and institutional participation in MTA transit pass programs.

POLICY IMPLICATIONS

There are several purposes of offering contracted pass programs. First, it enables MTA to develop stronger partnerships with LA County businesses, institutions and major organizations to promote use of transit. Second, the programs will generate new revenue to support MTA initiatives. Third, these programs will provide businesses and organizations the opportunity to take advantage of federal income tax incentives that encourage use of transit. Finally, the programs will allow MTA to establish a well-defined test group for the Universal Fare System (UFS) smart card by providing contracted pass program members with UFS test cards instead of a conventional paper pass. Providing seamless fare payment options is a policy initiative within the adopted MTA Long Range Transportation Plan as a method for making transit more accessible to the public.

OPTIONS

The MTA Board could choose not to proceed with the Contracted Pass Programs. Staff does not recommend this option because the programs will generate a much-needed new revenue source for the MTA and strengthen the ties with the business

community. Transit agencies across the nation that have implemented similar programs have experienced successful results in generating additional revenue and stimulating participation among employers. The MTA Board could also choose to offer a fewer number of contracted pass types. Staff does not recommend this alternative because the proposed program attempts to offer a complete line of products that meet the needs a various transit user markets. Reducing the number of contracted passes offered will reduce the effectiveness of the overall program by excluding certain transit user groups.

FINANCIAL IMPACT

The Contracted Pass Programs are designed to increase transit ridership and transit revenues without having a negative impact on MTA's average fare per boarding and overall budget. To maintain this "neutral" impact on fare per boarding, the price of the various contracted pass types will be adjusted as membership grows, fare structure is modified and service changes impacting ridership occur.

BACKGROUND

During FY 02, a Board-directed study was conducted of MTA-funded rideshare efforts. The final report of the study recommended several new and innovative strategies to be considered for implementation by the MTA. Strategies included in these recommendations were special pass programs for employers and institutions.

In moving forward with this recommendation, the Board approved an MTA-operated rideshare program in May 2002, which included the development of expanded pass program offerings. During the development and research for the proposed Contracted Pass Programs, staff identified several different markets that were not being addressed by current contracted pass programs. Attachment A describes the various contracted pass products and the related transit user markets.

The programs will be closely monitored to maintain a neutral or positive financial impact on fare per boarding and to ensure high service quality. It is anticipated that the programs will encourage employer participation, increase ridership and mobility and nurture public/private partnerships with the MTA, communities and local businesses.

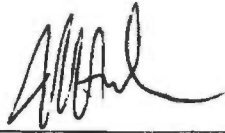
NEXT STEPS

If approved, phased implementation of the Contracted Pass Programs will begin in April 2003. The Board will be updated quarterly on the number of organizations enrolled and participants involved in the programs.

ATTACHMENT

A. Contracted Pass Programs

Prepared by: David Sutton, Executive Manager, Employer Programs



Matt Raymond
Chief Communications Officer



Roger Snoble
Chief Executive Officer

METRO CONTRACTED PASS PROGRAMS

The MTA Contracted Pass Programs provide employers, institutions and other organizations an opportunity to purchase fare media for their employees, members and participants. Five programs will be made available. The following provides brief descriptions for each of the Contracted Pass Programs.

Annual Pass Program: The Annual Pass Program provides an annual photo-ID pass good for one calendar year (or a portion thereof) to LA County employers. The pass is valid on all designated bus and rail service. The pass is offered to employers who choose to purchase passes only for those employees that currently take transit to work. The price of the pass is equal to the regular monthly pass price multiplied by twelve months.

Employee Pass Program: The Employee Pass Program provides an annual employee photo-ID pass good for one calendar year (or a portion thereof) to LA County employers. The pass is valid on all designated bus and rail service. This pass is offered to employers who choose to purchase passes for all their employees. Price is based on estimated employee transit usage and frequency of transit service to the employer worksite.

Institutional Pass Program: The Institutional Pass Program is a negotiated program offered to large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers that choose to enter into an agreement with the MTA. Agreements may include fare media arrangements, additional services and access to bus and rail service.

Jury Pass Program: The Jury Pass is a weekly pass offered to jurors reporting to jury duty in exchange for mileage reimbursements. Currently jurors in the court system are reimbursed for auto mileage. This program will provide jurors who wish to use public transportation an alternative to driving alone.

Visitors Pass Program: The Visitors Pass Program provides a semi-custom pass to area conventions, hotels, chambers, visitor bureaus, meeting planners, etc. to provide access to MTA bus and rail service. Passes will be made available in one-day increments for negotiated time periods.

All Contracted Pass Program agreements would be subject to authorization and approval by the Chief Executive Officer or his designee. With the possible exception of the Juror Pass, all Contracted Pass Programs will be priced to ensure no negative impact on total projected fare revenues. Service modifications made in conjunction with any of the above negotiated pass programs would comply with all MTA service implementation guidelines. The following sections provide further descriptions, the purpose and policy statements for each of the Contracted Pass Programs.

ANNUAL PASS PROGRAM

DESCRIPTION

The Annual Pass Program provides an annual photo-ID pass good for one calendar year (or a portion thereof) on all designated bus and rail service. This pass is offered to employers that would like to purchase a transit pass for their employees that currently ride transit. The pass is valid on all MTA bus and rail service. The price of the pass is equal to the regular monthly pass price multiplied by twelve months. Employers may purchase multiple quantities of the annual pass for their employees. Passes purchased within a calendar year will be prorated on a monthly basis. Discounts may be offered based on quantities and upon approval of the Chief Executive Officer. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Annual Pass Program.

PURPOSE

The purpose of the Annual Pass Program is to provide an annual pass option to employers for their employees that use the MTA bus and rail system. The pass simplifies use of the system by reducing the number of times the employee is required to physically go and purchase passes during the year. The pass also provides employers an annual option for their employees that consistently ride transit to work. In addition, the program is intended to provide a mechanism for employers to take advantage of federal tax incentives for employee transit subsidy programs. Finally, the program is intended to foster goodwill between the MTA and LA County employers, and to demonstrate MTA's progressive commitment to multimodal transportation and a healthful environment.

POLICY

1. All employers within Los Angeles County are eligible for the Annual Pass Program provided that they enter into a program participation agreement with the MTA. Once signed up for the program, employers can purchase an Annual Pass for each of their employees that ride transit.
2. The MTA will issue a pass specific to the Annual Pass Program.
3. The pass will cost the equivalent of a regular monthly transit pass price multiplied by twelve months. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. Discounts may be offered based on quantities purchased and upon Chief Executive Officer Approval.
5. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
6. Paratransit and special services are excluded from this program.

7. Employers may purchase their passes from the Employer Programs Department. Employers purchasing multiple quantities of the Annual Pass must place orders thirty days prior to pass start date. MTA will not offer a sales commission to employers that purchase the Annual Pass. Employers may arrange with the Employer Programs Department for pick-up or delivery of their passes.

EMPLOYEE PASS PROGRAM

DESCRIPTION

The Employee Pass Program provides an annual employee photo-ID pass good for one calendar year (or a portion thereof) on all designated bus and rail service offered to area employers. This pass is offered to employers who choose to purchase passes for all their employees. Price is based on estimated employee transit usage and frequency of transit service to the employer worksite. The Employee Pass Program provides an alternative to the Annual Pass Program for employers that are interested in making it possible for all of their employees to ride transit. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Employee Pass Program.

PURPOSE

The purpose of the Employee Pass Program is to provide employers a pass option that allows them to take advantage of federal tax incentives for employees that ride transit. It also simplifies the pass purchasing process and allows employers to offer transit as an alternative commute option for all their employees. In addition, the program is intended to provide a mechanism for employers to take advantage of federal tax incentives for employee transit subsidy programs. Finally, the program is intended to foster goodwill between the MTA and LA County employers, and to demonstrate MTA's progressive commitment to multimodal transportation and a healthful environment.

POLICY

1. All employers within Los Angeles County are eligible for the Employee Pass Program provided that they enter into a program participation agreement with the MTA. Once signed up for the program, all employees of the participating employer are eligible to receive an Employee Pass.
2. The MTA will issue a pass specific to the Employee Pass Program which may be in the form of a decal affixed to an employer photo ID or a pass produced by the MTA.
3. The pass price is based on estimated employee transit usage and frequency of transit service to the employer worksite. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements. Given the nature of the program pricing, contract minimums may be imposed.
4. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. Employers may purchase their passes from the Employer Programs Department. Employers must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to employers that purchase the Employee Pass. Employers may arrange with the Employer Programs Department for processing of their passes.

6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a cost schedule for the Employee Pass Program.

INSTITUTIONAL PASS PROGRAM

DESCRIPTION

The Institutional Pass Program is a negotiated program offered to large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers that choose to enter into an agreement with the MTA. Agreements may include fare media arrangements, additional services and access to bus and rail service. Contracts would be negotiated based upon the estimated number of transit users and the cost of the additional service to the MTA. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Institutional Pass Program.

PURPOSE

The purpose of the Institutional Pass Program is to simplify the pass purchasing process for institutions wishing to promote the use of public transportation. The program is also intended to foster goodwill between the MTA and local institutions.

POLICY

1. All large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers within Los Angeles County are eligible for the Institutional Pass Program provided that they enter into a program participation agreement with the MTA.
2. The MTA will issue a pass specific to the Institutional Pass Program which may be in the form of a decal affixed to a member photo ID or a pass produced by the MTA.
3. The pass price is based on the negotiated agreement between MTA and the institution. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. Institutions may purchase their passes from the Employer Programs Department. Participating Institutions must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to institutions that purchase the Institutional Pass. Institutions may arrange with the Employer Programs Department for pick-up or delivery of their passes.
6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a agreement summaries for the Institutional Pass Program.

JURY PASS PROGRAM

DESCRIPTION

The Jury Pass is a weekly pass offered to jurors reporting to jury duty in exchange for mileage reimbursements. Currently jurors in the court system are reimbursed for auto mileage. This program will provide jurors public transportation as an alternative to driving. Given the varied duration of juror service, this program is not guaranteed to recover full value of the pass. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Jury Pass Program.

PURPOSE

The purpose of the Jury Pass is to offer transit as an option to those serving jury duty. For those jurors that do not regularly ride transit, this program provides an opportunity for participants to use public transportation. The program is also intended to foster goodwill between the MTA, the court system and the general public.

POLICY

1. All courts within Los Angeles County are eligible to offer the Jury Pass Program to their jurors provided that they enter into a program participation agreement with the MTA. Once signed up for the program, all jurors of that participating court are eligible to receive a Jury Pass.
2. The MTA may issue a pass specific to the Jury Pass Program or use the standard weekly passes.
3. The pass price is based on the amount the court reimburses jurors for travel mileage. This program is not guaranteed to recover full value of the pass given that jury service varies in duration. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. The passes may be used for the MTA's bus or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. The courts may purchase their passes from the Employer Programs Department. Participating courts must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to institutions that purchase the Jury Pass. Participating courts may arrange with the Employer Programs Department for pick-up or delivery of their passes.
6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a cost schedule for the Jury Pass Program.

VISITORS PASS PROGRAM

DESCRIPTION

The Visitors Pass Program provides a semi-custom pass to area conventions, hotels, chambers, visitor bureaus, meeting planners, etc. to provide purchased access to MTA bus and rail service. Passes will be made available in one-day increments for negotiated time periods. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Visitors Pass Program.

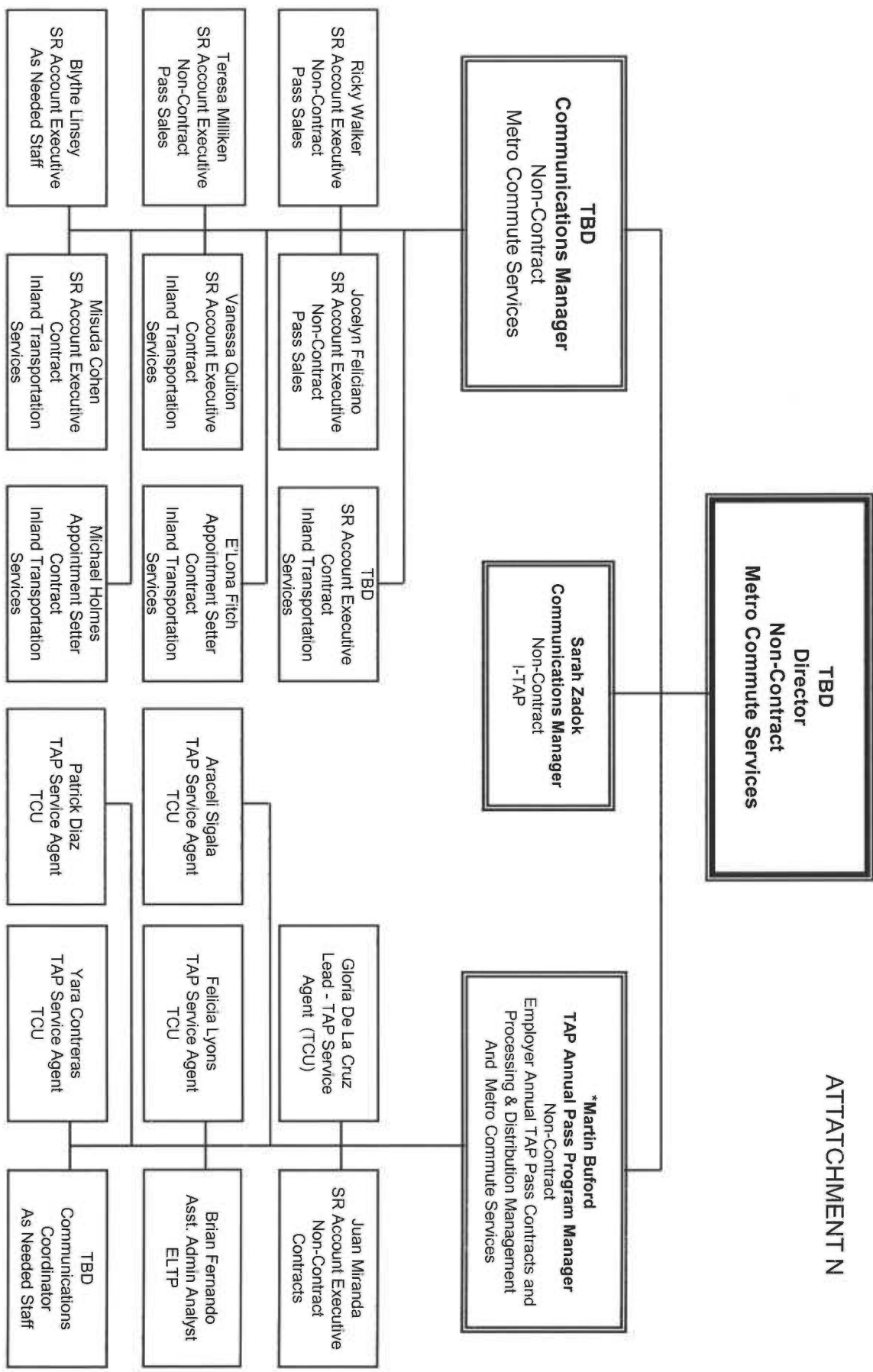
PURPOSE

The purpose of the Visitors Pass Program is to provide convenient advance purchase opportunities to large groups of people who want to utilize transit services. It provides groups and visitors with an opportunity to experience and use public transportation. The program is also intended to foster goodwill between the MTA and area conventions, hotels, chambers, visitor bureaus, meeting planners as well as area visitors.

POLICY

1. All convention centers, hotels, chambers of commerce, visitor bureaus, and meeting planners within Los Angeles County are eligible to purchase Visitors Passes provided that they enter into a program participation agreement with the MTA.
2. The MTA may issue any form of pass, but the Chief Executive Officer may impose restrictions, rules, limitations, and exemptions, depending on the type or duration of an event.
3. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
4. Group organizers may purchase their passes from the MTA Customer and Vendor Service Department. To be considered for a volume discount, organizers must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to those organizations that purchase the Visitors Pass. Organizations may arrange with the Customer and Vendor Service Department for pick-up or delivery of their passes.
5. The MTA may request from large groups of 250 or more persons an itinerary so that service accommodations may be made.
6. Paratransit and special services are excluded from this program.
7. The MTA Customer and Vendor Services Department will publish annually a volume discount schedule.

ATTACHMENT N



*Martin Buford (TAP Annual Pass Program Manager) is currently overseeing 3 areas of Metro Commute Services which includes Sales, Contract Management and Fulfillment.



Board Report

File #: 2016-0115, File Type: Informational Report

Agenda Number: 56.

EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 18, 2016

SUBJECT: METRO LINE TO GOAL LINE TASK FORCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Metro Line to Goal Line Task Force (Motion 58 and 58.1) as directed by the Board at the January 28, 2016 meeting.

ISSUE

At the January 28, 2016 meeting, the Board directed the Chief Executive Officer (CEO) to develop a “Metro Line to Goal Line” Task Force that is charged with identifying and addressing the variety of transit-related issues and opportunities associated with the imminent arrival of the Rams and potentially the Chargers to Los Angeles. The CEO was directed to return in February 2016 with an initial scope of work to address the interim location at the Los Angeles Memorial Coliseum (Coliseum) and ultimate location at the new stadium in Inglewood. The scope is to include, but not be limited to, the following issues: opportunities to implement “first/last mile” options to connect the public and active transit users to the stadium; developing a comprehensive marketing strategy; ensuring sufficient operational capacity to support the number of riders using public transit to the Coliseum beginning in Fall 2016 and to the new stadium in Inglewood beginning Fall 2019; facilitating a regional rail strategy in coordination with Metrolink; and expediting Metro joint development opportunities in the area surrounding the new stadium. Attachment A contains the Board directive.

This motion was amended at the meeting by Directors Butts, Ridley-Thomas, Knabe, Fasana, Antonovich and Kuehl to also instruct the CEO to expeditiously facilitate a Feasibility Study, followed by a Supplemental Environmental Impact Report (SEIR/SEIS) as deemed appropriate, for the Measure R South Bay Transit Corridor Rail Project focusing on an alignment extending from Florence Avenue in Inglewood to the City of Torrance, potentially along Prairie Avenue. This effort should not delay the South Bay Transit Corridor Rail Project. Attachment B contains the Board directive. This report provides the Board directed progress report.

DISCUSSION

Task Force

In reviewing the Board directive, the Task Force includes various Metro departments and external

partners. From Metro, members include the CEO as Task Force Chair, CEO's office, Planning, Operations, Communications/ Marketing, Program Management, Safety and Risk Management and Security and Law Enforcement. In addition to Metro staff members, external partners include representatives from the makers of the Board Motion, Metrolink, the property owner and the NFL Rams Football Club, Cities of Inglewood and Los Angeles as well as other appropriate stakeholders. The Task Force membership may be expanded as the work progresses. Within the next 30 days, the first meeting will be convened.

Initial Scope of Work

Operational solutions and next steps for both the temporary (Coliseum) and permanent (Inglewood) venues need to be identified. For the Coliseum, Metro will utilize the operating plans established for USC Football games and build on them as necessary. Using the current USC game plan as a model will ensure safe and efficient service for all additional NFL games and other events. This will be augmented to include First/Last Mile solutions and additional considerations for Metrolink connections.

For the Inglewood Stadium, discussions will take place with the property owner, the NFL Rams Football Club and City of Inglewood to understand their plans and programs for First/Last Mile solutions, marketing, shuttles, land use and site plans, implementation phasing, anticipated events per year and public/private funding opportunities. Staff will also continue to explore opportunities to expedite Metro joint development opportunities in the area including prioritized implementation of the Crenshaw/LAX Line Joint Development Strategic Plan.

An interim Operations plan will also be developed as long term solutions are identified, environmentally cleared and designed. Public and private funding sources will be identified and secured for project development, design and construction.

The Feasibility study scope of work would be similar to that of previous studies conducted by Metro. It will examine not only the rail opportunities along Prairie, but also alternative modes and feasible alignments/configurations given our existing and expanding transportation system. Subregional ridership modeling for game day, special events and normal commute days will be conducted as well as conceptual engineering to identify environmental impacts and costs. A key task will be to survey the types of transportation service provided by other NFL stadiums, including ridership and funding. Staff will need to work with the property owner to determine land availability for a potential station and whether there are additional joint development opportunities that can be mutually explored.

NEXT STEPS


Staff will convene the task force and work with both internal departments and external stakeholders to fully develop the scope of work, operations plans and to identify existing data, programs, etc. Staff will return in April with the next progress report.

ATTACHMENTS

Attachment A - Metro Line to Goal Line Motion 58, January 28, 2016 Board Meeting
Attachment B - Motion 58.1, January 28, 2016 Board Meeting relates to Item 58

Prepared by: Renee Berlin, Managing Executive Officer, (213) 922-3035
Marie Sullivan, Transportation Planning Manager, (213) 922-5667
Chris Reyes, Transportation Planning Manager, (213) 922-4808

Reviewed By: Cal Hollis, Interim Chief Planning Officer
Jim Gallagher, Chief Operations Officer



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #:2016-0057, **File Type:**Motion / Motion
Response

Agenda Number:58.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 21, 2016

Motion by:

DIRECTORS RIDLEY-THOMAS, BUTTS, FASANA AND ANTONOVICH

January 21, 2016

**Item 58: “Metro Line to Goal Line” Task Force:
Optimizing Public Transit to Support Football in Los Angeles**

On January 12, 2016, the National Football League (NFL) owners overwhelmingly voted to bring a NFL team back to Los Angeles. Specifically, the St. Louis Rams will relocate to Los Angeles for the 2016 season and the San Diego Chargers have an option to join the Rams and share a new stadium in Inglewood.

The new Inglewood Stadium, anticipated to open in 2019 on 298-acres adjacent to the former Hollywood Park race track, is expected to be the NFL’s largest and most modern facility. In concert with the development of the new stadium, the Crenshaw/LAX Line is also anticipated to be operational by 2019 and will create a long-awaited connection between the Los Angeles International Airport and the rest of Los Angeles County’s public transit system. Specifically the Crenshaw/LAX Line’s Downtown Inglewood Station will be located within a few minutes’ walk from the new stadium.

While the new stadium is under construction, the Los Angeles Rams are expected to play at the Los Angeles Memorial Coliseum, located in Exposition Park and within walking distance to Metro’s Exposition Line. Given that the Coliseum is already home field for University of Southern California football games, and the Los Angeles Football Club plans to open their soccer stadium on the site of the former Sports Arena in 2018, the Exposition Park campus is likely to thrive as a regional cultural and recreational destination.

The stadium in Inglewood is anticipated to seat over 70,000 people, and accommodate an additional 30,000 patrons for larger events. The development will also include a performing arts venue, and is expected to host numerous recreational events, conventions and awards shows. The

File #:2016-0057, **File Type:**Motion / Motion Response

Agenda Number:58.

return of the NFL to Los Angeles along with the development of this area is sure to bring tremendous economic opportunity and civic pride to the region.

Ensuring the success of this highly-anticipated regional asset will require strategic action and a concerted partnership with Metro, as facilitating the transport of tens of thousands of spectators for games and other events will require significant synergy with our growing transportation system.

There are numerous opportunities for Metro to proactively, efficiently and cost-effectively facilitate the transport of spectators in harmony with surrounding communities. A Task Force should be established to assess and address a range of associated issues and opportunities including, but not limited to:

- Opportunities to implement “first/last mile” options to connect public and active transit users to the stadium;
- Developing a comprehensive marketing strategy to promote public transit to events;
- Ensuring that there is sufficient operational capacity to support the anticipated number of riders using public transit to get to the Los Angeles Memorial Coliseum beginning in Fall 2016;
- Ensuring that there is sufficient operational capacity to support the anticipated number of riders using public transit to get to the new stadium in Inglewood beginning in Fall 2019;
- Facilitating a regional rail strategy, in coordination with Metrolink, to encourage public transportation to both the Coliseum and Inglewood from across Southern California; and
- Expediting Metro-sponsored joint development opportunities in the surrounding areas.

APPROVE Motion by Directors Ridley-Thomas, Butts, Fasana and Antonovich that the Board of Directors direct the Chief Executive Officer to develop a **“Metro Line to Goal Line” Task Force** that is charged with identifying and addressing the variety of transit-related issues and opportunities associated with the imminent arrival of the Rams, and potentially the Chargers, to Los Angeles.

The Chief Executive Officer should report to the Executive Committee in February 2016 with an initial scope of work (to include but not be limited to the issues outlined above) as well as the proposed membership of the Task Force, and thereafter report bi-monthly with a progress report.

**Board Report**

File #:2016-0070, **File Type:**Motion / Motion
Response

Agenda Number:58.1

**REGULAR BOARD MEETING
JANUARY 28, 2016**

Motion by:

Directors Butts, Ridley-Thomas, Knabe, Fasana, Antonovich and Kuehl

Relates to Item 58

Metro's ability to provide accessible public transit to economic and employment centers, is fundamental in creating true "Transit Oriented Communities". The agency has a track record of this; Warner Center is served by the Orange Line, and Old Town Pasadena is served by the Gold Line. When it opens this summer, the Exposition Line will take riders to the Santa Monica Mall and Promenade. Section 2 of the Purple Line is envisioned to take riders to Century City and the Regional Connector will better serve downtown's various economic centers.

The "City of Champions Revitalization Project" in Inglewood is a 298-acre project that will include up to 890,000 square feet of retail, 780,000 square feet of office space, 2,500 new residential units, a 300-room hotel, and 25 acres of public parks, playgrounds, open space and pedestrian and bicycle access. It will also include a stadium of up to 80,000 seats and a performance venue of up to 6,000 seats. The project, which will be built at no cost to taxpayers, promises to create thousands of construction and permanent jobs for surrounding residents, and generate tens of millions of dollars in sales tax and other revenues for the entire region.

Metro's ongoing update to the Long Range Transportation Plan (LRTP) provides a timely opportunity to rethink the region's transportation priorities, including how best to provide public transit to key destinations within the South Bay. The South Bay Council of Governments (COG) has been working in collaboration with Metro to design a "South Bay Transit Corridor Rail Project"; the Environmental Impact Report (EIR) is currently in process. Funds for this project were included in Measure R, and the project is currently being examined as part of the LRTP Performance Metrics Analysis, however a specific alignment has not yet been defined. The South Bay COG has already identified this type of rail project as a sub-regional priority and it is accounted for within their budgeted allocation of resources that would potentially be available if an additional sales tax ballot measure is successfully pursued.

The catalytic economic development opportunities associated with the City of Champions Project provide further impetus to evaluate a north/south alignment, potentially along Prairie Avenue, as part of the LRTP process. This alignment would directly link both the Crenshaw/LAX Line and the Green

File #:2016-0070, **File Type:**Motion / Motion Response

Agenda Number:58.1

Line to this new economic center and extend south to serve the South Bay all the way to the City of Torrance.

An arterial in this vicinity would serve the most populous South Bay cities of Inglewood (112,000 pop.), Gardena (60,000 pop.), Hawthorne (86,000 pop.), Lawndale (33,000 pop.), and Torrance (147,000 pop.), potentially creating tremendous transit advantages for the sub-region region.

Given the timing of the Long Range Transportation Plan update process, it is imperative that Metro seize the opportunity to examine the “Prairie” Corridor alignment through the development of a feasibility study, followed, as appropriate, by a Supplemental Environmental Impact Report (SEIR), to be included in the Measure R South Bay Corridor Transit Project analysis.

APPROVE Motion by Directors Butts, Ridley-Thomas, Knabe, Fasana, Antonovich and Kuehl that the Board of Directors Amend Item 58 to:

Instruct the Chief Executive Officer to expeditiously facilitate a Feasibility Study, followed by a Supplemental Environmental Impact Report (SEIR/SEIS) as deemed appropriate, for the Measure R South Bay Transit Corridor Rail Project focusing on an alignment extending from Florence Avenue in Inglewood to the City of Torrance, potentially along Prairie Avenue, as prescribed in Measure R. The cost for this work should come from Measure R Administrative funds; and

Instruct the Chief Executive Officer to ensure that this alignment is considered as part of the “South Bay Transit Corridor Rail Project” within the Long Range Transportation Plan Update.



Board Report

File #: 2016-0036, File Type: Budget

Agenda Number: 8.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016
~~FINANCE, BUDGET AND AUDIT COMMITTEE~~
~~FEBRUARY 17, 2016~~**

SUBJECT: FY17 BUDGET PLANNING PARAMETERS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the FY17 Budget Planning Parameters.

ISSUE

The budget planning parameters describe the revenue and cost growth factors for the regional transportation system, and include sales tax revenues, fare revenue, levels of service, labor and Consumer Price Index (CPI) assumptions that guide the allocation of resources for the development of the upcoming annual budget.

As the budget development process continues and additional information becomes available, these parameters may be modified accordingly. Changes and updates will be incorporated and reported back to the Board in the upcoming budget process.

DISCUSSION

Metro projects a balanced budget for FY17. The budget will align resources according to the following CEO goals:

- Advance safety and security for our customers, the public and Metro employees
- Exercise fiscal discipline to ensure financial stability
- Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation
- Improve the customer experience and expanding access to transportation options
- Increase transit use and ridership
- Implement an industry-leading state of good repair program
- Invest in workforce development and promoting extraordinary innovation

Budget Planning Parameters and Rationale

A. Sales Tax & TDA Revenue Forecast: Sales tax growth has been in a cooling mode from the post-recession recovery peak as indicated in Figures 1 and 2. It has slowed down from a growth rate of 4.4% in FY14 to 4.0% in FY15 and 2.4% (estimated) in FY16. It is assumed that the FY17 sales tax growth rate will continue at the FY16 level at 2.4%. This assumption will be re-evaluated as additional sales tax receipt information becomes available from the State Board of Equalization (SBE) and updates from various major forecasting authorities such as UCLA, Beacon Economics, Muni Services and the LA Economic Development Corporation are released. Figure 3 shows how Metro’s estimates compare to the actuals and projections from leading forecasts historically.

Figure 1:

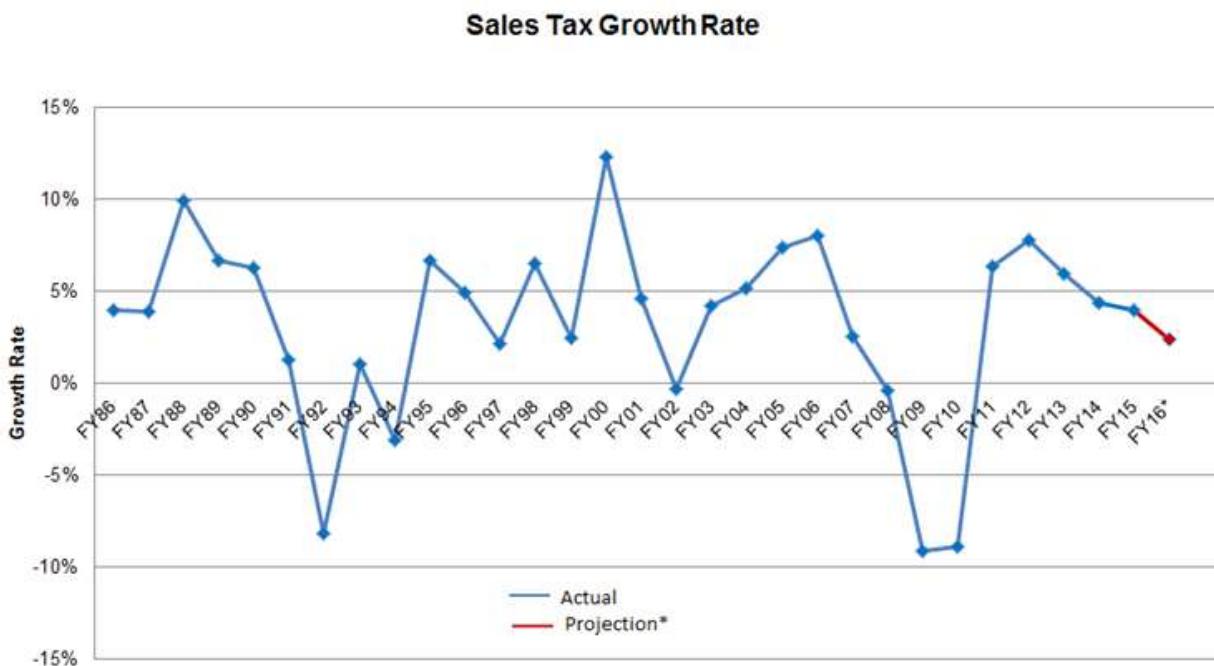


Figure 2:

\$ in Millions (for each Sales Tax Ordinance - Propositions A, C and Measure R)				
	FY14 Actual	FY15 Actual	FY16 Adopted	FY17 Assumption
	\$ 717.2	\$ 745.7	\$ 763.5	\$ 781.8
% Change	4.4%	4.0%	2.4%	2.4%

Figure 3:

(\$ in millions)				
Fiscal Year	Actual	UCLA	Beacon Economics	Metro
FY15	\$ 745.7	\$ 733.2	\$ 751.7	\$ 740.0*
FY16	\$ 760.1**	\$ 772.1	\$ 766.2	\$ 763.5
* Reforecasted budget				
** Projection is based on FY16 Q1 actual receipt from SBE				

B. State Transit Assistance (STA) Revenue: Sales tax revenue depends upon actual consumption and price of diesel. \$102.8 million in STA revenue is estimated in FY17 which is lower than the FY16 projection of \$105.7 million. A lower consumption and price are anticipated due to vehicle technology improvements, lower fuel prices and freight companies which previously used diesel switching to cleaner CNG fuel. This assumption will be re-assessed during the budget process to reflect the California State Controller’s Office (SCO) estimate which is due for release in mid-February 2016.

C. Fare Revenue Forecast: FY17 assumes no adjustments in fare structure. Fare revenue depends on system boardings, which has been experiencing a decline since April of FY14 as indicated in Figure 4. Current FY16 projected boardings is estimated to be 3.9% below the FY15 actual boardings of 453.0 million as indicated in Figure 5. Agencywide efforts are underway to reverse the declining trend. The two new rail lines (Gold Line Foothill Extension 2A to Azusa and EXPO II to Santa Monica) are expected to bring in 10.9 million of additional boardings in FY17. The overall FY17 boardings is estimated to increase 2.3% from the FY16 projection to 445.3 million, and fare revenue is projected at \$334.0 million.

Figure 4:

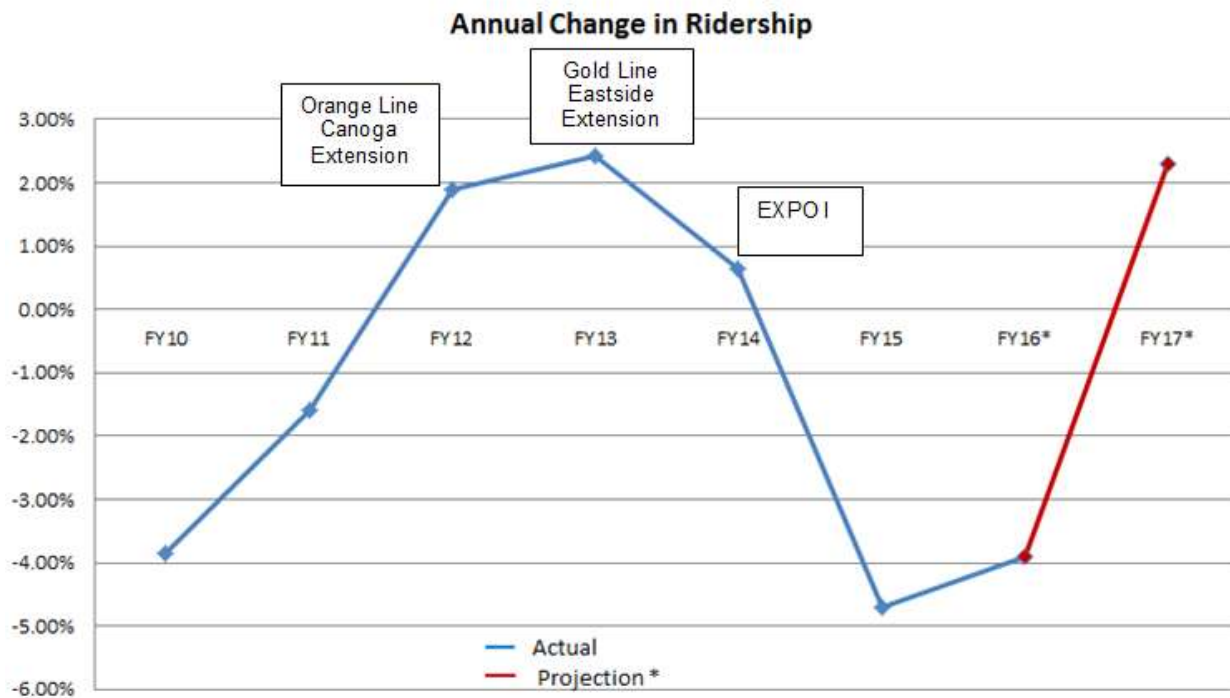


Figure 5:

(in millions)	FY15 Actual	FY16 Projection	% Increase (from FY15 to FY16)	FY17 Assumption	% Increase (from FY16 to FY17)
Boardings					
Base	453.0	435.3	-3.9%	435.3	0.0%
New Services (Gold Line Foothill Ext. 2A to Azusa & EXPO II to Santa Monica)				10.0	
Total Boardings	453.0	435.3	-3.9%	445.3	2.3%
Fare Revenue	\$343.6	\$326.5	-5.0%	\$334.0	2.3%

D. Service Level: FY17 will include Risk Allocation Matrix (RAM) recommendations for service optimization such as improved speeds, elimination of duplicate service, load factor adjustments and optimization of rail schedules. Service level will include full year of operation of two new rail lines, Gold Line Foothill Extension 2A to Azusa and EXPO II to Santa Monica.

E. Staffing: Staffing plan will be developed as part of the FY17 zero-based budget. No new FTEs are assumed and any additional FTE request will require Board approval.

F. Wage and Benefits: For SMART, ATU, TCU and AFSCME members, FY17 Proposed Budget salaries and fringe benefits will grow by negotiated rates per the Union Contract terms.

CEO is in the process of developing a Non-Contract merit based performance measurement system. Health, welfare and pension benefits for Non-Contract will be in accordance with previously approved Board action. Any proposed Non-Contract salary increase will be brought back to the Board for approval.

G. Consumer Price Index (CPI): Current estimates from leading forecasts, such as UCLA, Beacon Economics and Muni Services range from 1.9% to 2.9%. The FY17 assumption will be determined as updates are released in March 2016. Figure 6 shows how Metro’s estimates compare to the actuals and projections from leading forecasts historically.

Figure 6:

Fiscal Year	Actual	UCLA	Beacon Economics	Metro
FY15	0.94%	2.81%	1.97%	2.30%
FY16	1.25%*	2.25%	1.57%	1.97%

* YTD actual based on data from U.S. Bureau of Labor Statistics.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

The budget planning parameters guide the development of the FY17 budget and may change as more specific information becomes available.

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impede Metro’s stated goal of improving transportation in Los Angeles County.

NEXT STEPS

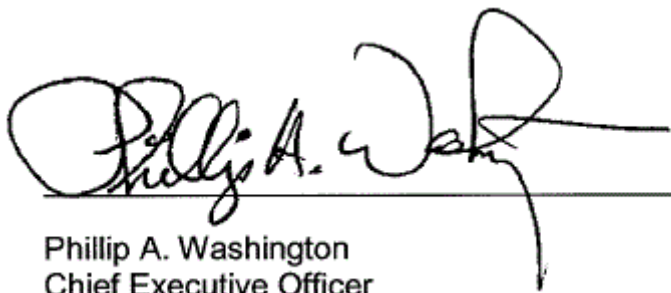
	Budget Status Update		
Jan-16	RAM initiatives for FY17		
Feb-16	(1) Budget Planning Parameters for Assumptions and Service Levels		
	(2) FY17 Preliminary Capital Program		
Mar-16	FTE, Subsidies, Operating and Agencywide Expenses Status Update	Ongoing Board/Board Staff Briefings	Public outreach through: technical subcommittees, service councils, and digital and social media
Apr-16	Proposed Budget Book		
May-16	Final Board Adoption – May 26		

ATTACHMENTS

Attachment A - Financial Summary of the FY17 Business Planning Parameters

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Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

1	Assumptions	FY15 Actual	FY16 Projection	FY17 Assumption	% Change FY16 to FY17
2					
3	<u>Revenues</u>				
4	Sales Tax PA, PC, MR & TDA (in millions)	2,611.3	2,672.2	2,736.4*	2.4%
5	STA (in millions)	106.1	105.7	102.8*	-2.7%
6					
7	Fare Revenue (in millions)	343.6	326.5	334.0	2.3%
8					
9					
10	<u>Boardings (in thousands)</u>				
11	Bus (Include Direct Operated, BRT and Purchased Transportation)	342,749.7	329,209.3	329,209.3	0.0%
12					
13	Light	62,775.1	60,778.9	70,782.3	16.5%
14	Heavy	47,506.7	45,358.7	45,358.7	0.0%
15	Subtotal Rail	110,281.8	106,137.6	116,141.0	9.4%
16					
17	Total	453,031.5	435,346.9	445,350.3	2.3%
18					
19					
20	<u>Revenue Service Hours (in thousands)**</u>				
21	Bus (Include Direct Operated, BRT and Purchased Transportation)	7,037.3	7,061.7	7,055.2	-0.1%
22					
23	Light	680.1	769.0	983.4	27.9%
24	Heavy	319.4	325.5	323.3	-0.7%
25	Subtotal Rail	999.5	1,094.5	1,306.7	19.4%
26					
27	Total	8,036.8	8,156.2	8,361.9	2.5%
28					
29					
30	<u>Expenses</u>				
31	CPI Cost Inflatior ***	0.94%	1.97%	1.90% - 2.90%	N/A
32					
33					
34	Wage % Change	Per Union Contract and 3% for Non-Contract	Per Union Contract and 3% for Non-Contract	Per Union Contract and merit for Non-Contract	
	* Subject to change when updates become available from SBE, SCO and major forecasting sources.				
	** Preliminary estimates only include approved Board action on RAM. All other adjustments are still under development.				
	*** FY15 CPI actual based on U.S. Bureau of Labor Statistics.				
	FY17 CPI assumption based on leading forecasting agencies.				

FY17 Budget Planning Parameters

Executive Management Committee

February 18, 2016

FY17 Budget Development Process

Board Status Updates	
January 2016	RAM initiatives adopted for FY17 implementation
February 2016	(1) Budget Planning Parameters for Assumptions and Service Levels (2) FY17 Preliminary Capital Program
March 2016	Agencywide Expenses Status Update
April 2016	Proposed Budget Book
May 2016	Final Board Adoption – May 26

Outreach with key stakeholders:

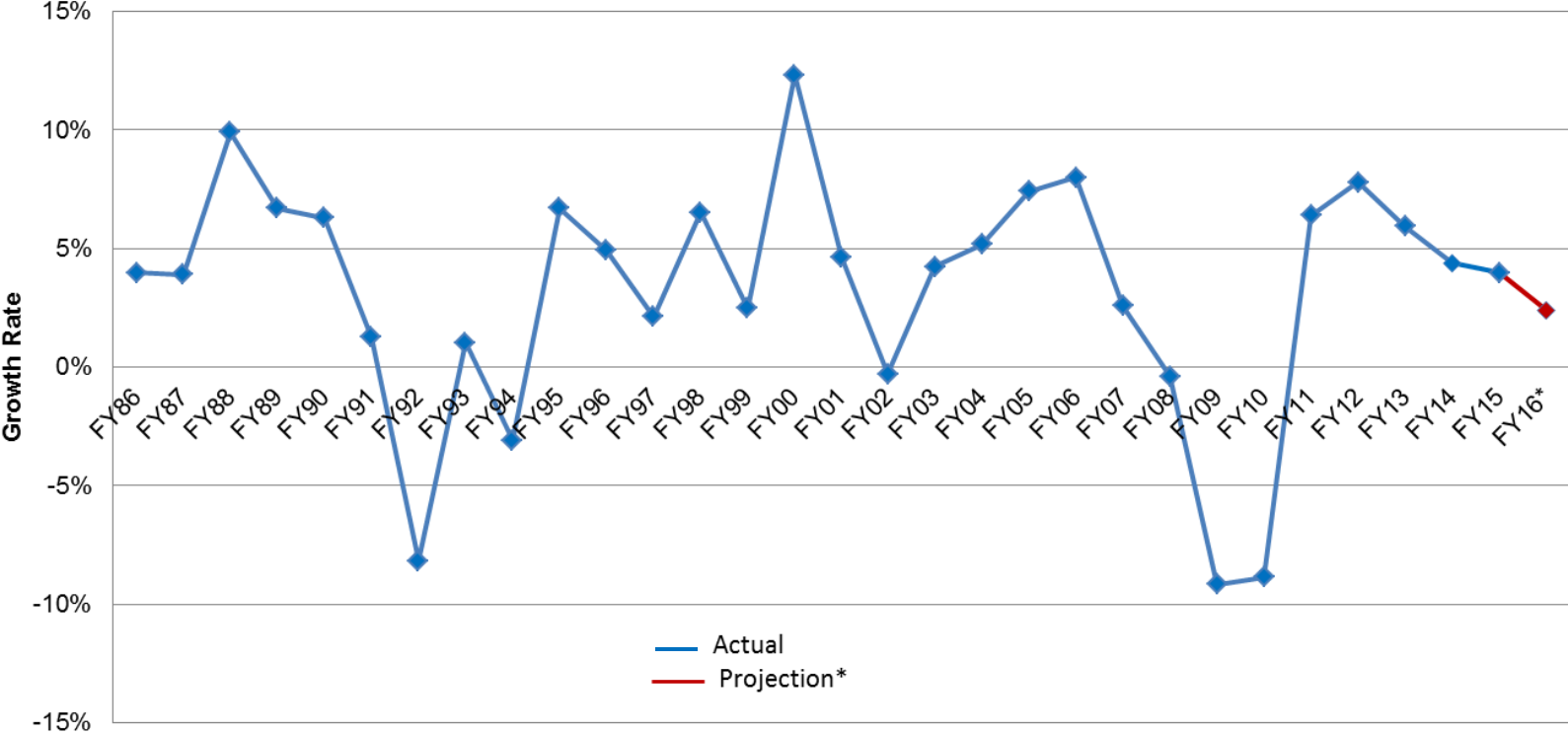
- Board of Directors
- Senior Leadership Team and Executive Staff
- Regional Service Councils, Citizen Advisory Council (CAC), Technical Advisory Committee (TAC), and Bus Operations Subcommittee (BOS)
- Electronic media (e.g. social media, the Source, webinar, web page, etc.)

Agency Goals

1. Advance safety and security for our customers, the public, and Metro employees
2. Exercise fiscal discipline to ensure financial stability
3. Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation
4. Improve the customer experience and expand access to transportation options
5. Increase transit use and ridership
6. Implement an industry-leading state of good repair program
7. Invest in workforce development
8. Promote extraordinary innovation

Sales Taxes

- Sales tax growth has been in a cooling mode from its post-recession recovery peak.
- Growth has slowed down from an increase of 4.4% in FY14 to an estimated 2.4% in FY16.
- It is assumed that the FY17 sales tax growth rate will continue at the FY16 level of 2.4%.
- Staff will closely monitor and adjust the FY17 sales tax forecast, if necessary, as more data becomes available.



Consumer Price Index (CPI)

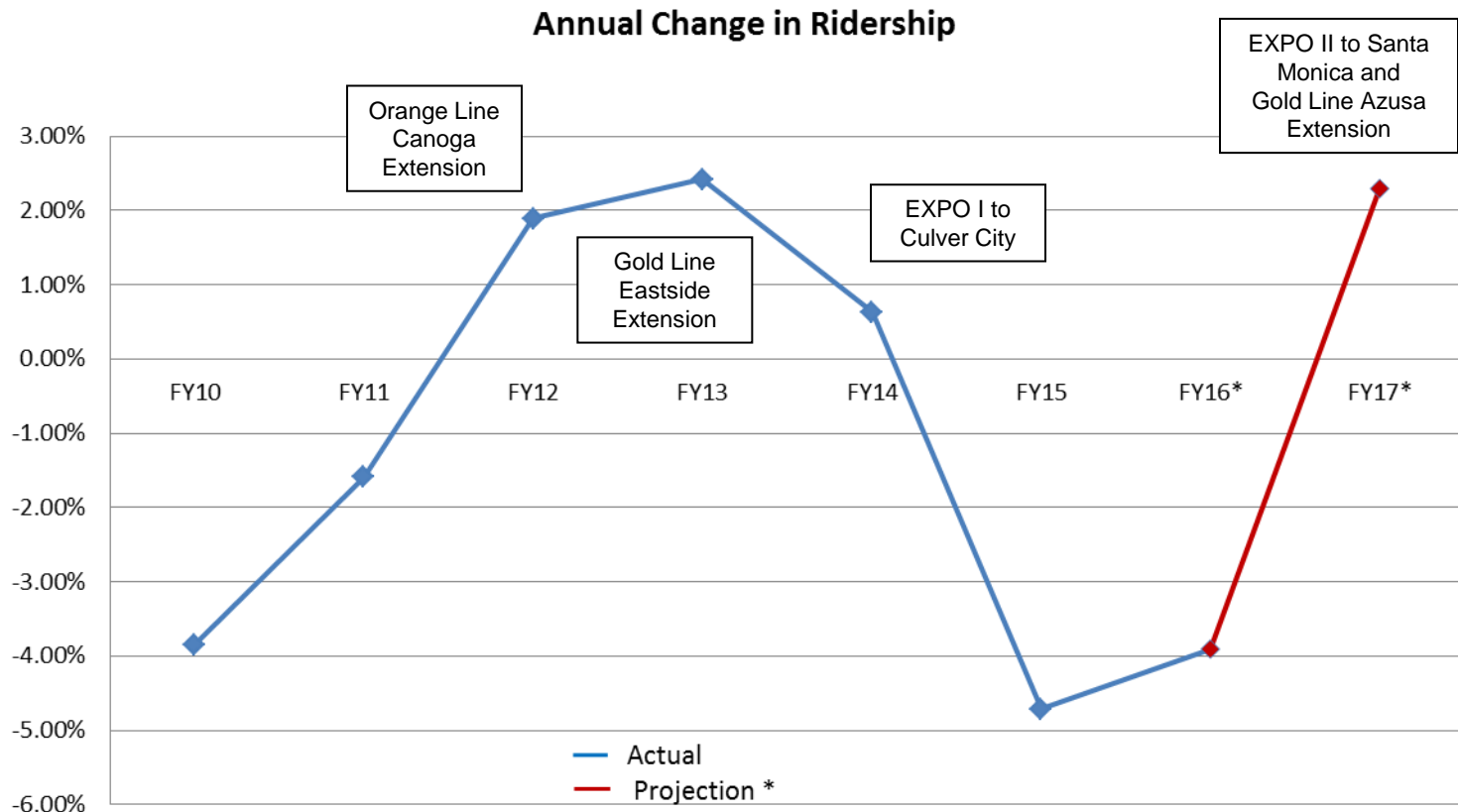
- Current leading forecasts – from UCLA, Beacon Economics and Muni Services – estimate change in the FY17 CPI in a range from 1.9% to 2.9%
- The FY17 assumption will be determined as updates are released in March 2016.
- The chart below shows how Metro’s CPI estimates compare to the actuals and projects from leading forecasts.

Fiscal Year	Actual	Beacon		
		UCLA	Economics	Metro
FY15	0.94%	2.81%	1.97%	2.30%
FY16	1.25%*	2.25%	1.57%	1.97%
FY17 Forecast	--	2.90%	1.90%	1.9% to 2.9%

* YTD actual based on data from U.S. Bureau of Labor Statistics.

Fare Revenues and System Boardings

- FY17 assumes no fare restructuring; fare revenues depend on system boardings.
- The two new rail lines are expected to bring in 10 million additional boardings in FY17, and overall Metro transit system boardings and fare revenues are projected to increase by 2.3%, which equates to \$7.5 million in additional fare revenues.



Wages and Benefits

- For SMART, ATU, TCU and AFSCME members, FTEs will be adjusted based on service levels and zero-based budget cost drivers.
- Further, for these Union Contract positions, FY17 proposed budget salaries and fringe benefits will grow by negotiated rates per the Contract terms.
- The CEO is in the process of developing a Non-Contract merit-based performance measurement system.
- Health, welfare, and pension benefits for Non-Contract positions will be in accordance with previously-approved Board actions.

Metro Transit Service

- In order to begin the FY17 budget development process, transit service estimates are based on FY16 budget plus service optimizations included in RAM for both Bus and Rail.
- Additionally, Rail includes an increase as a result of a full year of operations on the EXPO II and Gold Line Foothill 2A extensions.
- Currently, FY17 Bus revenue service hours are projected at 7.1 million; and FY17 Rail revenue vehicle service hours are projected at 1.3 million.
- Both Bus and Rail budgeted revenue service hours remain under consideration according to minor service adjustments and other proposed changes that still need to be determined.
- Next month's receive and file update will provide finalized FY17 Bus and Rail service assumptions.

Next Steps

- March 2016 budget receive and file update will provide finalized FY17 Bus and Rail service assumptions.
- Staff will closely monitor and adjust the FY17 sales tax forecast, if necessary, as more data becomes available.
- The agency will continue to prioritize efforts for FY17 through its new program- and deliverables-based budget process and will provide ongoing updates and analysis to the Board.
- May 26, 2016 – Adoption FY17 budget; projected to be a balanced budget.



Board Report

File #: 2016-0114, **File Type:** Informational Report

Agenda Number: 10.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 18, 2016
~~FINANCE, BUDGET AND AUDIT COMMITTEE~~
~~FEBRUARY 17, 2016~~**

SUBJECT: FY17 PRELIMINARY CAPITAL BUDGET

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on **FY17 Preliminary Capital Budget.**

ISSUE

The FY17 Capital Program currently valued at \$2.02 billion represents the annual cashflow of a multi-year plan totaling \$15.5 billion to improve the transportation system for Los Angeles County. This program is a plan to deliver transit expansion projects funded and leveraged through Measure R. The program also includes projects for maintaining Metro assets in a state of good repair with a strong emphasis on safety and security improvements. The preliminary FY17 Capital Program will be included and finalized as part of the overall agency budget to be considered for Board adoption in May.

DISCUSSION

Transit expansion continues in FY17. In partnership with our Federal funding partners, Measure R has allowed Metro to deliver on our promise for regional mobility. As we expand our transportation network, we continue to focus on maintaining our assets in a state of good repair. Together, all elements of the Capital Program serve as an economic growth engine for the region, contributing to the transformation of local communities by improving transportation infrastructure, creating jobs and delivering on the promise of improved mobility.

A summary of the \$2.02 billion preliminary FY17 Capital Program and a description of each category are shown below. Additional program level details are shown in Attachment A.

Category	FY17 Cashflow Estimate (\$ in millions)
Measure R Transit Expansion	\$1,681
State of Good Repair & Asset Improvements	296
New Projects - First Year Investment	42
Total	\$2,020

Measure R Transit Expansion

The completion of the Gold Line Foothill Extension 2A to Azusa and the Expo 2 Extension to Santa Monica is expected to increase transit ridership by attracting new long term riders. Looking back, we have seen significant growth in transit ridership along corridors where rail service has been added. Based on a Spring 2012 analysis as shown in the table below, combining bus and rail boardings along travel corridors illustrates a significant increase in bus and rail usage after new rail line openings.

Rail Line	Average Weekday Boardings (Bus & Rail Combined)		
	Before Rail Opening	2012 After Rail Opening	% Change
Blue	41,971	104,001	148%
Red	51,306	161,168	214%
Green	11,074	49,640	348%
Gold	31,199	60,922	95%

Improvements will continue in FY17 with continued efforts to design and construct the Crenshaw/LAX project, Regional Connector, South Western Yard and Westside Purple Line Subway Extension. Key assumptions include approval for Westside Purple Line Subway Extension Section 3 acceleration to be considered in February 2016. New light rail vehicles are planned for continued delivery through FY17 to support the agency’s service expansion needs for the Expo II and Foothill openings.

State of Good Repair & Asset Improvements

The FY17 Capital Program will maintain Metro’s assets in a State of Good Repair (SGR). Projects are in place to optimize the mix of maintenance, overhauls and replacements. At the forefront of the SGR program are vehicle replacements for bus, light rail and heavy rail. Component overhauls, engine replacements and vehicle midlife service will continue in FY17 to improve fleet performance. The preliminary budget also includes provisions to improve ITS infrastructure and Safety/Security for the benefit of our patrons and employees and to keep Metro’s assets up to date with the latest technologies.

New Projects - First Year Investment

New improvements include a variety of projects, such as a new 40' replacement bus procurement, P2550 light rail vehicle component overhaul, preventative maintenance and safety related projects. Measure R funding is planned for a \$14 million increase in insurance coverage for Westside Purple Line Subway Extension and Airport Connector construction accommodations.

The \$42 million amount represents the first year investment for new projects with a total Life of Project budget (LOP) of \$400 million. All projects with LOP budgets greater than \$5 million will be brought separately to the Board for review and adoption.

FINANCIAL IMPACT

The FY17 Capital Program plan will be part of the balanced budget to be presented to the Board for adoption in May 2016.

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impede Metro's stated goal of improving transportation in Los Angeles County.

NEXT STEPS

A complete FY17 Budget will be presented to the Board in May 2016 for approval. The Board and Board staff will be briefed with updates and additional information as it becomes available in the months prior to FY17 Budget adoption.

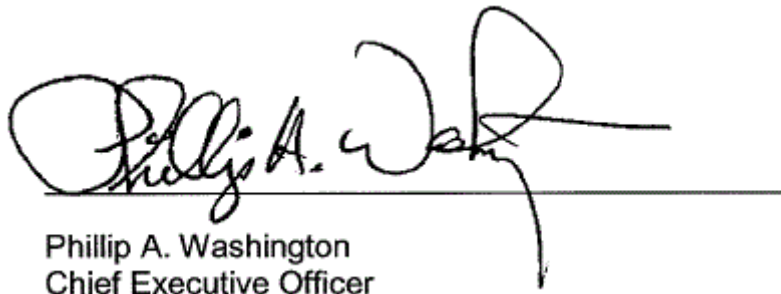
ATTACHMENTS

Attachment A - FY17 Preliminary Capital Program Summary
Attachment B - FY17 New Project Requests

Prepared by:
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Reviewed By:

Nalini Ahuja , Chief Financial Officer / Executive Director Finance & Budget



Phillip A. Washington
Chief Executive Officer

Attachment A: FY17 Preliminary Capital Program Summary

Capital Project Category (\$ in thousands)	Life of Project	Prelim FY17
Measure R Transit Capital Expansion		
Transit Construction		
Rail		
Crenshaw/LAX Light Rail Transit	2,229,200	392,766
Expo Blvd Light Rail Transit Phase 1 (Closeout)	978,900	3,500
Expo Blvd Light Rail Transit Phase 2 (LRV's)	1,504,058	163,167
Gold Line Foothill Extension to Azusa Phase 2A	741,000	15,119
Regional Connector	1,463,208	233,583
Westside Subway Extension	3,447,181	854,410
Bus		
Acquisition 30 Zero Emission/Super Low Emission	30,000	6,844
Total Transit Expansion - Construction	10,393,547	1,669,388
Measure R Transit Planning		
Rail		
Airport Connector Accommodations	23,110	8,392
Highway		
I-405	1,141,400	17,508
Total Transit Expansion - Planning	1,164,510	25,900

SGR Capital by Mode (\$ in 000's)	Safety & Security	Asset Imps & Maintenance	Capital Infrastructure	FY17 SGR Total by Mode
Mode				
Bus	4,386	102,424	4,862	111,672
Rail				
Blue Line	19,741	12,828		32,569
Gold Line		4,076	1,799	5,875
Green Line	773	2,191		2,964
Red/Purple Line	6,120	31,655	1,627	39,402
Multiple Lines	1,197	65,937	787	67,920
Rail Subtotal	27,831	116,686	4,213	148,730
Mixed Mode	9,930	11,619	5,028	26,577
Bike			1,036	1,036
* Other	12,462	20,789	3,535	36,786
Total By Mode	54,609	251,518	18,673	324,800

GRAND TOTAL: Transit Expansion and State of Good Repair	2,020,089
--	------------------

* "Other" includes ITS Hardware & Software Technology, UFS/TAP, Gateway Building, and Union Station Improvements.

Attachment B: FY17 New Project Requests

(\$ in thousands)

LN	DESCRIPTION	OMB FY17	Forecast LOP
1	Replacement 40' Buses	5,646	302,091
2	Fire Alarm Panel Replacement Program	89	1,624
3	CNG Detection and Alarm Systems	159	4,586
4	Solar PPA Project - Roof Replacements at Divisions 11 and 22	2,308	2,648
5	Metro Red Line Access Control / Alarm Monitoring System Repl	440	2,319
6	P2550 Light Rail Vehicle Component Overhaul	2,540	20,008
7	Application Platform Systems Upgrades (FY17-FY18)	600	1,685
8	Enterprise Telephone & Unified Messaging System	400	10,146
9	Workstation & Network Technology Refresh (FY17 - FY18)	950	2,700
10	Metrolink Blue Line High Density Storage Equipment	464	964
11	490 Bauchet Environmental Canopy Structure	110	110
12	Cash Room Equipment Request	273	393
13	MOL Safety Enhancements to Increase Operating Speeds	4,228	4,359
14	Replace Uninterruptible Power / Batteries on Red Line FY17 - FY22	2,420	3,684
15	Interagency Transfer (IAT)	753	803
16	Union Station-FLS, ADA Site Improvements and LED Lighting	6,600	19,900
17	FY17 NEW STATE OF GOOD REPAIR REQUESTS	27,978	378,018
18	Airport Metro Connector	8,392	16,400
19	Excess Liability Insurance - Metro Westside Extension Section 2	5,893	5,893
20	ADDITIONAL TRANSIT EXPANSION	14,285	22,293
21	FY17 NEW PROJECTS FUNDED TO DATE	42,264	400,311

FY17 Budget Development: Preliminary Capital Program

**Executive Management Committee
February 18, 2016**



The Office of Management, Budget and
Local Programming

Metro

Capital Program

- Fiscal Year 17 Capital Program budget is estimated at \$2.02 billion; approximately 40% of projected fiscal year budget.
- This represents the annual cash flow of a multi-year plan totaling \$15.5 billion to improve our transportation system.
- Two major components: deliver transit expansion projects and support state of good repair project efforts.

FY17 Capital Program Highlights

1) Transit Expansion:

1. **Design and construction:** Continued progress for Crenshaw / LAX, Regional Connector & the Westside Subway Purple Line Ext (PLE) Sect 1. advancement of PLE Sec 2 for Full Funding Grant Agreement. Closeouts for Expo 2 & Foothill projects.
2. **Construction completion:** Conclude Universal City Pedestrian Bridge and Orange Line to Red Line Pedestrian Underpass.

2) State of Good Repair:

1. **Facility, System and Maintenance of Way:** Bus, Blue, Gold, Green, Red/Purple line projects that focus on system reliability improvements
2. **Vehicle Maintenance / Acquisitions:** Conclude 40' bus acquisitions, start new artic bus and 40' bus acquisition, bus midlife, engine replacements, Initiate light rail & heavy rail acquisitions / component / midlife overhauls.
3. **Technology Improvements:** Web Infrastructure, Enterprise Telephone System, Tablet POS System, Software/Hardware Refresh, Mobile Phone Validator App.
4. **Infrastructure Improvements:** Union Station Renovations/FLS/ADA, Gateway Building Improvements.



FY17 Preliminary Capital Budget Plan

(\$ in millions)

Ln	FY17 Preliminary Capital Budget Plan	Capital Expansion
1	Capital Expansion	
2	Crenshaw / LAX	\$392.8
3	Expo 1 ^(A)	3.5
4	Expo 2 ^(A)	163.2
5	Foothill to Azusa ^(B)	15.1
7	Regional Connector	233.6
6	Westside Subway	854.4
8	30 ZEB / SLEB	6.8
9	Airport Connector Accommodations	\$8.4
10	I-405 Highway	17.5
11	Total Capital Expansion	\$1,695.3

A. Expo 1 and 2 budgets are placeholder budgets for closeout needs & LRV delivery. FY17 budget will be replaced with Expo Bd adopted budgets on or before May.

B. Foothill budget represent placeholder for closeout needs.



Data as of Jan 27, 2016. Preliminary FY17 Capital Project details are available on the OMB Capital Program website for reference.

FY17 Preliminary Capital Budget Plan

(\$ in millions)

Ln	FY17 Preliminary Capital Budget Plan	Safety & Security	Asset Maintenance & Improvement	New Assets & Closeouts	Total
1	State of Good Repair				
2	Bus	\$4.4	\$102.4	\$4.9	\$111.7
3	Rail				
4	Blue Line	19.7	12.8	-	32.6
5	Gold Line	-	4.1	1.8	5.9
6	Green Line	0.8	2.2	-	3.0
7	Red/Purple Line	6.1	31.7	1.6	39.4
8	Multi-Lines / Mixed Modes ^(A)	1.2	65.9	0.8	67.9
9	Systemwide ^(B)	9.9	11.6	5.0	26.6
10	Gateway / Union Stn / ITS ^(C)	12.5	20.8	3.5	36.8
11	Bike	-	-	1.0	1.0
12	State of Good Repair	54.6	251.5	18.7	324.8
13	Total Capital Expansion				1,695.3
14	Grand Total	\$54.6	\$251.5	\$18.7	\$2,020.1

A. Multi-Lines / Mixed Modes: Affect 2+ modes: Platform Intrusion detection, Security Kiosks, LRV midlife/overhauls, SCADA Repl, Radio Sys, Corrosion protection, etc.

B. Systemwide-Bus, Rail & Agencywide benefits: Communication system upgrades, Emergency Ops Ctr, Call Ctr Imps, Shop Equip, TVMs, Nextrip, Bus Stop Imps etc.

C. Gateway / Union Stn/ ITS: ITS Hardware Software refresh, UFS PCI Compliance, POS devices, Gateway Renovations & Union Station FLS / ADA. Pkg Guidance.

Data as of Jan 27, 2016. Preliminary FY17 Capital Project details are available on the OMB Capital Program website for reference.

