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Agenda - Final Revised

Thursday, November 19, 2020

12:45 PM

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Executive Management Committee

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James Butts

John Fasana

Sheila Kuehl

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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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MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL****NON-CONSENT****32. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION**[2020-0610](#)**RECOMMENDATION****AUTHORIZE:**

A. The Chief Executive Officer to execute a cost-plus fixed fee Contract No. PS66383MC077 with PreScience Corporation to provide construction support services for the Rosecrans/Marquardt Grade Separation Project, at the negotiated contract amount not-to-exceed \$4,397,321.49 for 4 years plus a 1-year option at \$838,462, staff will return to the Board to approve the exercise the option should it be necessary; and

B. Contract Modification Authority in the amount of \$439,732 or 10% of the total contract not-to-exceed amount and authorize the CEO to execute individual Contract Modifications within the Board approved Contract

Modification Authority.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

35. SUBJECT: 2021 LEGISLATIVE PROGRAM

[2020-0734](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2021 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2021 State Legislative Program as outlined in Attachment B.

Attachments: [ATTACHMENT A - 2021 Federal Legislative Program Goals](#)
[ATTACHMENT B - 2021 State Legislative Program Goals](#)

ITEM 36 (FEDERAL TRANSPORTATION UPDATE: INCOMING BIDEN ADMINISTRATION AND 117TH CONGRESS) HAS BEEN WITHDRAWN.

36. SUBJECT: FEDERAL TRANSPORTATION UPDATE: INCOMING BIDEN ADMINISTRATION AND 117TH CONGRESS

[2020-0770](#)

RECOMMENDATION

~~RECEIVE oral report on incoming Biden Administration and the new 117th Congress with respect to transportation infrastructure.~~

37. SUBJECT: MOTION 31.1 RESPONSE - ASSEMBLY CONSTITUTIONAL AMENDMENT 5

[2020-0641](#)

RECOMMENDATION

RECEIVE oral report on a race and gender action plan related to motion 31.1.

Attachments: [Attachment A – Motion 31.1](#)
[Attachment B - ACA 5 Legislative Summary](#)
[Attachment C - Employment Data by Race, Ethnicity and Gender Presentation](#)

38. SUBJECT: RAIL STATION NAMES [2020-0653](#)

RECOMMENDATION

ADOPT Station names for Purple (D Line) Extension Section 1. Adopt the following official and operational station names for the three (3) stations that comprise Metro Rail’s Purple (D Line) Extension Section 1:

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Wilshire / La Brea	Wilshire / La Brea
2. Wilshire / Fairfax	Wilshire / Fairfax
3. Wilshire / La Cienega	Wilshire / La Cienega

Attachments: [Attachment A - Property Naming Policy](#)
 [Attachment B - Map of Purple \(D Line\) Extension Project Section 1 Stations](#)
 [Attachment C - Station Naming Survey Report](#)

39. SUBJECT: RECOVERY TASK FORCE DRAFT FINAL RECOMMENDATIONS [2020-0739](#)

RECOMMENDATION

RECEIVE oral report on Recovery Task Force Draft Final Recommendations.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2020-0751](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE’S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2020-0610, File Type: Program

Agenda Number: 32.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 19, 2020

SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

A. The Chief Executive Officer to execute a cost-plus fixed fee Contract No. PS66383MC077 with PreScience Corporation to provide construction support services for the Rosecrans/Marquardt Grade Separation Project, at the negotiated contract amount not-to-exceed \$4,397,321.49 for 4 years plus a 1-year option at \$838,462, staff will return to the Board to approve the exercise the option should it be necessary; and

B. Contract Modification Authority in the amount of \$439,732 or 10% of the total contract not-to-exceed amount and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

A Construction Support Services (CSS) Consultant is required to assist staff in the management oversight from final design, including advance construction activities such as early demolition and environmental work, utility relocation and construction of Rosecrans/Marquardt Grade Separation Project. The CSS Consultant work in the amount of up to \$4,837,053.49 including contract modification is fully paid for by local, state and federal grants.

DISCUSSION

The CSS consultant, PreScience Corporation, specializes in grade separation projects along the BNSF corridor will provide construction support to assist and augment staff. The CSS consultant work is needed for the advance utility work and early demolition and environmental work in preparation for construction work of the Rosecrans Marquardt Grade Separation Project. PreScience Corporation was selected based on qualification and price criteria used to evaluate a total of nine (9) proposers. They have the experience and competence in construction support services on some of the most challenging and complex grade separation projects in Los Angeles County.

Background

The Rosecrans/Marquardt Grade Separation Project (Project) is an important regional rail project located in the City of Santa Fe Springs along BNSF rail corridor. The grade crossing at Rosecrans Avenue and Marquardt Avenue experiences a high volume of vehicular traffic (over 40,000 cars) along with approximately 110 passenger and freight trains per weekday which is equivalent to one train approximately every 10 minutes. In addition, this grade crossing traverses this intersection diagonally, which results in poor sight distance between roadway and railroad vehicles. The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, whereby California Public Utilities Commission (CPUC) ranked it the number one hazardous grade crossing in the state in 2016. The construction of a new separated bridge overpass at the Rosecrans Avenue and Marquardt Avenue will separate the vehicular and pedestrians from the rail corridor and thus eliminating the possibility of train to vehicle collisions.

Project Update

Staff is finalizing the real estate acquisition which is anticipated to be completed by February 2021. Staff is working on the 100% design plans and will issue a construction bid by Spring 2021 with construction to begin by Fall 2021.

Funding

The Rosecrans/Marquardt Grade Separation Project is fully funded with \$156,437,550 in Measure R 20% Highway and local, state and federal grants as listed in Table 1.

TABLE 1-TYPE OF FUNDS	AMOUNT (in million)
High Speed Rail Prop 1A	\$76.665
CPUC Section 190	\$15
BNSF Railway	\$7.272
Measure R 20% Highway	\$26.5
Federal TIGER	\$15
STIP	\$7
TCEP	\$9
TOTAL	\$156.437550

DETERMINATION OF SAFETY IMPACT

The approval of Board action on this item will not have an impact on established safety standards. With the construction of the Rosecrans Marquardt Grade Separation Project, the existing grade crossing will be closed, eliminating the possibility of train to vehicle collisions at this intersection and will improve traffic conditions. All aspects of the project will be designed to be in accordance with BNSF's, and City of Santa Fe Spring's current design standards and will be in accordance with the General Orders of the California Public Utilities Commission.

FINANCIAL IMPACT

The work is funded in the FY 21 Budget which was approved by the Board in September 2020 under Project# 460066 (Rosecrans/Marquardt Grade Separation), in Cost Center# 2415 (Regional Rail). Since this is a multi-year contract, the Senior Executive Officer of Regional Rail and Chief Program Management officer will be accountable and responsible for budgeting the cost of future fiscal year requirements (refer to Table 2 below).

Table 2 Preliminary Cashflow

Fiscal Year	Projected Amount to be Spent	Budget %
FY-2021	\$439,732	10
FY-2022	\$1,319,197	30
FY-2023	\$1,319,197	30
FY-2024	\$1,319,197	30
FY-2025 Option Year	\$838,462	
Total	\$5,235,783***	100%

*****Note: The \$5,235,783 Includes the One-Year Option**

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of Board action on this item is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. This contract action will help expand the transportation system with targeted infrastructure and service investments. The construction and operation of the Rosecrans/ Marquardt Grade Separation Project will provide an additional mobility option.

ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative would require Metro to divert resources from on-going projects and/or hire multiple full - time personnel that are not immediately available or funded.

NEXT STEPS

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. PS66383MC077. Staff will return to the Board for the award of the construction contract by Fall 2021.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary

Prepared by:

Dan Mahgerefteh, Director, Regional Rail (213) 418-3219

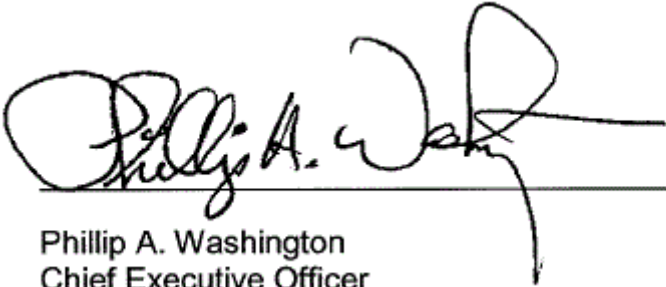
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Nalina Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION SUPPORT SERVICES
CONTRACT NUMBER PS66383MC077**

1.	Contract Number: PS66383MC077	
2.	Recommended Vendor: PreScience Corporation	
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: November 20, 2019	
	B. Advertised/Publicized: November 19, 2019	
	C. Pre-Proposal Conference: December 3, 2019	
	D. Proposals Due: February 3, 2020	
	E. Pre-Qualification Completed: May 4, 2020	
	F. Conflict of Interest Form Submitted to Ethics: February 11, 2020	
	G. Protest Period End Date: December 2, 2020	
5.	Solicitations Picked up/Downloaded: 140	Proposals Received: 9
6.	Contract Administrator: Laura Barrera/Wonder E. Van Twist	Telephone Number: 213-922-4365
7.	Project Manager: Dan Mahgrefteh	Telephone Number: 213.418.3219

A. Procurement Background

This Board Action is to approve Contract No. PS66383MC077 Rosecrans/Marquardt Grade Separation Construction Support Services Consultant (CSSC) to provide construction support services that will assist and support Metro in the performance of Metro's responsibilities managing the Construction of the Rosecrans/Marquardt Grade Separation Project. Services will be provided from final design through pre-construction activities (early demolition and environmental work, advanced utility relocation work), construction, and contract closeout. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was a competitively negotiated procurement process, performed in accordance with Metro's Acquisition Policies and Procedures. This process required each of the proposals and qualifications to be evaluated based on the evaluation criteria set forth in the RFP. The evaluation criteria were weighted in order of importance, including the cost proposal. The proposals were evaluated and rated accordingly, and the results are shown in the table below. The RFP was issued with an SBE goal of 17% and a DVBE goal of 3%. The contract type is a Cost-Plus Fixed Fee (CPFF). The Contract is for a base term of four (4) years plus a one (1) year option.

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

- Amendment No. 1, issued on December 19, 2019, revised the Letter of Invitation and extended the Proposal due date to January 20,2020.
- Amendment No. 2, issued on January 9, 2020, extended the Proposals due date to February 3, 2020, modified the Scope of Services, Submittal Requirements, and Evaluation Criteria, issued a CSSC STAFFING PLAN with a standardized level of effort (labor of hours) for Proposers to use in preparing their Cost and Fee Proposal, and added Metro Professional Form 60 (Pro Form 60 or “Form 60”) in Excel Format for convenience.
- Amendment No. 3, issued on January 15, 2020, to correct typographical error in Cost Proposal Submittal-Volume III.
- Amendment No. 4, issued January 28, 2020, modified and finalized the Scope of Services, Submittal Requirements, and the CSSC Staffing Plan was referenced as Attachment B in Section 3- Proposal Documents.

A total of nine (9) proposals were received on February 3, 2020, from the following firms, in alphabetical order:

1. ABA Global, Inc.
2. AECOM
3. Berg & Associates, Inc.
4. Falcon & MARRS (Join-Venture Team)
5. Integrated Engineering Management, dba IEM
6. Jacobs
7. PreScience Corporation
8. Santa Fe Partners (Joint-Venture)
9. T.Y. Lin International

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Regional Rail Department, California Department of Transportation, California High-Speed Rail Authority, and City of Santa Fe Springs was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

- Experience and Qualifications of Firms on the Team..... (20%)
- Key Personnel’s Skills and Experience..... (25%)
- Project Understanding and Approach..... (35%)

- Cost Proposal..... (20%)

Total 100%

The evaluation criteria are appropriate and consistent with criteria developed for other professional services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding, and Approach and Key Personnel’s Skills and Experiences.

The PET evaluated all nine (9) written qualification proposals from February 4, 2020 through February 7, 2020. From March 2, 2020 thru March 3, 2020, the PET held oral presentations with the seven (7) firms within the competitive range. The firms were given the opportunity to present on: Experience and Qualifications of Firms on the Consultant’s Project Team and Project Understanding and Approach.

The proposing firms had the opportunity to present their proposed key personnel in the context of their presentation of the two Evaluation Criteria specified above as well as respond to the PET’s clarifying questions. In general, each Proposer’s presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated task and stressed each proposer’s commitment to the success of the contract.

Of the nine (9) proposals received, seven (7) were determined to be within the competitive range. The seven firms are listed below in alphabetical order:

1. AECOM.
2. Falcon & MARRS (Joint-Venture Team)
3. Integrated Engineering Management, dba IEM
4. Jacobs
5. PreScience Corporation
6. Santa Fe Partners (Join-Venture)
7. T.Y. Lin International

The following Proposals from ABA Global, Inc. and Berg & Associates, Inc.; were outside of the competitive range and excluded from further consideration due to their lower overall scoring. Both firms were notified of Metro’s determination.

ABA Global, Inc.
Berg & Associates, Inc.

Qualifications Summary of the responsive firms within the Competitive Range:

AECOM

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response lack information in demonstrating coordination with adjacent projects in details.

Falcon & MARRS (Joint-Venture Team)

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response lacks information in demonstrating responsiveness the Project Understanding.

Integrated Engineering Management, dba IEM

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response substantially meets the RFP minimum requirements and exceeds the requirements in the Project Understanding and Approach.

Jacobs

- Proposal substantially meets the RFP minimum requirements and exceeds the requirements in the are of the Experience and Qualifications of Firms on the Consultant's Project Team.
- Proposal significantly exceeds the RFP minimum requirements in the area of Project Understanding and Approach.

PreScience Corporation

- Proposal substantially meets the RFP minimum requirements and exceeds in the Experience and Qualifications of Firms on the Team criteria.
- Proposal has an excellent listing of similar projects that demonstrate assistance and support in construction management, inspection, project management and grade separation.
- Proposal significantly exceeds the RFP minimum requirements in the Key Personnel's Skill and Experience criteria.
- The Prime consultant and Subconsultants have a wide range of construction management experience on Caltrans projects. Each firm demonstrates a thorough understanding and knowledge of the complexity of similar projects.
- Proposal significantly exceeds the RFP minimum requirements in the area of Understanding and Approach. The CSP Team demonstrated an exceptional project understating and approach of the CSSC requirements, staffing needs.

Santa Fe Partners (Joint-Venture)

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response substantially meets the RFP minimum requirements and exceeds the requirements in the are of Project Understanding and Approach.

T.Y. Lin International

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.

The Proposal Evaluation Team (PET) evaluated and scored all nine (9) proposals. The seven (7) proposals within the competitive range ranked as follows, based on the evaluation criteria in the RFP. The PET assessed major strengths, weaknesses and associated risks of each of the proposers to determine the most advantageous firm. The most advantageous Proposer was determined to be PreScience Corporation. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, clarifications received from the Proposers, and Cost. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score (1)	Rank (2)
2	PreScience Corporation				
3	Experience and Qualifications of Firms on the Team	86.80	20%	17.36	
4	Key Personnel's Skills and Experience	86.80	25%	21.70	
5	Project Understanding and Approach	90.91	35%	31.82	
6	Cost Proposal	83.80	20%	16.76	
7	Total		100.00%	87.64	1
8	Jacobs				
9	Experience and Qualifications of Firms on the Team	82.00	20%	16.40	
10	Key Personnel's Skills and Experience	80.20	25%	20.05	

11	Project Understanding and Approach	83.54	35%	29.24	
12	Cost Proposal	100.00	20%	20.00	
13	Total		100.00%	85.69	2
14	Integrated Engineering Management, dba IEM				
15	Experience and Qualifications of Firms on the Team	82.20	20%	16.44	
16	Key Personnel's Skills and Experience	81.04	25%	20.26	
17	Project Understanding and Approach	980.03	35%	28.01	
18	Cost Proposal	95.20	20%	19.04	
19	Total		100.00%	83.75	3
20	Santa Fe Partners (Joint- Venture)				
21	Experience and Qualifications of Firms on the Team	81.30	20%	16.26	
22	Key Personnel's Skills and Experience	77.76	25%	19.44	
23	Project Understanding and Approach	88.34	35%	30.92	
24	Cost Proposal	77.45	20%	15.49	
25	Total		100.00%	82.11	4
26	TY Lin International				
27	Experience and Qualifications of Firms on the Team	79.45	20%	15.89	
28	Key Personnel's Skills and Experience	75.36	25%	18.84	
29	Project Understanding and Approach	79.88	35%	27.96	
30	Cost Proposal	96.10	20%	19.22	
31	Total		100.00%	81.91	5
32	AECOM				
33	Experience and Qualifications of Firms on the Team	85.6970	20%	17.14	

34	Key Personnel's Skills and Experience	78.84	25%	19.71	
35	Project Understanding and Approach	81.14	35%	28.04	
36	Cost Proposal	76.95	20%	15.39	
37	Total		100.00%	80.28	6
38	Falcon & MAARS (Joint-Venture Team)				
39	Experience and Qualifications of Firms on the Team	77.5	20%	15.59	
40	Key Personnel's Skills and Experience	77.00	25%	19.25	
41	Project Understanding and Approach	74.88	35%	26.21	
42	Cost Proposal	94.95	20%	18.99	
43	Total		100.00%	80.04	7

1) Weighted scores are rounded to the nearest second decimal point.

2) Cost proposals were based on the Proposers' rates for the provided level of effort of 23,190 hours. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro performed a price analysis of labor rates and comparing the seven (7) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on direct labor rates, overhead rates, other direct cost, sub-consultant costs, and fixed fee. The proposed cost rates for the recommended firm were determined to be fair and reasonable. The final negotiated amounts complied with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications and cost analysis. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Contract Amount ⁽¹⁾
1	Jacobs	\$4,689,505	\$5,175,360	\$4,397,321.75

2	T.Y. Lin International	\$4,870,279.01		
3	IEM	\$4,916,609.00		
4	Falcon- MARRS	\$4,927,374.38		
5	PreScience	\$5,584,238.34		
6	Santa Fe Partners	\$6,043,612.53		
7	AECOM	\$6,082,111.37		

Note¹: The recommended contract amount of \$4,397,321.75 is for base work only. The option year is \$838,461.74.

D. Background on Recommended Contractor

PreScience Corporation is located in Aliso Viejo, CA, and was established in 2013. A certified Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE), PreScience has coordinated and managed the construction of more than \$40 million in public works and capital improvement projects over the past five years. PreScience's key personnel have over two decades of experience in construction support services and highway projects. A number of these projects being similar in scope includes: I-580 Corridor Widening, Edinger Bridge Replacement, SR-210: Segments 9, 10 and 11 (New 6-Lane Freeway Construction), I-10 EB Truck Lane and I-10 WB Median Lane Widening.

DEOD SUMMARY

CONSTRUCTION SUPPORT SERVICES / PS66383MC077

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. PreScience Corporation, an SBE prime, exceeded the goal by making a 93.67% SBE and 4.33% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	93.67% SBE 4.33% DVBE
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	SBE Subcontractors	% Committed
1.	PreScience Corporation (SBE Prime)	64.20%
2.	Southstar Engineering & Consulting, Inc.	26.23%
3.	ZT Consulting Group, Inc.	3.24%
	Total SBE Commitment	93.67%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	4.33%
	Total DVBE Commitment	4.33%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2020-0734, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 35.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 19, 2020

SUBJECT:2021 LEGISLATIVE PROGRAM

ACTION:APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2021 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2021 State Legislative Program as outlined in Attachment B.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, Vision 2028 Plan, and other board directives, we will continue to evaluate and consider long term strategic advocacy and legislative goals for the agency as outlined in the plan. We will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, D.C. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials. The Legislative Program directs staff to monitor and engage in a number of legislative and advocacy efforts. The

[Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated and presented to the Board monthly, highlights a number of bills of interest to the agency.

Federal Recap

In 2020, our agency continued to aggressively pursue our Board-approved federal legislative priorities in Washington, DC. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act was set to expire September 30, 2020, and the House of Representatives did pass a new five-year reauthorization bill (H.R. 2 - The Moving Forward Act), but agreement with the Senate and White House could not be reached leading to a one-year extension of the FAST Act.

The FAST Act now expires on September 30, 2021. H.R. 2 - championed by the Chair of the House Transportation and Infrastructure Committee Peter DeFazio (D-OR) - if enacted, would have made historic investments into transit and rail programs as well as institute broad reforms of federal transportation policies. In 2021, the outcome of the election will weigh heavily on which direction federal funding and policy moves regarding transportation infrastructure. If Democrats remain in control of the House - which as of this writing appears to be the case - H.R. 2 will likely be a framework for efforts to pass a long-term surface transportation reauthorization bill.

Among the challenges that have carried over from the previous year, the U.S. House of Representatives and U.S. Senate continued to disagree on annual appropriation bills to fund the various federal agencies and programs. While the U.S. House of Representatives approved nearly all their annual appropriations bills - including the Transportation, Housing, and Urban Development Appropriations Bill, the U.S. Senate was unable to approve any of their 12 annual appropriations bills. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through December 11, 2020. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro worked hard in Washington, DC to successfully advance our capital projects through discretionary federal grant programs. With regards to Section 3 of the Westside Purple Line Extension, we were successful in advocating for completion of another Full Funding Grant Agreement in the amount of \$1.3 billion through the Federal Transit Administration's Capital Investment Grant Program. The completion of the Full Funding Grant Agreement for Section 3 put Metro on the path to have the project in revenue service prior to the 2028 Olympic and Paralympic Games being hosted by the City of Los Angeles. In 2021, Metro will continue to aggressively prioritize and strongly advocate for the pillar projects and other important transit capital projects to be included in the pipeline for future awards of funding through the Capital Investment Grant Program.

In January 2021, Congress will begin the first session of the new 117th Congress. Metro will continue to work closely with the Administration, the U.S. Department of Transportation and Congress to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2021 Federal Legislative Plan is outlined in Attachment A)

State Recap

During the 2020 State Legislative Session, the California Legislature and Governor Newsom worked to bring the state's economy back after devastating wildfires and sought recovery during the COVID-19 pandemic. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery and funding. To respond to the rapidly changing nature of the pandemic, the Legislature had to completely change the way they do business. The legislature moved to approve remote voting for members due to health precautions, the State Capitol had extremely limited in-person capacity, policy committees made accommodations for remote testimony and presentations. Due to extended recess, the legislature made an unprecedented decision to shorten the legislative session and leadership from both the Assembly and Senate urged members to focus their legislative portfolios on COVID-19 relief, wildfire recovery and other pressing issues. The Governor's timely executive orders, and the state legislature's emphasis on economic recovery and relief, high-speed rail, wildfires and climate change pointed to the need to prioritize the state's recovery following widespread wildfires and ongoing impacts from the COVID-19 pandemic across industries.

This legislative session, our advocacy efforts focused heavily on the bills that the Metro Board directed staff to pursue through the 2020 Legislative Program goals and a number of proposals that would have impacted a number of Metro's programs. Metro's 2020 State Legislative priorities focused on seeking additional funding and policy changes to accelerate Metro's Four Pillar projects, clarification with respect to Metro's design-build authority, enhancing bus-only lane enforcement, and extending certain exemptions to spur affordable housing development. One key priority for Metro's ongoing advocacy efforts was and continues to be privacy issues related to Metro's tolling authority and Express Lanes program implementation. Privacy issues will continue to be of central concern to the Legislature overall and this issue will continue to be a cross-cutting concern across Metro's services and programs. Due to the shortened legislative session, a number of our sponsored proposals did not move forward during the session.

Senator Ben Allen authored SB 664, proposing policy changes that would clarify certain provisions in statute related to Metro's operations of the ExpressLanes. These policy changes sought to create stronger privacy protections for toll customer data, clarify provisions related to interoperability among toll operators, and improve certain aspects related to citations and toll collection. The 2020 State Legislative Program Goals provided staff with the direction to support legislation that enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy. The Board has also directed staff, through the adoption of the 2020 State Legislative Program goals to support legislation that amends the CA Streets and Highways Code that impact Metro's interoperability with other California Toll agencies. Metro staff continues to remain engaged in discussions to ensure that the future expansion of Metro's ExpressLanes network is successful. In doing so we will work with the all of the tolling agencies in California, the Chairs of the respective committees, leadership and the Los Angeles County Delegation to ensure that accurate information is available to decision makers and to ensure that we are able to maintain interoperable programs while protecting travelers' personally identifiable information.

Our work with the Los Angeles County Legislative Delegation has borne fruit with the Governor's

appointment of additional Southern California-based Commissioners to the California Transportation Commission (CTC). Hilary Norton, representing the Los Angeles area, has been elected Chair of the CTC. This legislative session, a number of Transit and Intercity Rail Capital Program funds were awarded in Los Angeles County, along with other Senate Bill 1 discretionary grants. We will continue to work with State leadership and the legislative delegation to ensure that Los Angeles County receives a proportionate share of state transportation funds.

Despite the shortened session and the need to narrow legislative priorities in both houses, two key CEQA reform bills passed the legislature this year, Senate Bill 288 (Wiener) and Senate Bill 757 (Allen). Metro also supported the California Transit Association's efforts to seek state and federal relief funding and policy changes to help transit agencies continue to operate throughout the COVID pandemic and subsequent substantial ridership losses. Below is a summary of the major legislation relevant to Metro's work that moved through the legislative process this year.

- **SB 757 (Allen/Atkins):** This Metro-sponsored legislation was the first CEQA streamlining legislation of its kind for public transit, and would have granted the AB 900 (2011) shortened CEQA litigation period to key environmental leadership transit projects. Unfortunately, since SB 995 (Atkins) did not pass, SB 757 was vetoed by the Governor.
- **SB 288 (Wiener):** This bill included provisions to expand statutory CEQA exemptions for key active transportation, bus rapid transit and other capital projects. The bill was signed into law - and Metro staff are evaluating potential projects that could be considered for the new CEQA exemptions under this bill.
- **AB 2337 (Bloom):** This Metro-sponsored legislation would have authorized Metro to pilot a program that allowed for front-facing cameras on our buses in order to capture parking violations in bus-only lanes. The bill was put on hold at the author's request due to COVID.
- **AB 1350 (Gonzalez), AB 2012 (Chu), and AB 2176 (Holden):** This trio of bills shared a common goal, to encourage transit agencies to establish free student and senior transit pass programs. Metro's Board of Directors took "Work With Author" positions on all of these bills. AB 1350 was subsequently substantially amended to address high school diploma attainment during the COVID-19 crisis, while AB 2012 and AB 2176 did not move forward in the committee process.
- **ACA 5 (Weber):** This Assembly Constitutional Amendment would repeal Section 31 of Article I of the California Constitution. Section 31 of Article I was added to the Constitution through the passage of Proposition 209 in 1996, which prohibited affirmative action programs in public education, contracting, and employment. Metro's Board took a Support position on this bill. The bill passed the legislature and was on the November 2020 General Election ballot as Proposition 16. Proposition 16 failed to pass.

Metro staff were also regularly engaged in discussions around COVID-19 relief bills for public employers that would have impacted our workforce. The list below outlines bills reviewed by multiple departments of Metro staff.

- **AB 3216 (Karla):** This would clarify provisions related to the re-hiring and retention of employees of certain industries (airports/hotels/etc) that were laid off due to the COVID-19 state of emergency. This bill was vetoed by the Governor.
- **SB 1159 (Hill):** This would define new provisions for injury or death related to COVID-19. This

bill was signed by the Governor.

- **AB 685 (Reyes):** This would create new OSHA provisions for providing notice to employees with possible exposure to COVID-19. This bill was signed by the Governor.
- **SB 1383 (Jackson):** This would add new employer requirements regarding unpaid leave and would amend the California Family Rights Act (CFRA) to require employers in the state to provide unpaid leave. This bill was signed by the Governor.

An additional priority for Metro's ongoing advocacy efforts include the need to provide certainty and stability to our power supply as we work to meet the agency's ambitious Zero-emission Bus Plan. Metro staff have been engaged in discussions with LADWP and Southern California Edison to plan for future needs on a regular basis. Most recently, staff has worked to clarify Metro's Essential Use Designation to ensure power supply in the event of a major event or power shutoff. Next year, staff will work to engage the California Public Utilities Commission (CPUC) on these issues and will continue to ensure that statewide policy decisions do not hinder the final plans for the Zero-emission Bus Plan roll out.

During next year's legislative session, we will continue to monitor statewide recovery policy and funding efforts. We will also be working to ensure that the gubernatorial administration addresses the need for critical transportation infrastructure and housing policies that help LA County to address our long-term sustainability goals.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program, Vision 2028, 28 by 2028, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, Fareless System Initiative, Better Bus, and Affordable Housing.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2021 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Clarifying Metro's procurement statutes;
- Expanding Metro's authority to install forward-facing cameras on its bus fleet to enforce bus-only lanes;
- Clarifying the process by which CEQA is implemented with respect to Metro's transit and affordable housing development projects;
- Clarifying statutes related to Metro's Express Lanes program implementation and tolling authority;
- Exploring how Enhanced Infrastructure Financing District authorization and other value capture strategies can be leveraged as a funding tool for Metro's projects;
- Clarifying provisions of Metro's authorizing statute that would affect Metro's ability to

implement fare-capping or a fareless transit system;

- Implementation of AB 5 (Gonzalez) and evaluating its potential impacts on Metro's programs;
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;
- Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Orders on Sustainability align with Metro's plans; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Government Relations staff will continue to regularly sponsor (virtual) briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the incoming Administration. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to continuing to be an active stakeholder as Congress takes action on reauthorizing the surface transportation authorization bill - the FAST Act - which expires on September 30, 2021. Metro has played an active role in shaping discussions on a new surface transportation bill and will forcefully advocate for our Board-approved Rebuilding America initiative to be embedded in any new transportation bill or infrastructure stimulus measure.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep

in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to a number of transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

Government Relations will continue to ensure that our legislative priorities and efforts are coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

In addition, Government Relations will continue to pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R and Measure M projects as well as leverage Measure R and Measure M funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The first year of the 2021-2022 State Legislative Session will commence on December 7, 2020. The U.S. House of Representatives and U.S. Senate are scheduled to begin the 117th Congress this coming January, 2021.

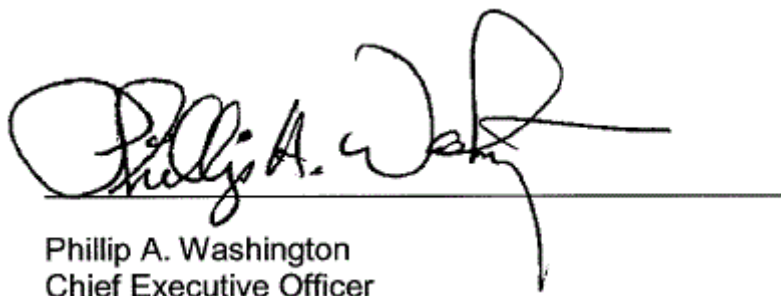
ATTACHMENTS

Attachment A - 2021 Federal Legislative Program

Attachment B - 2021 State Legislative Program

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Phillip A. Washington
Chief Executive Officer

2021 FEDERAL LEGISLATIVE PROGRAM

GOAL #1: PROPOSING TO CONGRESS AND THE ADMINISTRATION OUR REBUILDING AMERICA INITIATIVE TO BOLSTER FEDERAL SUPPORT FOR OUR AGENCY'S GOAL TO ACCELERATE OUR AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

Support federal surface transportation authorization legislation (that will replace the FAST Act that expires on September 30, 2021) that embraces our Rebuilding America initiative that sets forth five key goals for Congress and the Trump Administration to adopt in order to strengthen federal transportation programs. These five goals are:

1. Increasing the length of future surface transportation authorization bills to increase the certainty needed by our agency and other transportation entities to appropriately plan for the future and decisively increases funding for the federal New Starts program as reflected in the Invest in America Act.
2. Increase the federal gas tax to address the federal Highway Trust Funds' solvency issues.
3. Authorize America Fast Forward Transportation Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects.
4. Expand and reform the Projects of National and Regional Significance program – first authorized in SAFETEA-LU.
5. Increase federal support for proven workforce development programs that will ensure Metro and other transportation agencies continue to have a skilled workforce for our expanding transportation systems.

GOAL #2: WORK TO BOLSTER THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR ELIGIBLE METRO TRANSIT PROJECTS

Proposed Activities:

Continue to work with the Los Angeles County Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to bolster funding – through the appropriations process - for the federal Capital Investment Grant program (CIG). Additionally, work to reform the program to improve the application process. The CIG program is vital in assisting Metro to build new high capacity transit projects throughout Los Angeles County. Metro currently receives funding through this

program for the Westside Purple Line Extension (Section 1), Westside Purple Line Extension (Section 2), and the Westside Purple Line Extension (Section 3). Over the last decade, Metro has secured over \$5 billion through Full Funding Grant Agreements and TIFIA loans issued by the U.S. Department of Transportation. Additionally, Metro will continue to advocate for the reform of the CIG program to allow for great efficiency in project delivery.

GOAL #3: WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility during the Olympic and Paralympic Games held in the United States. Metro will work with officials at the White House and the U.S. Department of Transportation to ensure the free flow of information on the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #4: SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the Administration, Congress and other relevant stakeholders to restore Obama-era Local Hire reforms. Included in this effort would be our agency making the case that local hire programs do not impact competition based on evidence from Metro's experience with the Local Hire Pilot Program. Included in this effort, Metro will work to also support legislation, such as the Build Local, Hire Local Act that was introduced in the 116th Congress.

GOAL #5: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's board approved State of Good Repair and Core Capacity project list by ensuring federal funding is applied to these important projects. Additionally, Metro will support programs that benefit commuter rail through the next surface transportation authorization bill.

GOAL #6: SUPPORT REFORMS TO FEDERAL POLICIES AND FUNDING THAT WOULD BENEFIT METRO'S NEXTGEN INITIATIVE

Proposed Activities:

Continue to seek reforms to federal programs that support bus operations as well as increase funding for both formula and discretionary bus grant programs that can strengthen our agency's NextGen initiative.

GOAL #7: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR U.S. DOT GRANT PROGRAMS

Proposed Activities:

Organize strategic advocacy plans in coordination with local and regional stakeholders as well as Los Angeles County's Congressional Delegation to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the INFRA Grant Program, BUILD Grant Program, Bus and Bus Facilities, and the LoNo Grant Program.

GOAL #8: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY IMPROVE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #9: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN

Proposed Activities:

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Metro's Five-Point Plan outlines how Metro's programs and initiatives aim to: • Implement Mobility Innovation • Capture the Hearts and Minds of the People • Embrace Equity • Foster Continuous Improvement • Step into Leadership Voids

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028; Monitor legislation that would impact Metro's ability to implement the aspects of the Five Point plan; and Support legislation and initiatives that would increase Metro's ability to implement Vision 2028 and the Five-Point Plan.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate-controlled facility for testing purposes.

GOAL #11: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
2. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
3. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
4. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
5. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work to create and implement a federal program that supports Metro's Fareless Transit Initiative, including but not limited to, supporting legislation like the Freedom to Move Act that was introduced in the 116th Congress.
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;

9. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
10. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
11. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.

2021 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE WITH EXISTING COMMITMENTS

Proposed Activities:

Protect Metro's key fund sources;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues and clarifies the State's implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration's efforts to implement the Wayfair Decision; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD-ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area; and

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area.

GOAL #5: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital program, zero-emission bus conversion and fare-free transit.

GOAL #6: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/ documents);

Work in partnership with the California Air Resources Board (CARB), California Transit Association (CTA), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to include programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor legislation and regulatory actions that would affect redevelopment, housing and regional planning efforts statewide and in Los Angeles County;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #7: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Newsom's Administration to preserve and increase flexibility in the use of transportation, development, and housing funds;

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented and affordable housing development projects;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Support formula distribution of the State's FSP program funding that addresses Los Angeles County's population, congestion levels and service performance;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs;

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #8: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor the implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Monitor the implementation of AB 5 (Gonzalez, 2019) and continue to evaluate the potential impacts on Metro's programs and services.

Support legislative efforts that would provide certain exemptions for the taxicab industry and disabled access transportation operators from the provisions outlined in AB 5 (Gonzalez, 2019);

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Support legislation and funding opportunities that support the Board approved Twenty-Eight by 2028 initiative.

GOAL #9: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION

Proposed Activities:

Support legislation that -

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.

3. Limit Metro's ability to expand the ExpressLanes network.

GOAL #10: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY END HOMELESSNESS AND ADVANCE SYSTEM, SECURITY AND LAW ENFORCEMENT GOALS

Proposed Activities:

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support legislation or administrative actions that would designate Metro's transit system as critical infrastructure to prioritize funding and align agency policies; and

Monitor legislation, initiatives and programs that would impact Metro's system security and law enforcement activities.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY

Proposed Activities:

Support legislation, initiatives, and programs that aim to –

- Reduce the costs and time to deliver affordable housing
- Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
- Stabilize and enhance housing affordability in existing communities; and
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop land use policies that support equitable transit-oriented communities;

Support legislation and funding opportunities that incentivize and support the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development grants; and,

Seek to program modifications that recognize Metro’s land discount as a significant contribution to affordable projects.

GOAL #12: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

Monitor legislation that would enable Los Angeles County to implement the nation’s most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options and that would strengthen Metro’s ability to carry out a countywide TDM program.

Support legislation and explore funding opportunities that would allow for Metro to establish a robust and comprehensive Transportation Demand Management program;

Support CARB’s efforts to implement the State of California’s Parking Cash-Out law for worksites within Los Angeles County; and

Support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs.

Explore legislative remedies to establish or expand Los Angeles County’s existing Commuter Benefits Programs.

GOAL #13: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #14: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State’s Trade Corridor Enhancement Program;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology.

GOAL #15: SUPPORT LEGISLATIVE ACTIONS AND FUNDING THAT WILL ENHANCE TRANSIT CUSTOMER EXPERIENCE, INCLUDING SUPPORT FOR POLICIES AND FUNDING THAT WILL HELP METRO TO IMPROVE BUS SERVICE AND THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and explore potential funding mechanisms that would impact Metro’s ability to implement the goals and objectives in studies currently underway at Metro, such as the Better Bus Initiative and improving the customer experience; and

Support legislation that supports Metro’s goals of achieving equity and expanding access to transit for riders in LA County’s disadvantaged communities.

GOAL #16: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES

Explore and support legislation to streamline and clarify electrical utility billing for Metro.

Explore and support legislation that would clarify provisions of the EIFD statute to fund Metro's projects and programs.

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit.

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's commercial leasing and real property disposition and ground leasing for transit-oriented developments and affordable housing.

Proposed Activities:

Sponsor legislation that would clarify provisions of CEQA to enhance Metro's ability to deliver Measure M projects and affordable housing projects.

Sponsor legislation that would authorize the use of forward-facing cameras on Metro's buses and in dedicated bus lanes.

Sponsor legislation to update various provisions of Metro's procurement statutes to conform those provisions to those of other agencies.

Sponsor legislation to amend provisions in state law to support the implementation of the CEO's potential Fareless System Initiative Recommendations.



Board Report

File #: 2020-0641, **File Type:** Oral Report / Presentation

Agenda Number: 37.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2020**

SUBJECT: MOTION 31.1 RESPONSE - ASSEMBLY CONSTITUTIONAL AMENDMENT 5

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on a race and gender action plan related to motion 31.1.

ATTACHMENTS

Attachment A - Motion 31.1

Attachment B - ACA 5 Legislative Summary

Attachment C - Employment Data by Race, Ethnicity, and Gender

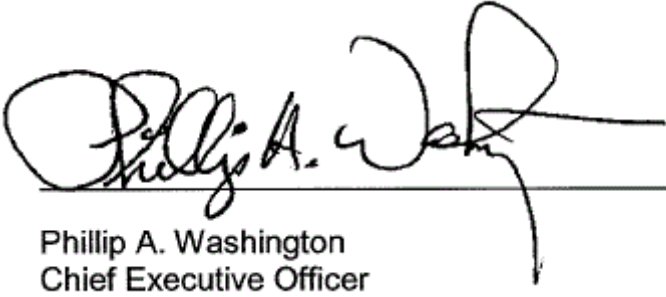
Prepared by:

KeAndra Cylear Dodds, Executive Officer, Equity and Race, (213) 922 - 4850
Anthony Crump, Deputy Executive Officer, Community Relations, (213) 418-3292
Cintha Lupian, Sr. Manager, Office of Civil Rights & Inclusion, (213) 418-3165
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Tashai Smith, Deputy Executive Officer, DEOD, (213) 922-2128

..Reviewed_By

Reviewed by:

Debra Avila, Chief Vendor and Contract Management Officer, (213) 418-3051
Nadine Lee, Chief of Staff, (213) 922-7950
Joanne Peterson, Chief Human Capital & Development Officer, (213) 418-3088
Yvette Rapose, Chief Communications Officer, (213) 418-3154
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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2020-0428, **File Type:** Motion / Motion Response

Agenda Number: 31.1.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020**

Motion by:

DIRECTOR GARCETTI

Related to Item 31: State Legislation

Assembly Constitutional Amendment 5

Assembly Constitutional Amendment 5 (ACA 5) presents a special opportunity to erase a stain on the record of California's fight against systemic racism. Should ACA 5 pass the legislature and be adopted by the voters of the state of California, Metro should be ready to act promptly to take advantage of new opportunities to advance racial and gender equity.

ACA 5 would effectively repeal Proposition 209, which was enacted in 1996 and prohibits the state and all its institutions and political subdivisions from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting. Prop 209 did not impact Metro's requirements to comply with affirmative action requirements on federally-funded contracts. However, Prop 209 has otherwise prevented Metro from affirmative action to reverse the legacy and impacts of past racism and discrimination.

ACA 5 would open significant possibilities at Metro for race and gender-conscious procurement and equal opportunity in employment and equity. Additionally, there may be other opportunities related to targeted community engagement. ACA 5 would allow Metro to increase racial and gender equity, provide new opportunities for Minority Business Enterprises (MBEs) and Women-Owned Business Enterprises (WBEs) and enable a more inclusive and diverse workforce.

Metro has developed aggressive and comprehensive programs to help level the playing field, including the Disadvantaged Business Enterprise (DBE) program for federally-funded procurements, the Small Business Enterprise (SBE) program, SBE Prime set-aside procurements, the Disabled Veterans Business Enterprise (DVBE) program, and the Contracting Outreach and Mentoring program (COMP). However, in light of ACA 5, Metro will have more available tools to remedy racial and gender disparities to level the playing field for historically underutilized businesses.

The pursuit of racial justice demands action at every level of government and in every corner of society. We are called in this moment to right past wrongs, heal wounds, and reimagine a future that is just and equitable for all our children.

SUBJECT: ASSEMBLY CONSTITUTIONAL AMENDMENT 5

RECOMMENDATION

APPROVE Amending Motion by Director Garcetti that the Board direct the CEO to report to the Executive Management Committee in November with a race and gender action plan related to the prospective passage of ACA 5, including:

- Updating the disparity study, as applicable;
- Applying race-conscious and gender-conscious goals;
- Reactivating the MBE and WBE program;
- Considering a Historically Underutilized Business program;
- Expanding the DBE program to non-federally funded procurements;
- Strengthening race and gender-based hiring and advancement;
- Implementing targeted community engagement and empowerment;
- Updating the Equity Platform; and
- Other strategies related to ACA 5 that will meaningfully advance racial and gender equity both at Metro and in Metro's wide portfolio of services, projects, and programs.

REVISED
ATTACHMENT A

BILL: ASSEMBLY CONSTITUTIONAL AMENDMENT 5
AS AMENDED MAY 4, 2020

AUTHOR: ASSEMBLYMEMBER SHIRLEY WEBER (D – SAN DIEGO)

SUBJECT: GOVERNMENT PREFERENCES.

STATUS: PASSED – ASSEMBLY APPROPRIATIONS COMMITTEE
ASSEMBLY – SECOND READING FILE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Constitutional Amendment 5 (Weber) as amended. This action would also authorize support for the potential ballot measure (Proposition TBD) to repeal Prop 209 and to enact ACA 5.

ISSUE

This bill was introduced on March 9, 2020 to amend the California State Constitution by repealing Section 31 of Article I.

Specifically, this Constitutional Amendment:

- Repeals provisions enacted pursuant to Proposition 209 in 1996 that prohibit the state and all institutions and political subdivisions thereof from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.

DISCUSSION

Assembly Constitutional Amendment 5, as amended, would repeal Section 31 of Article I of the California Constitution. Section 31 of Article I was added to the Constitution through the passage of Proposition 209 in 1996. The text of Section 31 of Article I of the California State Constitution begins: *“SEC. 31. (a) The state shall not discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.”*

This bill was introduced by Assemblymembers Shirley Weber (D-San Diego), Mike Gipson (D-Carson), and Miguel Santiago (D-Los Angeles), with Assemblymembers Autumn Burke (D-Marina Del Rey), Jim Cooper (D-Elk Grove), Lorena Gonzalez (D-San Diego), Chris Holden (D-Pasadena), Reggie Jones-Sawyer (D-Los Angeles), Sydney Kamlager (D-Los Angeles), Kevin McCarty (D-Sacramento), and Mark Stone (D-

Monterey Bay) as coauthors. Senators Steven Bradford (D-Gardena), Holly Mitchell (D-Los Angeles) and Ben Hueso (D-San Diego) are coauthors in the Senate.

According to the author, California is only 1 of 8 states that have a similar ban on preferential treatment based on race, sex, color, ethnicity or national origin in public employment, education and public contracting. In an effort to promote social equity and to reverse the legacy and impacts of past racism and discrimination – affirmative action on the federal level has been codified into law. California is home to over 1.5 million women owned firms – however, participation by women-owned firms in public contracting continues to decline.

The Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, religion, sex, or national origin. California law has similar provisions, including employee protections against discrimination codified under the California Fair Employment and Housing Act of 1959. Proposition 209 is distinct in that in addition to banning discrimination, it added a ban on granting preferential treatment based on those same categories. This ban on preferential treatment is also referred to as the “affirmative action ban.” ACA 5 is similar in intent to SCA 5 (Hernández), which in the 2013-2014 legislative session would have amended the Constitution to remove Proposition 209 provisions related to public education only. However, SCA 5 failed to advance in the Assembly.

This bill has several potential impacts to Metro’s work in the areas of procurement, equal opportunity in employment and equity, particularly with respect to Minority and Women-owned Business Enterprise programs. These impacts are outlined below.

Impact on Metro’s Vendor/Contract Management & Diversity and Economic Opportunity Programs

The possible repeal of Proposition 209 would have a significant impact on Metro’s locally-funded procurements. The enactment of the repeal would allow for Metro to implement programs and preferential selection in the agency’s public contracting practices. The passage of Proposition 209 in 1996 is the reason that Metro was required to cancel its Minority Business Enterprise (MBE) and Women-owned Business Enterprise (WBE) certification and goal programs (race and gender-conscious) and change to race-neutral and gender-neutral small business programs on non-federally funded procurements. In effect, race and gender could no longer be taken into account in our non-federally funded contracting program. This would allow Metro to potentially create MBE/WBE programs once again on our locally funded contracting program.

Participation by minority and women owned businesses plummeted after passage of Proposition 209 in 1996. Proposition 209 does not affect Metro’s federal procurements and the Disadvantaged Business Enterprise program remains unaffected, yet on the local side, minority and female owned businesses have had to compete against Prime contractors for state/local procurements over the last 24 years. Metro’s Small Business Enterprise program was created to fill the void created by the passage of Prop 209 and while the SBE program has aided a number of minority and women-owned business, it is fundamentally a race-neutral program. Because of the way Proposition 209 is structured, we have limitations on our state/locally funded procurements. We believe that

the program would see increased participation by Women owned and minority-owned businesses and continued success for these businesses if the Proposition was repealed.

With respect to federally funded procurements, since establishing a DBE program is a condition of receiving federal financial assistance, compliance with Proposition 209's prohibition against gender and racial preferences would result in Metro being ineligible for federal assistance.

Impact on Metro's Human Capital & Development and Civil Rights Employment Policies

As a recipient of federal funding, Metro is required to submit an Equal Employment Opportunity Program (EEO) to the Federal Transit Administration (FTA) every four years. In order to meet this requirement, Metro needs to provide a written, detailed, results-oriented set of procedures designed to achieve prompt and full utilization of people within a protected class at all levels and in all parts of Metro's workforce, including compensation. This requirement is in line with ACA 5.

In addition, *Public Utilities Code-Section 1300051.19-Adoption of Affirmative Action Plan* states: "Metro shall adopt an affirmative action plan for its management positions which reflects the ethnic demographics of the county, taking into consideration the availability of the workforce in the various ethnic groups."

These requirements are necessary. Overall, the transit industry is a male-dominated industry. At Metro, we currently have 70% male and 30% female represented in the workforce. Even with EEO goals, we have only increased the overall female percentage by 1.6% since 2005. Currently, of the 8 EEO job categories that all Metro positions fall into, 4 of those EEO job categories are underutilized for women. Simply put, Metro needs to hire more women in certain job categories. We are also required to prevent concentration of minority groups in particular positions, cost centers and departments. As such, Metro's goal is to not only increase underutilization, but its goal is to also prevent concentration of minority groups in lower level positions. Metro has utilized EEO goals to resolve the above disparities and meet the aforementioned requirements. Passing ACA 5 would be in line with these efforts to rectify disparities.

What's most important is that the efforts to meet Equal Employment Opportunity Program goals, which are aligned with ACA 5, are working, as shown in the chart below. Since the implementation of a streamlined Equal Employment Opportunity concurrence process in 2016, Metro has increased the hire rate of women each year. In the figure below, rates of women in the workforce are shown increasing year over year due to the policies that Metro has implemented.

FY16	33%
FY17	35%
FY18	41%
FY19	42%

Removing these EEO efforts at Metro, by not supporting ACA 5, would not only eliminate the progress we've made, but would cause it to continue to go in a negative direction.

In addition, if Metro does not meet FTA EEO requirements and fails to take correction action, the FTA can initiate the suspension, termination, refusal to grant or continue Federal financial assistance for Metro. FTA can also make a referral to the Department of Justice with a recommendation that appropriate proceedings be brought against Metro to enforce any rights of the United States (U.S.) under any law.

Metro has also created the Women and Girls Governing Council (WGGC) and incorporated a number of hiring practices to encourage the advancement and continued increases in hiring of women in the Metro's workforce. For non-represented employees, staff has found that there is a clear disparity between women and men in the workforce and the WGGC has done work and is studying how to address this disparity. ACA 5 would continue in that same vein.

Any hiring related language in the Collective Bargaining Agreements with Metro's unions is negotiated, and the language usually focuses on using seniority as the primary factor promotion after the job's minimum qualifications are met. Even if ACA 5 were to pass, if race or sex were to be included as a factor in hiring for union represented jobs, Metro would not be able to supersede any contract language that conflicts with it without negotiation.

Chapter 2 of the FTA EEO Circular states, in part: *Both agencies and unions are responsible for nondiscrimination under federal equal employment opportunity laws and regulations. An agency cannot evade nondiscrimination responsibilities on the basis of union contract terms covering employees. When agencies are negotiating or amending union agreements, FTA requires agencies to review and revise the agreements wherever current provisions are identified as barriers to equal employment.*

Alignment with Metro's Equity Platform

The goal of ACA 5 is aligned with Metro's Equity Platform. Under the platform, Metro is tasked with reducing racial, socioeconomic, and gender disparities to increase access to opportunity. As explained in the preamble of ACA 5, Article 1, Section 31 has exacerbated those disparities and made them much more difficult to address. The constitutional amendment proposed under ACA 5 would expand the tools available to accomplish the goals of Metro's equity platform.

ACA 5 has received substantial support from nonprofit organizations around the state, as well as unions and educational associations. The bill has also received opposition from various stakeholder groups, although no official opposition was recorded as of May 5th, 2020.

The bill recently was approved by the Assembly Appropriations Committee and now moves forward to the Assembly floor for consideration. The bill needs to receive at least two-thirds approval by the Assembly to move forward. For ballot measures to be included in the November 2020 ballot, initiatives need to qualify by June 25, 2020.

Staff recommends that the Board adopt a SUPPORT position on ACA 5 and the potential Proposition TBD to enact ACA 5.

DETERMINATION OF SAFETY IMPACT

Passage of the legislation would not have an immediate impact on safety.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal #5.5, Metro will expand opportunities for businesses and external organizations to work with us. To maximize our engagement with traditional and non-traditional business partners, Metro will re-examine contracting rules, policies, and regulations to minimize requirements that unnecessarily restrict creativity and create barriers to entry for emerging and small businesses.

ALTERNATIVES CONSIDERED

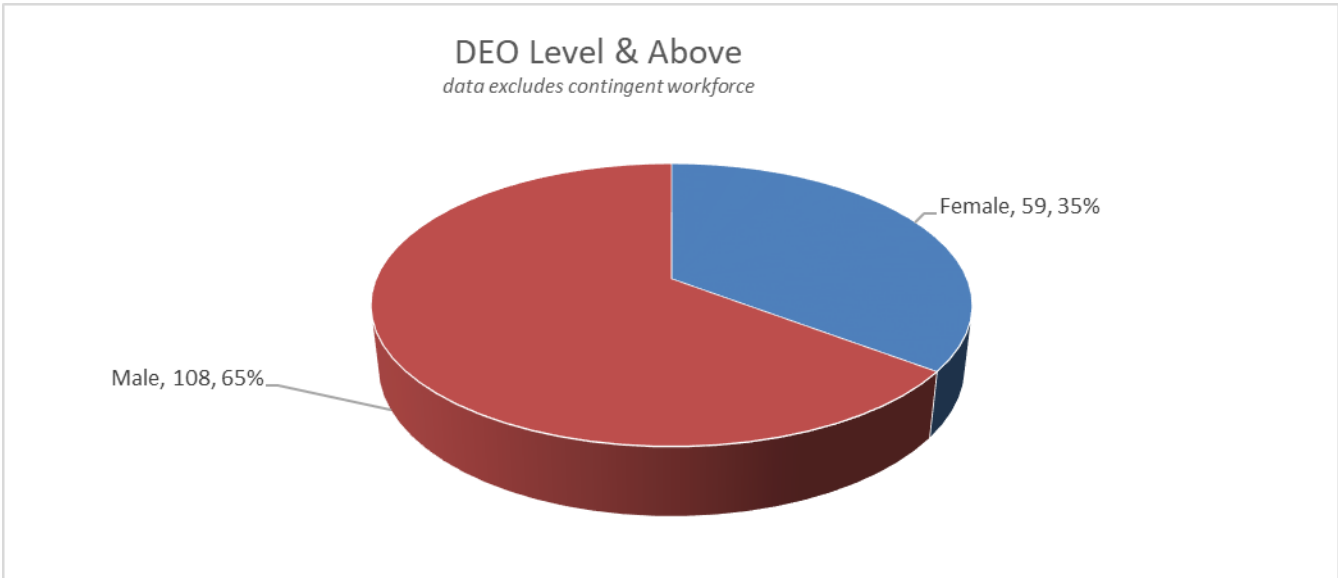
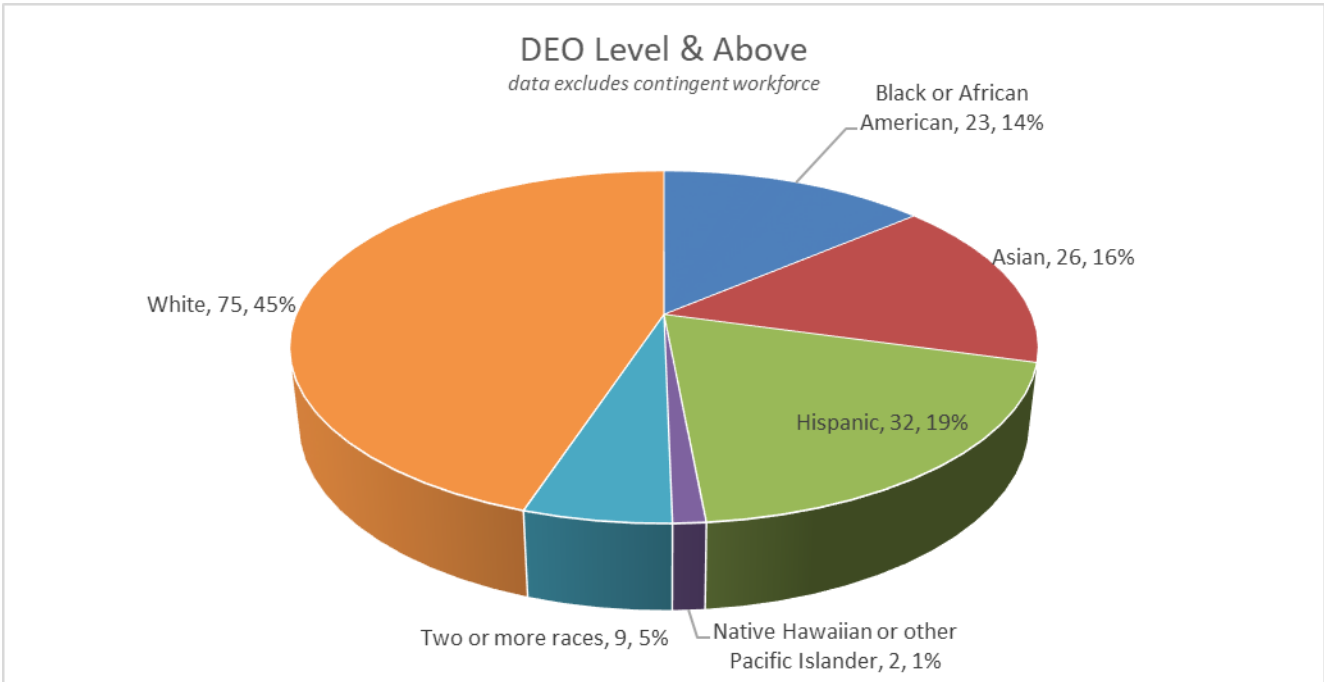
Staff has considered adopting either an oppose or work with author position on the bill. However, an oppose position would be counter to the agency's goals to increase participation by women and minorities in public contracting and in hiring.

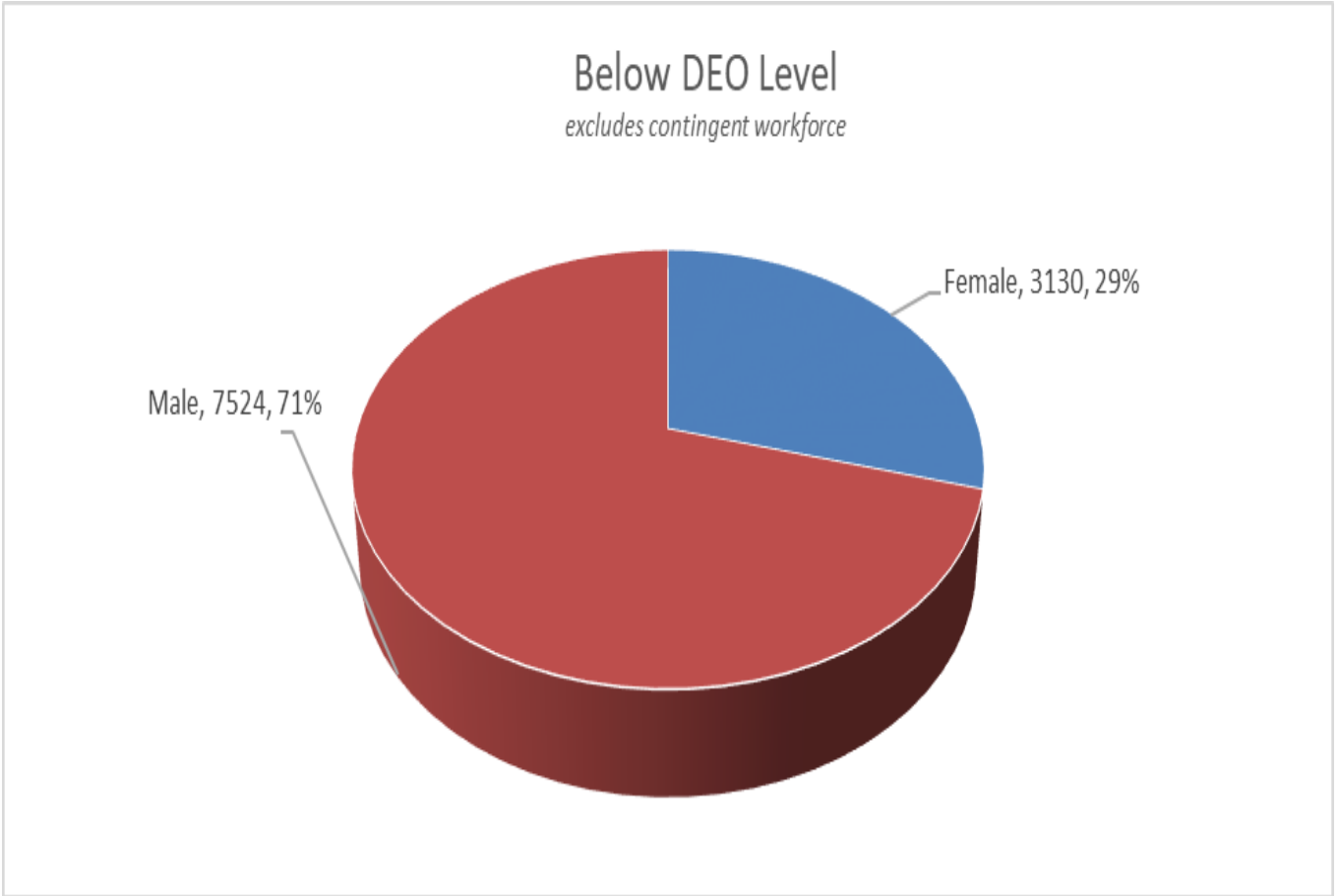
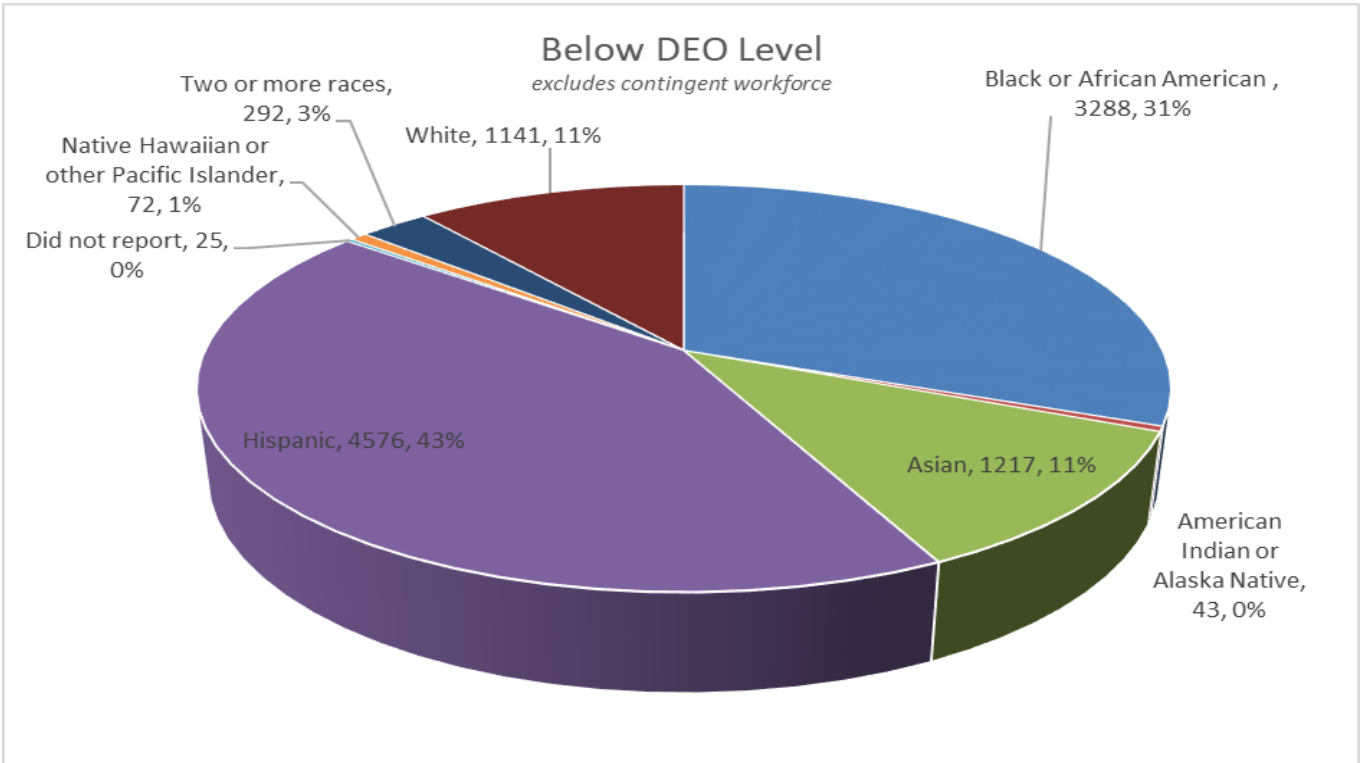
NEXT STEPS

Should the Board approve the adoption of a SUPPORT position on the legislation; staff will communicate the Board's position to the author and work to ensure its passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

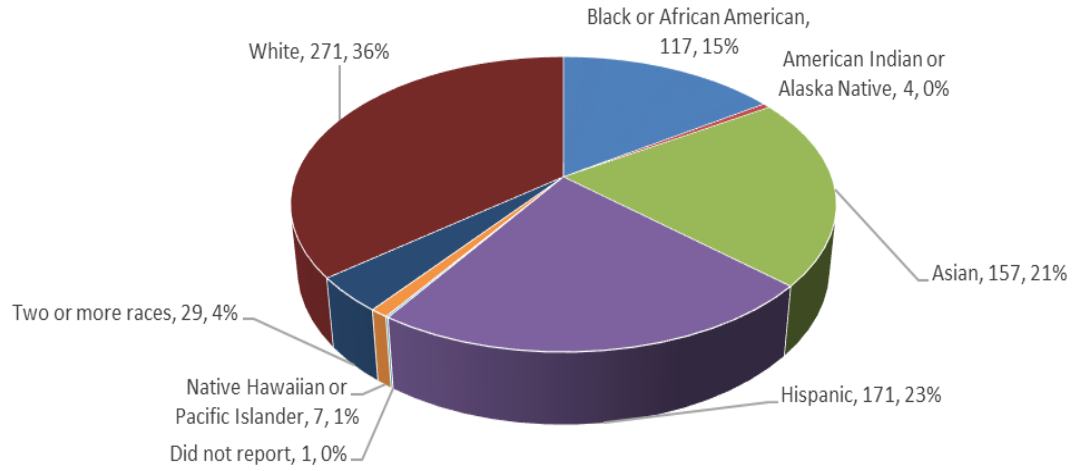
Employment Data by Race, Ethnicity, and Gender – as of August 2020





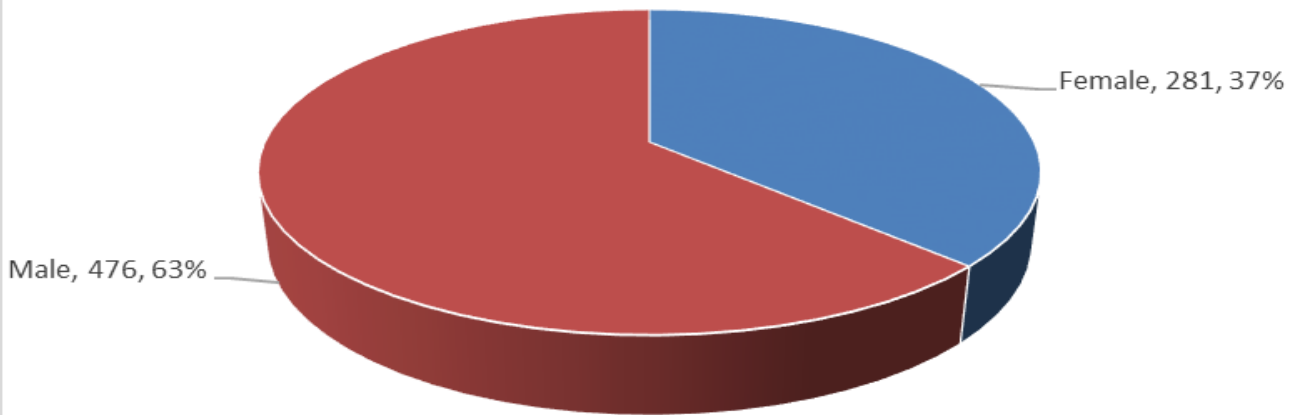
Officials & Administrators

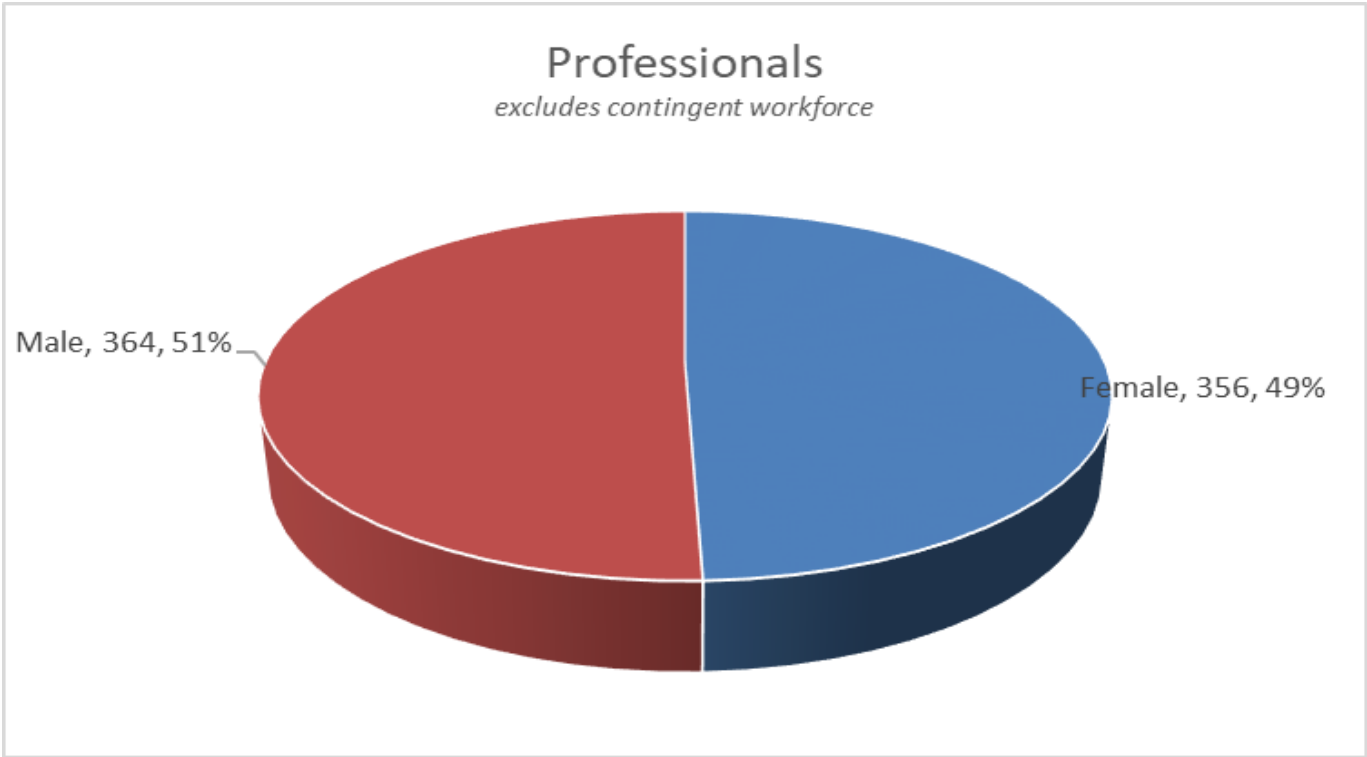
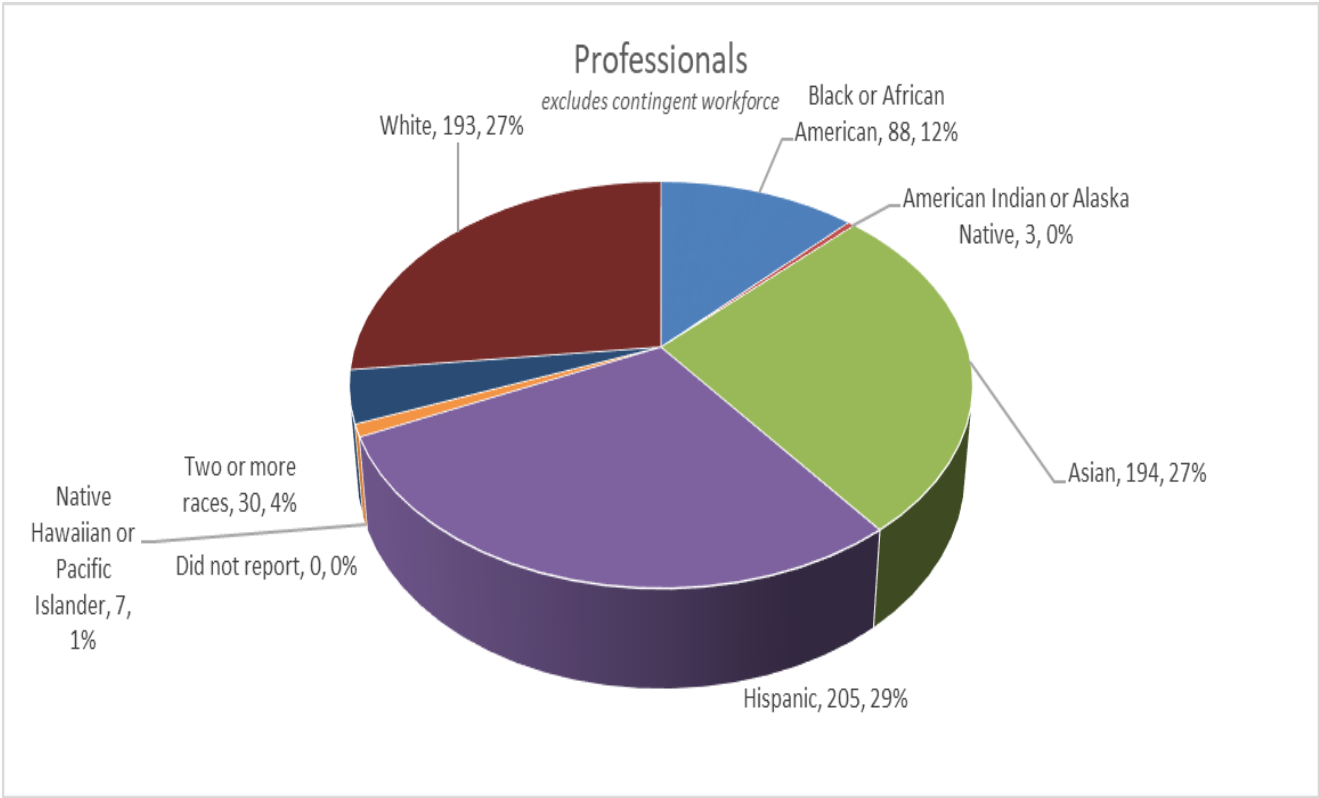
excludes contingent workforce



Officials & Administrators

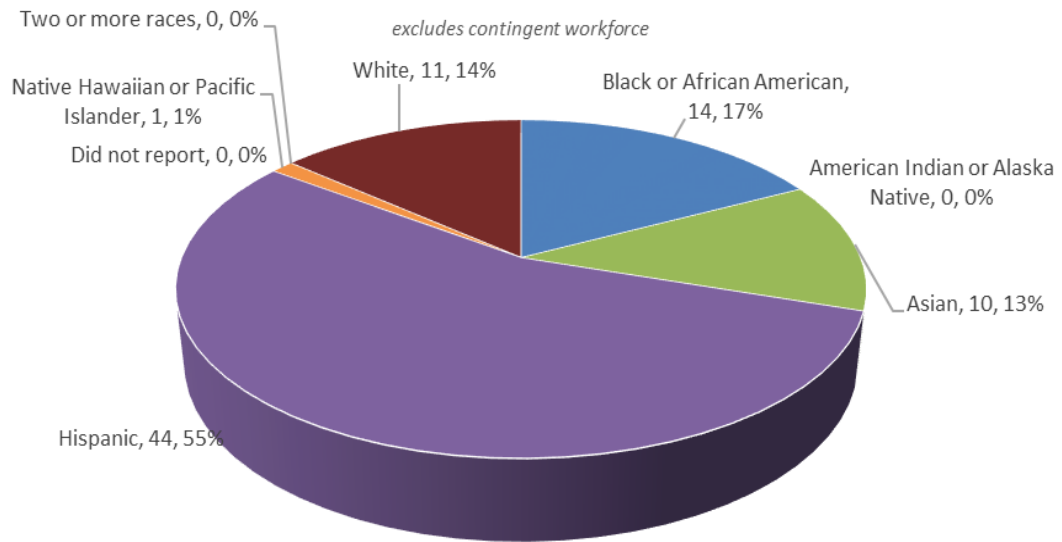
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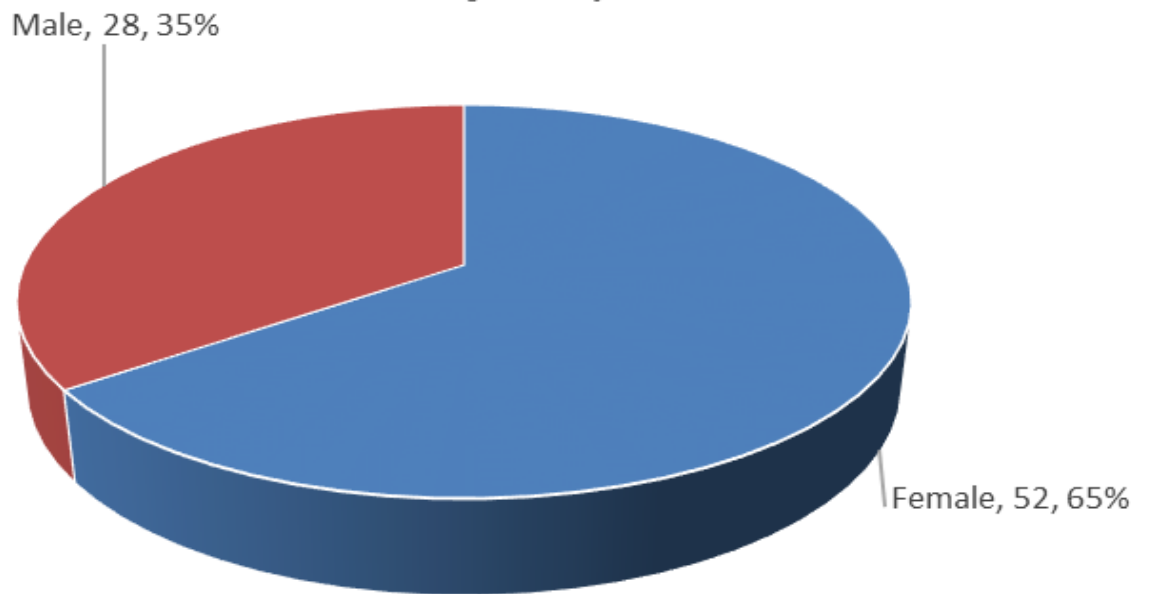
Paraprofessionals

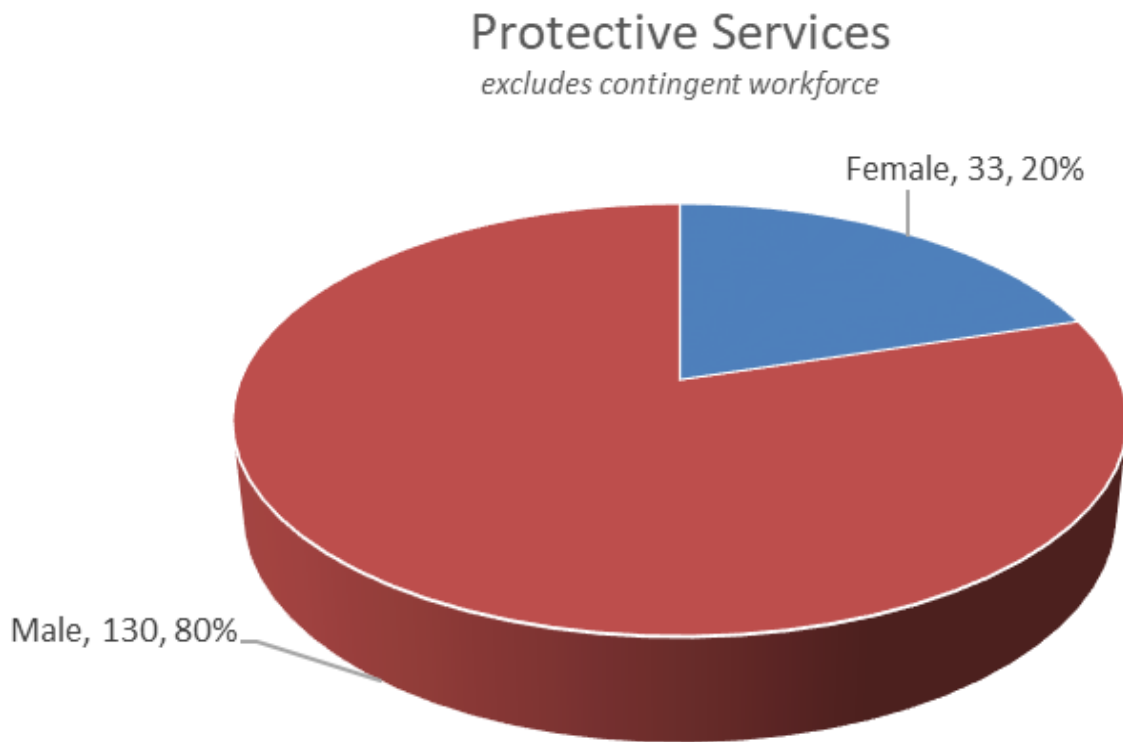
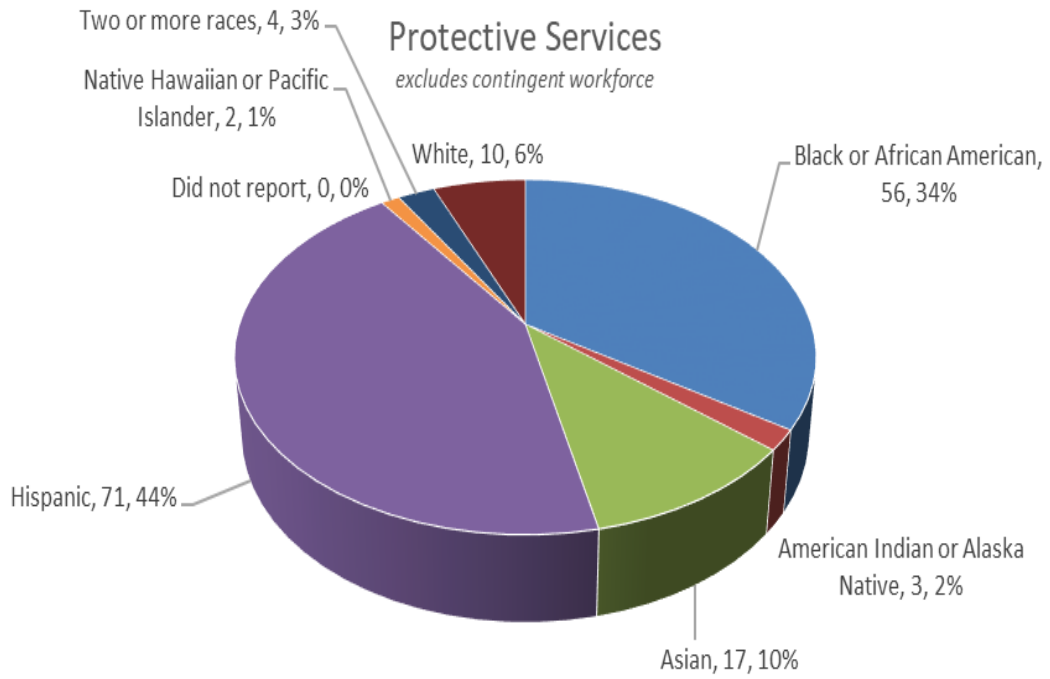
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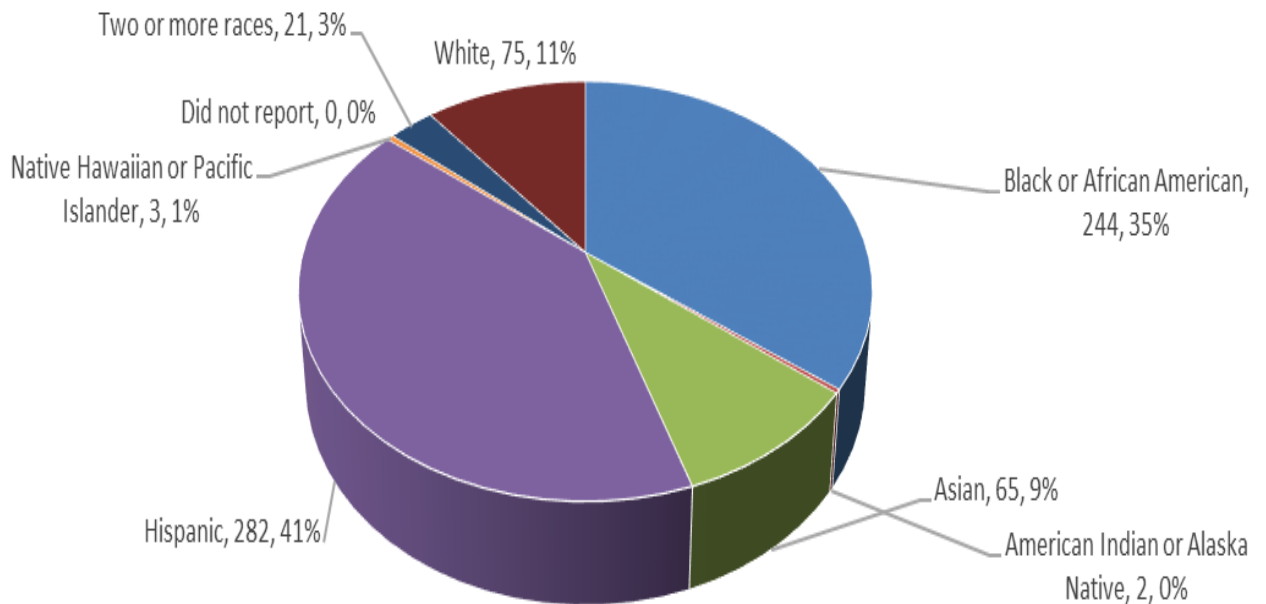
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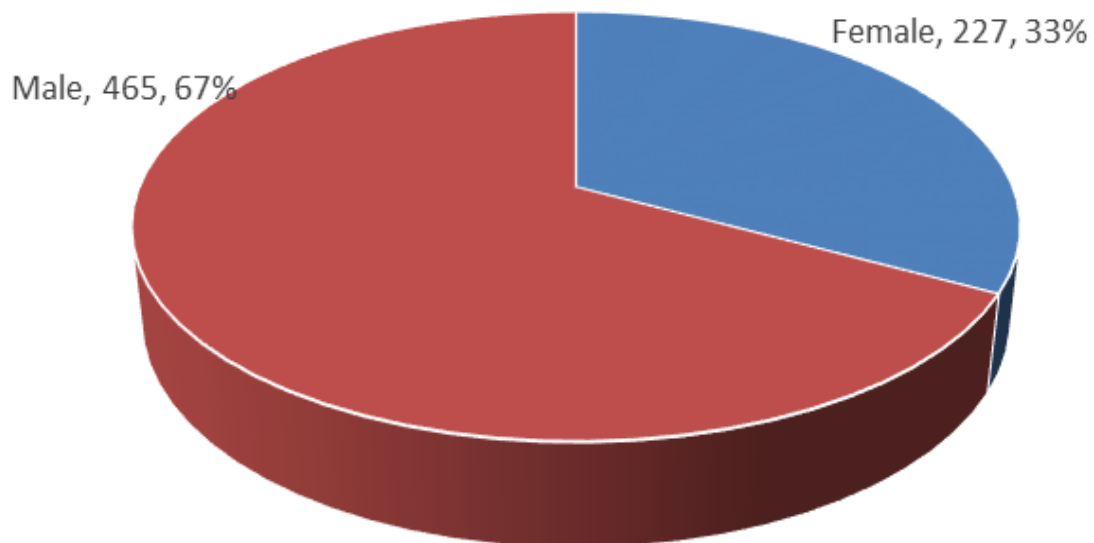
Technicians

excludes contingent workforce



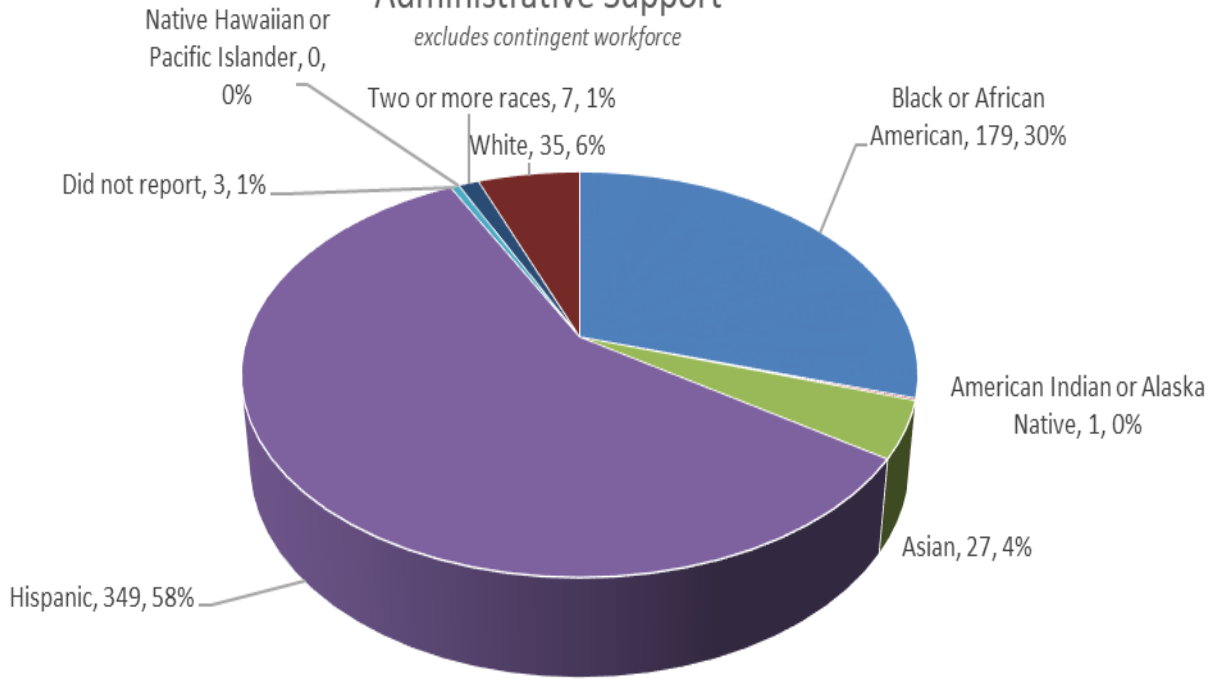
Technicians

excludes contingent workforce



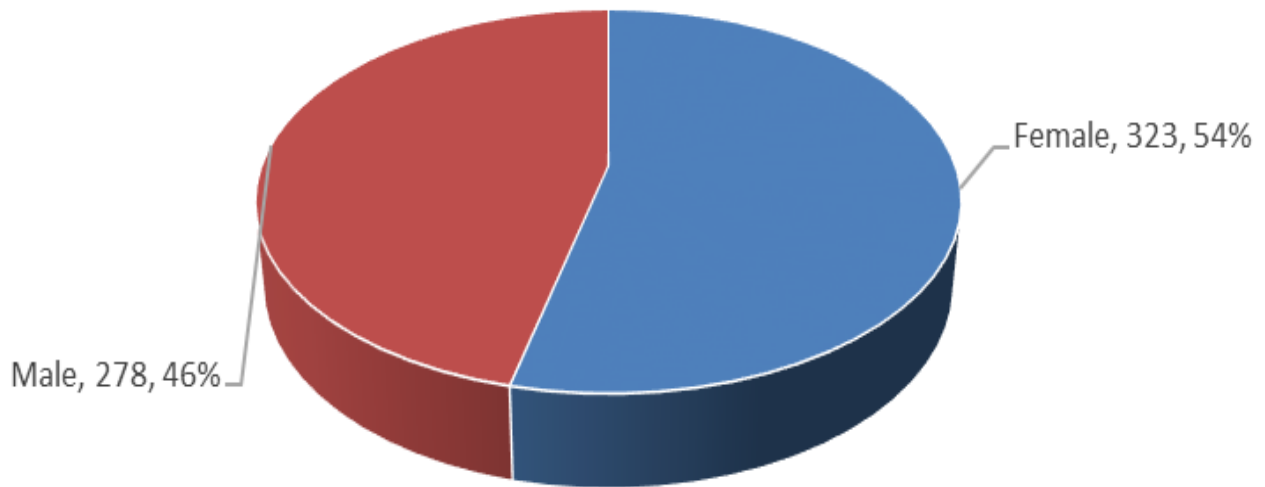
Administrative Support

excludes contingent workforce



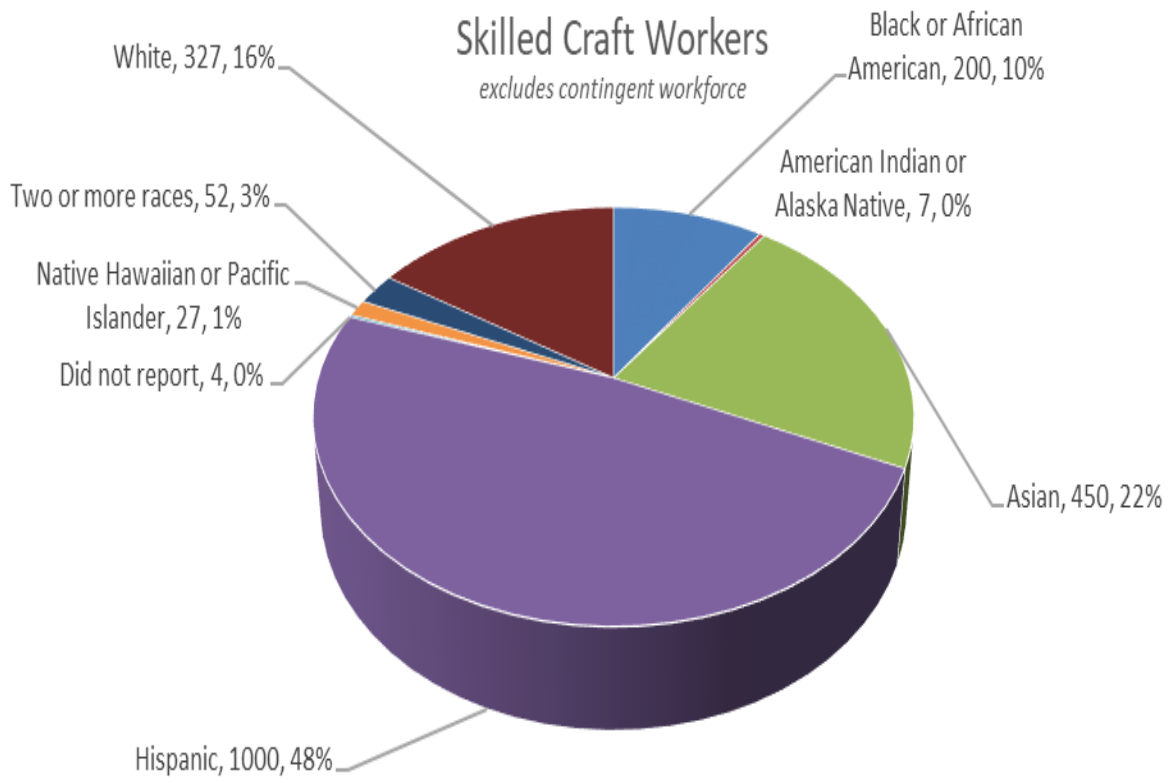
Administrative Support

excludes contingent workforce



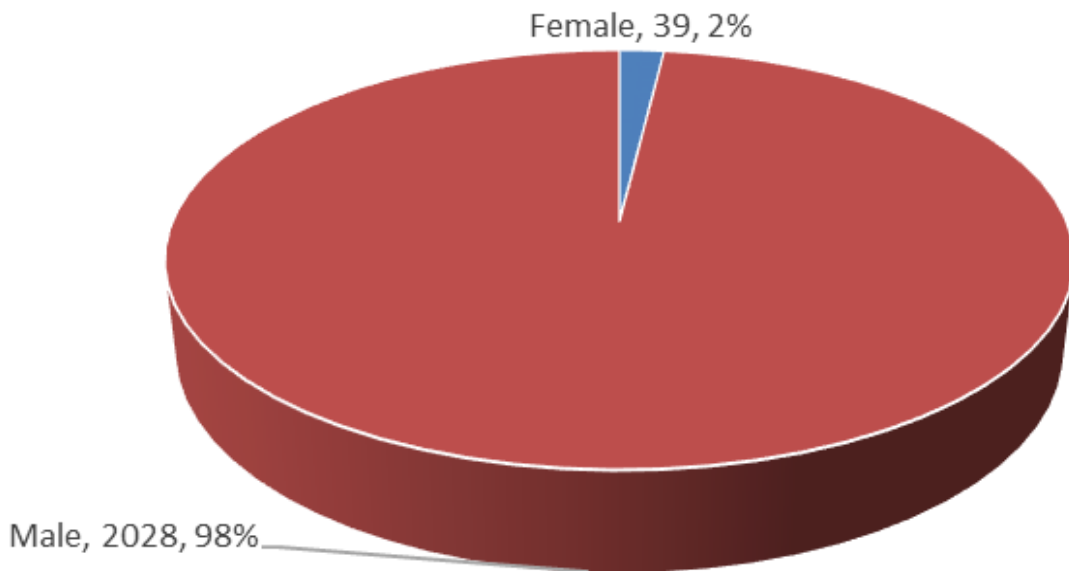
Skilled Craft Workers

excludes contingent workforce



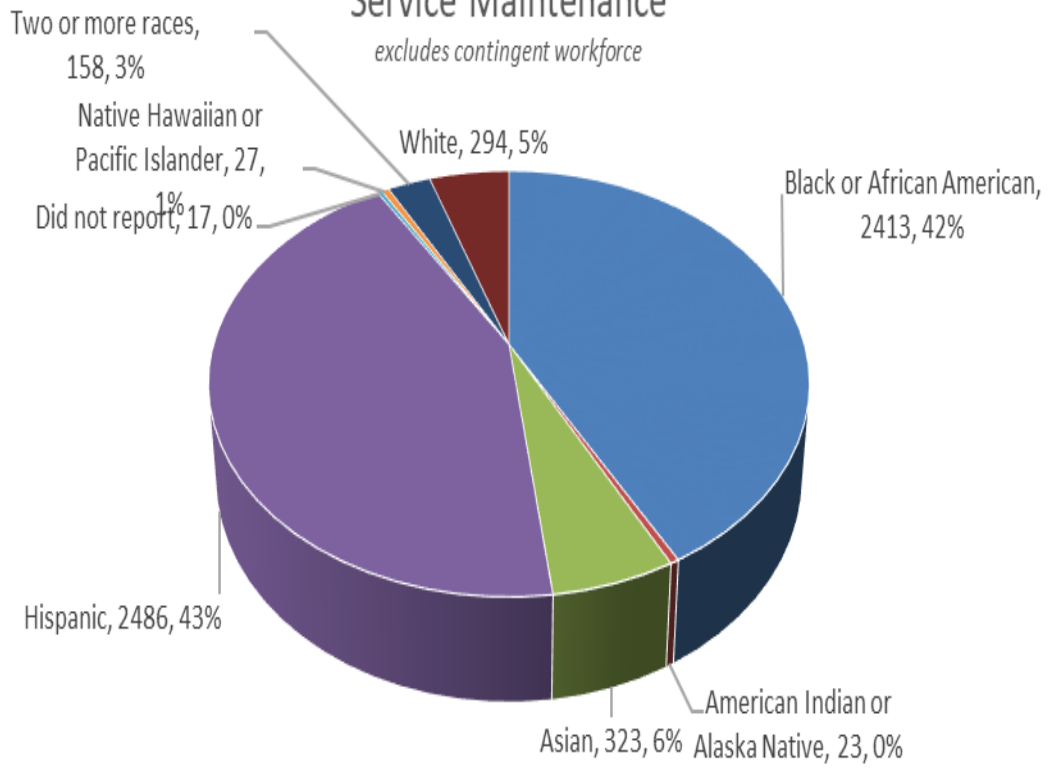
Skilled Craft Workers

excludes contingent workforce



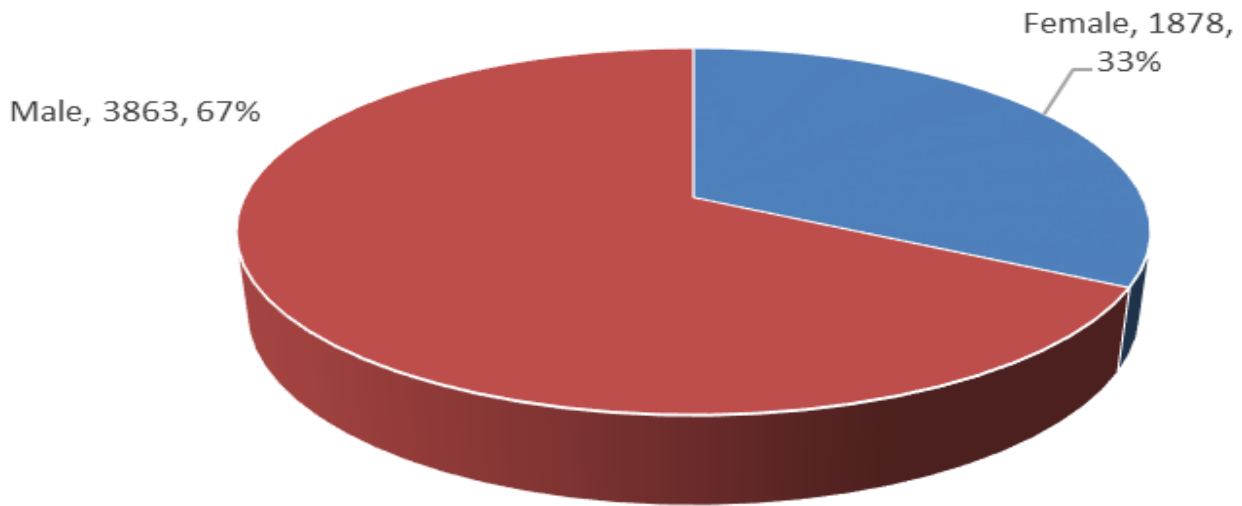
Service Maintenance

excludes contingent workforce



Service Maintenance

excludes contingent workforce





Motion 31.1 Response: ACA 5

Executive Management Committee



Metro

Assembly Constitutional Amendment 5

- Proposition 209 (1996)
- Impact at Metro:
 - Contracting
 - Employment
 - Education (Community Engagement)
- Proposition 16 (2020)
 - November 3, 2020 Election

Contracting

Consider new initiatives to inform advancement of equity and inclusion:

- Adjustment to certification size and Personal Networth thresholds for M/WBE and SBE programs
- Increase contract dollar threshold(s) for SB Prime
- Development of Local Business Enterprise incentive program
- Enhancement of capacity building initiatives

Assessment Timeline: December 2020 – March 2021

Staff recommendation to Board – April 2021

Disparity Study Update

- Last Study completed in 2017
- Receive and filed on February 15, 2018
- Study will inform upcoming FF21 – FFY23 Overall DBE Goal
- New 5-year Study update planned in FY22 (Contract Award)
- Courts point to the U.S. Commission on Civil Rights position that disparity studies using data that is more than five years old is considered stale.

Employment

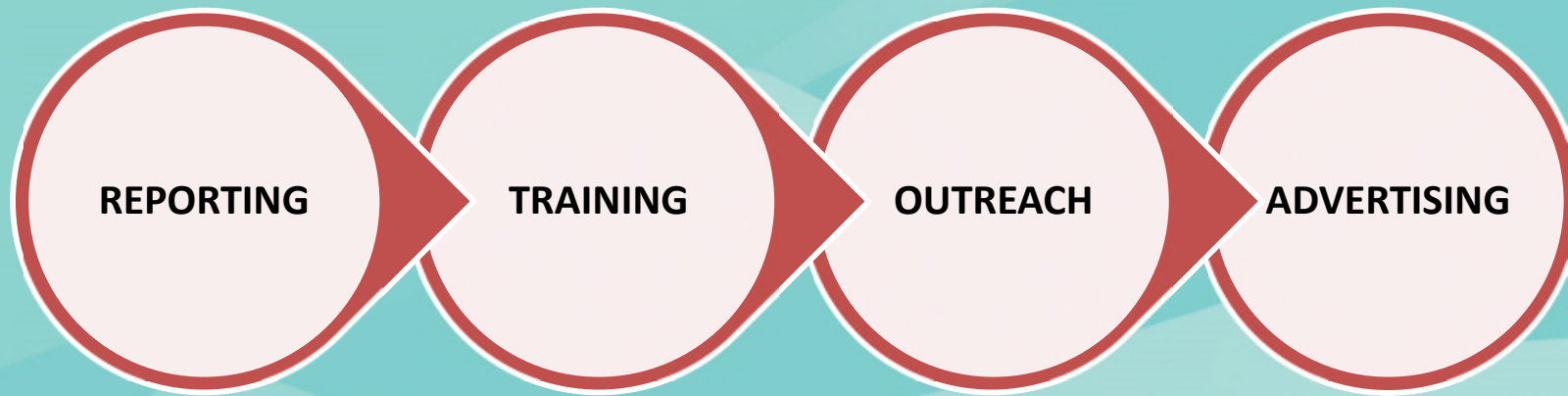
- FTA requires that Metro's workforce is representative of the local community.
- Metro uses the Census EEO tabulation tables to determine availability of the five surrounding counties as the benchmark.
- To achieve goals, OCR currently reviews:
 - Job descriptions;
 - Posting period;
 - Recruitment plans (internal vs. external, sources, etc.);
 - Interview panel to ensure diversity;
 - Qualified applicant pool diversity; and
 - Concurs in the hiring and promotion process
- Prop 16 will allow Metro to be more flexible and consider race, gender or ethnicity in employment decisions whether or not there is underutilization based on labor market availability.
- If Prop 16 does not pass, OCR will continue to make effort to ensure Metro's demographic mix is the same as the local community per labor market availability.



Metro

Public Employment Practices

To improve the agencies racial and gender disparities, Human Capital & Development and the Office of Civil Rights and Inclusion are prepared to expand the following:



Education (Community Engagement)

Two areas of focus:

- **Ease of Access** - Improve access to Metro policymakers, programs, projects, and initiatives by removing barriers to participation for all stakeholders.
 - Fully Implement the Community Based-Organization (CBO) Partnering Strategy
 - Promote and Advertise Oral Translation Services
 - Provide Childcare/Children's Activities at Metro Meetings and Events
- **Targeted Outreach and Engagement** - Metro can ensure more inclusive and representative engagement and outreach by targeting key stakeholders
 - Conduct surveys, focus groups, and listening sessions about community perceptions of equity and race at Metro
 - Establish baseline demographic information for targeted communities.

Education (Community Engagement)

Implementation Timeline

January 2020 – April 2021

- Finalize CBO-Strategy
- Research and analysis of childcare options
- Review of language resources
- Development of voluntary demographic surveys
- Develop surveys, and identify and schedule focus groups/listening sessions

May 2021 – June 2021

- Begin implementation of CBO Strategy
- Develop partnerships with key CBO's to implement community perceptions survey and engagement
- Initiate distribution and collection of voluntary demographic surveys

July 2021 – September 2021

- Complete first phase implementation of CBO Strategy
- Establish and review baseline demographic information
- Deploy surveys, focus groups, and listening sessions



Thank you





Board Report

File #: 2020-0653, File Type: Project

Agenda Number: 38.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2020**

SUBJECT: RAIL STATION NAMES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Station names for Purple (D Line) Extension Section 1. Adopt the following official and operational station names for the three (3) stations that comprise Metro Rail's Purple (D Line) Extension Section 1:

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Wilshire / La Brea	Wilshire / La Brea
2. Wilshire / Fairfax	Wilshire / Fairfax
3. Wilshire / La Cienega	Wilshire / La Cienega

ISSUE

Metro is in the process of procuring signage and other permanent station identification materials for Purple (D Line) Extension Section 1 stations. All of the recommended station names above are the result of community input and do not differ from those in the original contract documents. Construction drawings reflecting the original station names have been completed. Station identification signage has not been fabricated. Should any costs be incurred due to station name revisions, they will be borne by the Purple (D Line) Extension Section 1 Project.

BACKGROUND

The Purple (D Line) Extension Project Section 1 is anticipated for substantial completion in 2023. The project is currently making significant headway as our twin Tunnel Boring Machines are headed to their final destination westward at Wilshire/La Cienega. In 2019, Community Relations began discussions with local stakeholders, including Neighborhood Councils, Chambers of Commerce and the public on potential future station names.

Staff reviewed the Board’s Property Naming Policy with area stakeholders during the outreach process. Per this policy, staff-initiated Station Naming outreach and engagement in June 2019 at the Halfway to La Cienega Community Event and continued through October 2019. The Metro Construction Relations team facilitated discussions with local community, business and civic leaders as well as residential stakeholders through a series of 27 community meetings and nine community events. Station name recommendations were received by approximately 500 people.

DISCUSSION

Property Naming Policy

The 2003 Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. It indicates that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash. The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices while the operational name may be used more commonly in signage and customer materials.

Community Input

Staff originally developed a set of geographically-based names for these stations, and then sought community input on those names from various entities. Staff received detailed input from the Greater Miracle Mile Chamber of Commerce, Beverly Hills Chamber of Commerce, Mid City West Community Council, Greater Wilshire Neighborhood Council and Wilshire Center Koreatown Neighborhood Council. These proposed names were presented for comment at the Westside/Central Service Council meeting on September 11, 2019; the Council heard public comment and was in support of the names which are now recommended in this report. The table below shows the original proposed station names along with the new proposed names based on community input. A map of these stations showing the proposed Operational names is included as Attachment B.

Official Name - Original	Official Name - Proposed	Operational Name - Proposed
Wilshire/La Brea	Wilshire/La Brea	Wilshire/La Brea
Wilshire/Fairfax	Wilshire/Fairfax	Wilshire/Fairfax
Wilshire/La Cienega	Wilshire/La Cienega	Wilshire/La Cienega

Wilshire/La Brea

The original name was perceived to be the easiest name and was the most recommend name from the six-month community input process.

Wilshire/Fairfax

The original name was preferred over “Museum Row” and was supported by the multiple museums along the alignment including Los Angeles County Museum of Art, Petersen Automotive Museum, Craft Contemporary and La Brea Tar Pits Museum.

Wilshire/La Cienega

In February 2017, Metro’s Board approved the Memorandum of Agreement (MOA) with the City of Beverly Hills for the Design-Build of the Wilshire/La Cienega Station in Section 1 of the Purple (D Line) Extension project. The MOA outlines the procedures and conditions for the construction of the subway station on Wilshire Blvd between San Vicente Blvd and La Cienega Blvd. Article XXVII of the MOA states, “In recognition of the City’s interest in neighborhood identity, the LACMTA agrees that it will not name a rail/subway station in the City without the City Council’s Consent.” On July 14, 2020, the Beverly Hill City Council unanimously approved the Wilshire/La Cienega station name. Council added a proviso that the city will work collaboratively with Metro to include signage indicating that the station is located within the City of Beverly Hills.

Survey Confirmation

To further validate the community input, a survey was fielded with 200 Metro Riders and 200 Non-Riders, in which the ease of navigation of each potential station name was evaluated. The top names from community input were included. For all three stations, the naming convention using the street names intersection, was perceived to be the easiest name to use, by a notable margin.

% Who Perceive Name will be Easy for Navigation - Metro Riders

Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
Wilshire / La Brea - 78%	Wilshire / Fairfax - 81%	Wilshire / La Cienega - 77%
La Brea / Miracle Mile - 58%	Fairfax / Museum Row - 59%	La Cienega / Beverly Hills - 52%
		La Cienega / Restaurant Row - 46%

% Who Perceive Name will be Easy for Navigation - Non-Riders

Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
Wilshire / La Brea - 79%	Wilshire / Fairfax - 77%	Wilshire / La Cienega - 81%
La Brea / Miracle Mile - 53%	Fairfax / Museum Row - 54%	La Cienega / Beverly Hills - 41%
		La Cienega / Restaurant Row - 38%

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety

FINANCIAL IMPACT

Adoption of Recommendation would have additional financial impact to the agency. No station identification signage has been fabricated. However, construction drawings reflecting the original station names have been completed. Should any costs be incurred due to station name revisions, they will be borne by the Purple (D Line) Extension Project Section 1.

Impact to Budget

Purple (D Line) Extension Section 1 project budget is funded by Measure R 35% Bond, which is not eligible for bus and rail operating expenses but is eligible for bus and rail capital expenses. The proposed funding source is the Purple (D Line) Extension Section 1 project budget.

ALTERNATIVES CONSIDERED

The community input overwhelmingly supported maintaining the original geographically based names designated for these stations.

NEXT STEPS

Staff will work with the Purple (D Line) Extension Project Section 1 to implement the station names as adopted by the Board.

ATTACHMENTS

Attachment A - Property Naming Policy

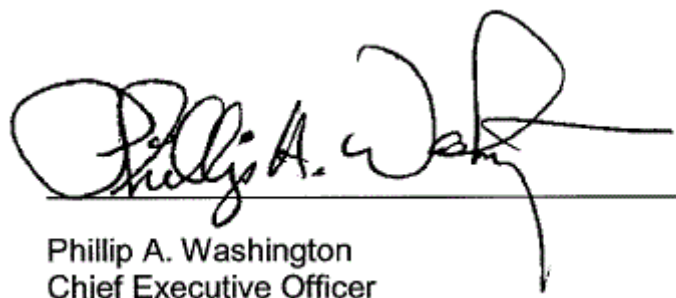
Attachment B - Map of Purple (D Line) Extension Project Section 1 Stations

Attachment C - Station Naming Survey Report

Prepared by: Kasey Shuda, Sr. Construction Relations Manager, (323) 900-2124
Ayda Safaei, Director, Construction Relations & Mitigation Programs, (213) 418-3128
Anthony Crump, Deputy Executive Officer - Community Relations, (213) 418-3292

Reviewed by:

Yvette Rapose, Chief Communication Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROPERTY NAMING POLICY

Purpose

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.
- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.
- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

Policy Points

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus rapidway stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway
 - Well-known destination or landmark
 - Community or district name
 - City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:
 - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/ MacArthur Park Station.
 - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro's signage system.
 - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name.
3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.
4. The property naming process will include the following steps:
 - A. Initial property names will be identified during the project planning process primarily based on geographic location.
 - B. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
 - C. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
 - D. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
 - E. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
 - F. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
 - G. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

5. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those who, in the view of the Board, have demonstrated a unique and extraordinary degree of service to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

Metro Purple (D Line) Extension Transit Project

Section 1



Purple Line Extension Phase 1 – Station Naming Survey Report

June 5, 2020



Based on community outreach and staff recommendation, Metro included the following names for evaluation in a survey:

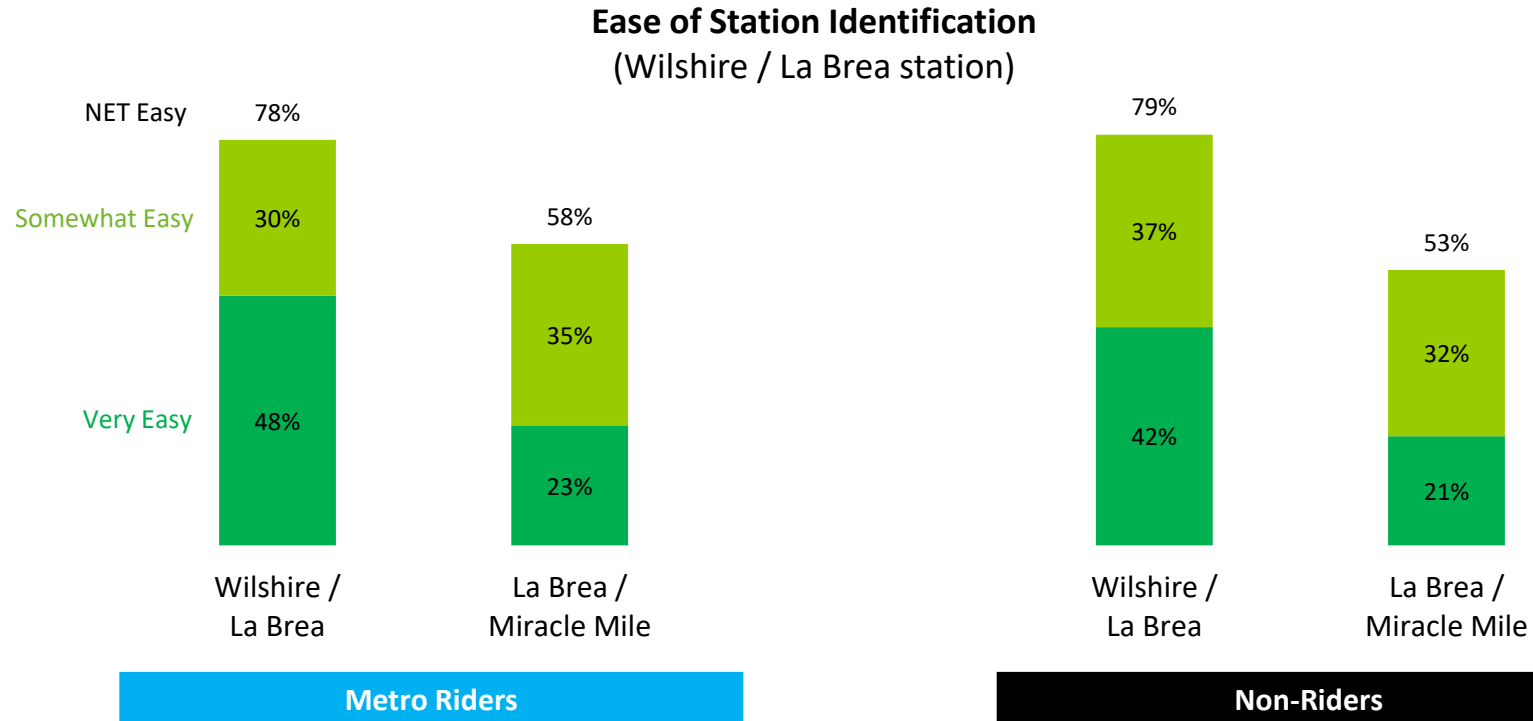
	Wilshire / La Brea station	Wilshire / Fairfax station	Wilshire / La Cienega station
Intersection Street Names	Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
North-South Street / Neighborhood	La Brea / Miracle Mile	Fairfax / Museum Row	La Cienega / Beverly Hills
			La Cienega / Restaurant Row

Who We Surveyed

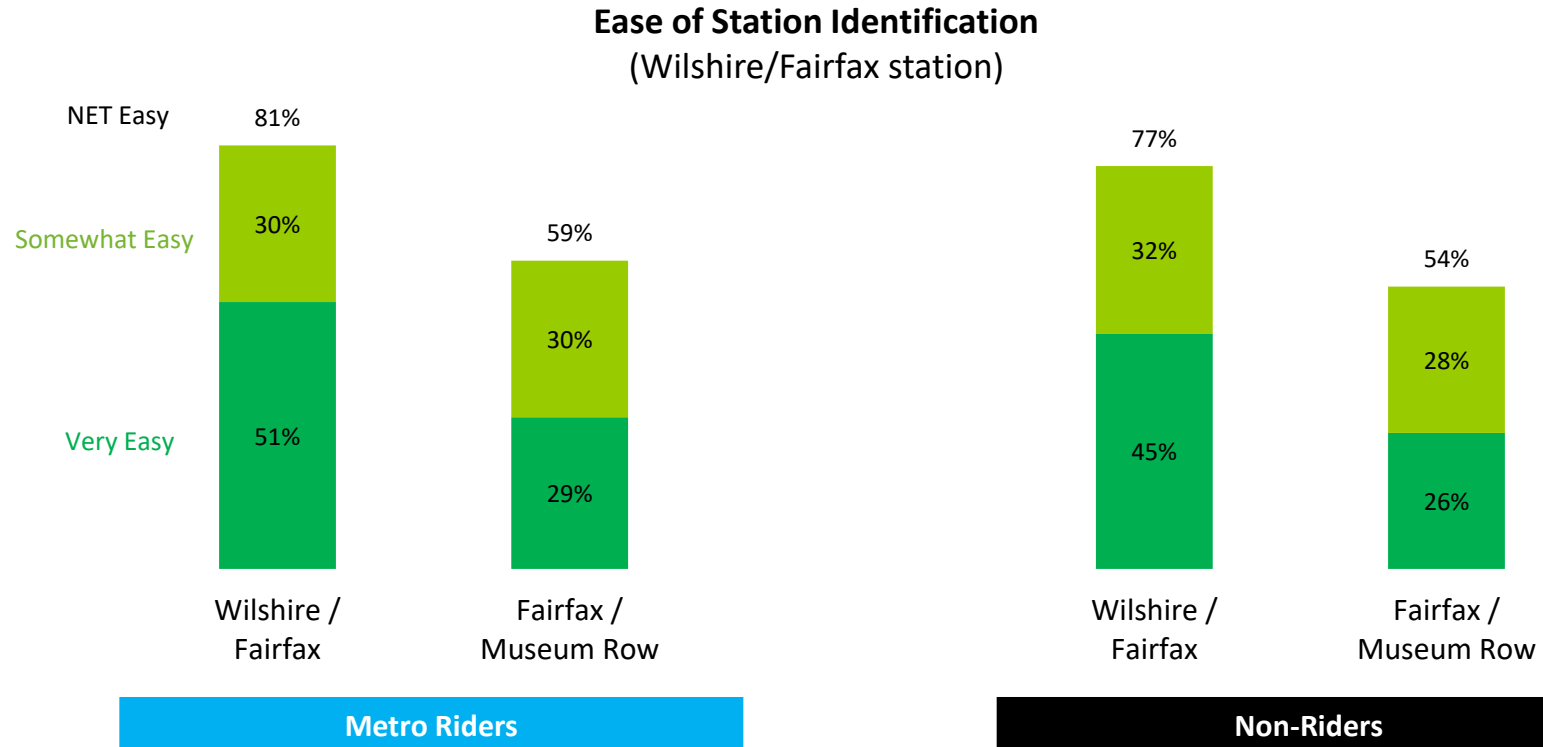
Metro Riders (Rides Metro at least once per month)	Non-Riders (Rides Metro less than once per month)
n=200	n=200
Mirrors demographics of Metro's On-Board survey	Mirrors demographics of the population of Los Angeles County
<p style="text-align: center;">Demographics balanced</p> <ul style="list-style-type: none">• Gender• Age• Income• Ethnicity• Region within LA county	

Survey fielded online

For the Wilshire / La Brea station, “Wilshire / La Brea” is perceived to be the easiest name

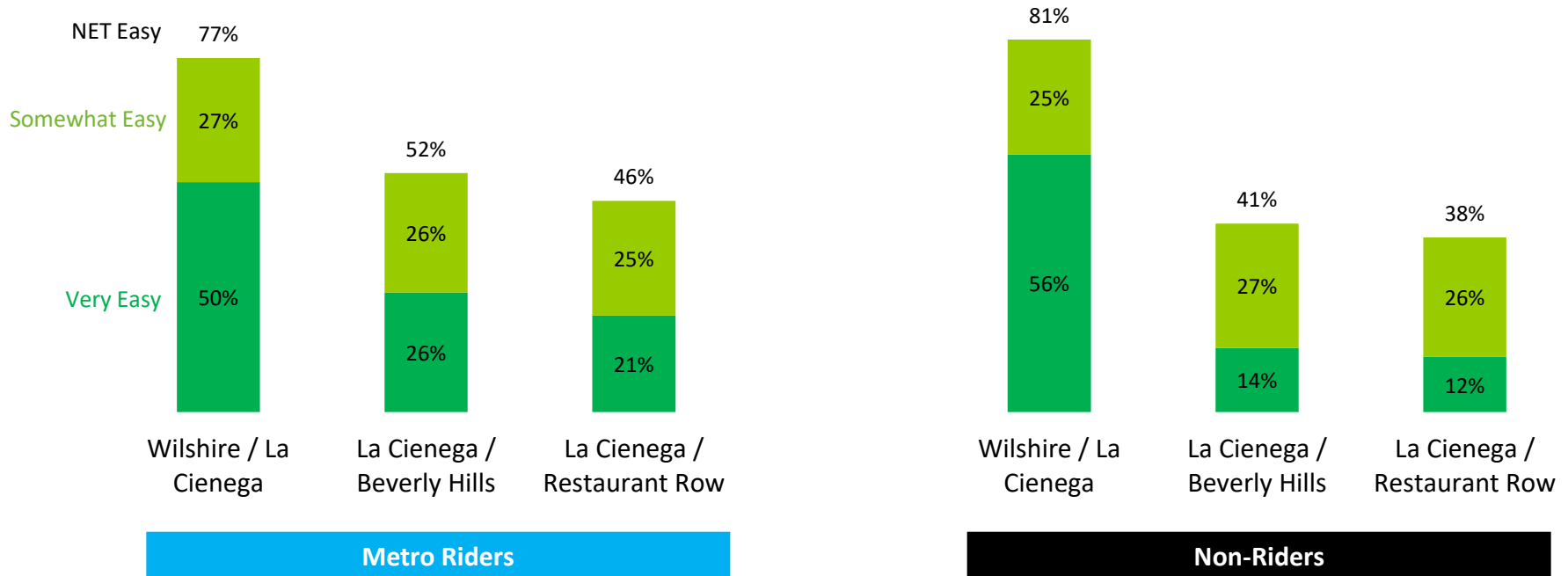


For the Wilshire / Fairfax station, “Wilshire/Fairfax” is perceived to be the easiest name to use



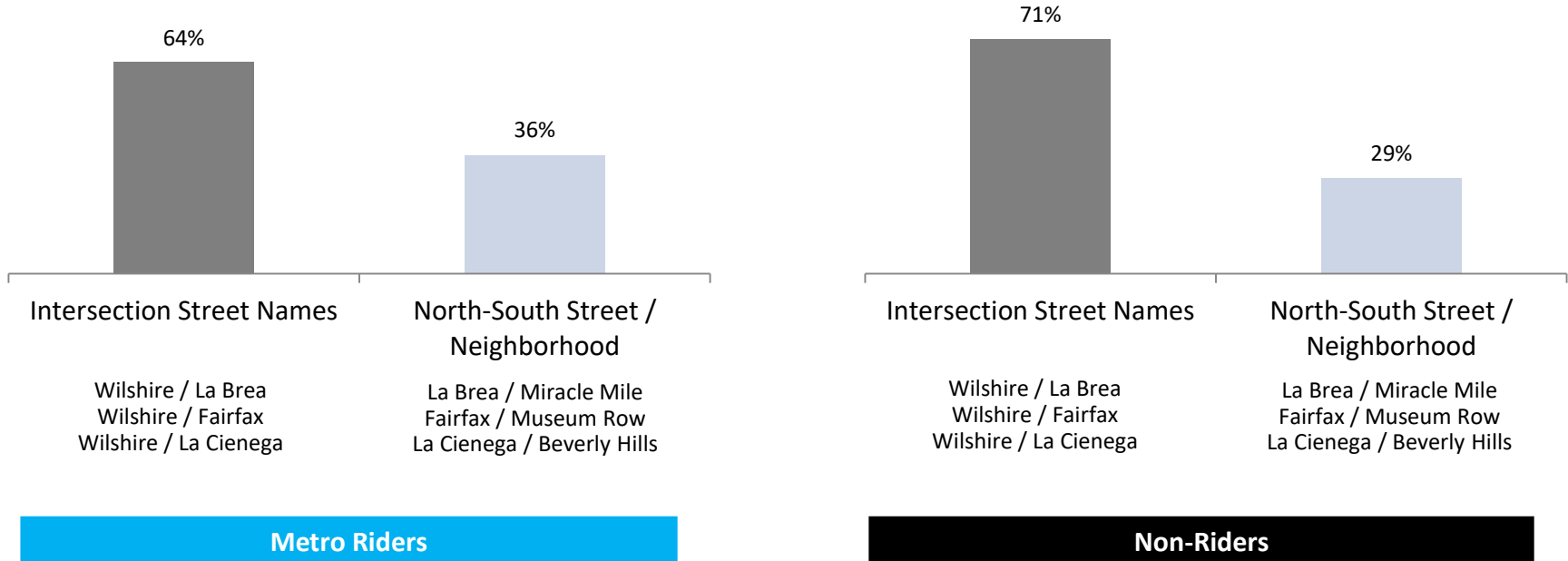
For the Wilshire / La Cienega station, “Wilshire / La Cienega” is the easiest to navigate to for both groups

Ease of Station Identification
(Wilshire / La Cienega station)



Comparing the naming conventions as a whole, intersection street names are easier to differentiate for both Riders and Non-Riders

Overall, Which Naming Convention is Easier?



Summary

For Purple Line Extension phase 1, using intersection street names is the convention that is perceived to be the easiest to navigate.

Intersection Street Names



North-South Street Name / Neighborhood





File #: 2020-0739, File Type: Oral Report / Presentation

Agenda Number: 39.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2020**

SUBJECT: RECOVERY TASK FORCE DRAFT FINAL RECOMMENDATIONS

ACTION: ORAL REPORT

RECOMMENDATION

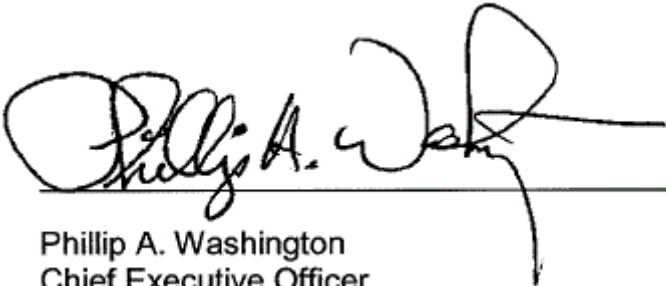
RECEIVE oral report on Recovery Task Force Draft Final Recommendations.

ATTACHMENTS

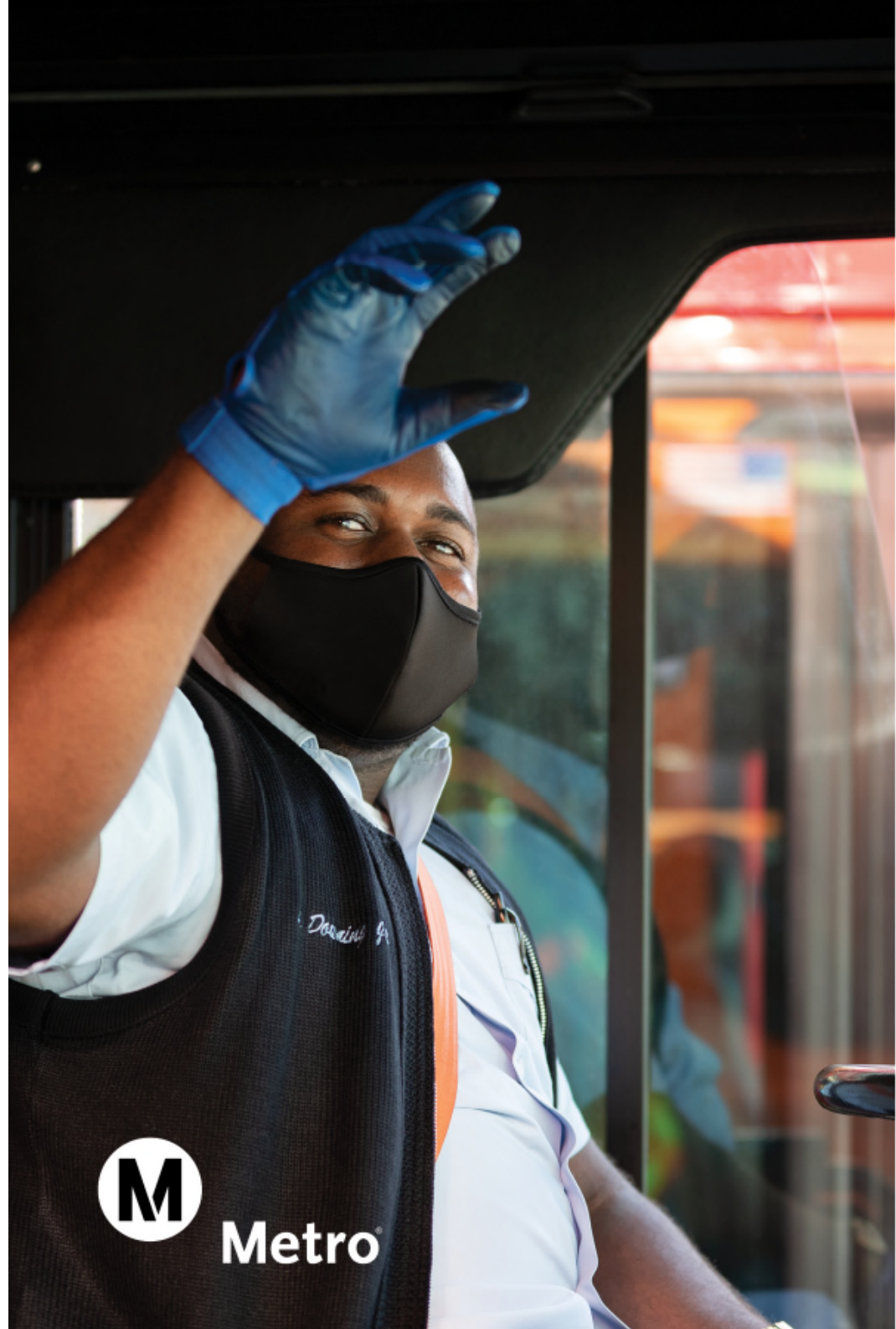
Attachment A - Presentation

Prepared by: Emma Huang, Principal Transportation Planner, Office of Extraordinary Innovation,
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Reviewed by: Joshua Schank, Chief Innovation Officer, Office of Extraordinary Innovation, (213) 922-
5533



Phillip A. Washington
Chief Executive Officer



METRO'S RECOVERY TASK FORCE



November 2020

Draft Final Recommendations



Metro

The challenges we are facing

- > COVID-19 still not under control
- > Significant racial and economic disparities persist
- > Unemployment in LA County is 4x higher than in 2019
- > Countywide spending is currently down by 13% from 2019
- > Metro's FY21 budget is 16% lower than FY20;
capital budget is 1/3 lower
- > Vehicle traffic is returning faster than transit ridership
- > Vehicle purchases are rising

Now is the time to act

- > Metro has been responsive in adjusting to the pandemic and our financial situation is better than many transportation agencies
- > If transit ridership stays low, car ownership rises and capital transit projects are slowed, congestion will return with greater force
- > Transportation in LA County was already highly inequitable prior to the pandemic and these inequities are being exacerbated
- > The Recovery Task Force developed recommendations to help Metro and LA County combat these negative outcomes and to emerge with better mobility and more equity than we had prior to this crisis

Task Force Goals

- > Respond to the pandemic
- > Recover after the pandemic
- > Lead an equitable economic recovery for LA County
- > Advance mobility without congestion as the 'new normal' after the pandemic



Draft Recommendations

The task force identified 20 timely early action items to help Metro respond and prepare for recovery.

These additional 17 recommendations build upon existing initiatives and are meant to:

1. Improve mobility and advance equity in LA County
2. Help pay for these improvements





Recommendations

**For better mobility
and equity**



Metro®

New and Improved Services

- > **Run express buses on improved HOV & express lanes**
- > **Accelerate networks of complete streets**
- > **Fully integrate transit in the LA region**
- > **Offer incentives to reduce car ownership**
- > **Improve station amenities**

New and Improved Services

Run express buses on improved HOV & express lanes

Benefits: New express bus routes, faster HOV lanes, more express lanes.

Draft Recommendation: Work with Caltrans to review minimum occupancy requirements on select HOV lanes and run express buses on these lanes; explore ways to rapidly implement more express lanes.

Implementation:

- Metro Highways and Congestion Reduction team will work with Caltrans to identify potential pilot corridor(s) and strategies
- Operations will consider point-to-point express bus options for pilot corridor(s)
- Government Relations will work with Highways and Congestion Reduction on any legislation needed to change HOV requirements or allow express lane pilots

New and Improved Services

Accelerate networks of complete streets

Benefits: Faster buses, safer and more comfortable bus stops, more pedestrian space/priority, protected bike lanes.

Draft Recommendation: More partnerships to improve streets, such as expanding LA Metro Speed and Reliability Working Group to other cities; collaborating on master plan of LA County arterials; and exploring innovative ways to plan and implement complete streets projects.

Implementation:

- Better Bus Working group for bus prioritization partnerships and expanding bus stop amenities
- Planning Dept to layer existing and new plans to show areas where complete street improvements should be prioritized
- Planning, Program Management and OEI to explore innovative planning and project delivery collaborations

New and Improved Services

Fully integrate transit in the LA region

Benefits: Easy transfers and trip planning, one map and one pass for all transit providers in region.

Draft Recommendation: Build upon coordination with partner transit agencies to give riders more service, convenient transfers, one fare (or fareless) structure.

Implementation:

- Convene general managers of regional transportation agencies and interdepartmental Metro group, including Operations, Planning, Congestion Reductions (RIITS, LA SAFE) to lead planning of integration
- Conduct scan of current practices, plan for regularization followed by seamless integration
- Coordinate with Fareless System Initiative Task Force and TAP

New and Improved Services

Offer incentives to reduce car ownership

Benefits: Support for residents who want to stay/become car-free or car-light; avoid post-COVID surge in car ownership, congestion and air pollution.

Draft Recommendation: Provide incentives like free transit passes, mobility wallets and vouchers for bikes or e-bikes to car-free or car-light households.

Implementation:

- OEI and Planning to analyze and identify package of incentives, learning from travel-rewards pilot and surveys.
- Develop final proposal

New and Improved Services

Improve station amenities

Benefits: Better customer experience and higher ridership.

Draft Recommendation: Test more amenities and partnerships at a Metro station, including more retail, bathrooms at the surface level, technology that helps customers easily use the system; expand those that work to other stations.

Implementation:

- Planning, OEI, Operations, Test Station Working Group, OCEO (Customer Experience), Communications (Art & Design) and Station Evaluation Program Team to identify and test potential amenities using surveys, RFIs, pilots and customer feedback
- Planning and Operations to implement amenities more broadly based on test station pilots
- Better Bus working group to lead tests of and encourage implementation of bus stop amenities



Metro



Responsive Metro

- > Improve public engagement and strengthen rider voices
- > Gather more data on equity and travel patterns
- > Be more transparent

Responsive Metro

Improve public engagement and strengthen rider voices

Benefits: Prioritize the insights and needs of our riders and historically marginalized people, which will help improve service and project design.

Draft Recommendation: Foster public engagement with those most impacted by our decisions, covering all major products, services and policies; increase customer research

Implementation:

- Led by Community Relations, with Public Relations, Marketing, Government Relations, and Customer Care units, Office of Civil Rights & Inclusion and OCEO (Customer Experience and Equity and Race)
- Tasks include using metrics to ensure that we are reaching the most impacted stakeholders; strengthening the role of the CAC and rider voices; documenting outreach and feedback on Board reports; overhaul agency website UX/UI; and building upon the Metro Art program by employing creative arts and cultural strategies.

Responsive Metro

Gather more data on equity and travel patterns

Benefits: Use data on demographics and travel patterns to target services and investments to advance equity and improve service.

Draft Recommendation: Increase the collection, management and publication of data based on race and gender, income, limited English proficiency, and ability across Metro's programs and services; purchase travel pattern data in collaboration with RIITS to help with service planning and to baseline and track progress towards Vision 2028 goals.

Implementation:

- OCEO (Equity and Race), ITS and OCR will identify current demographic data collected by Metro and plans and standards to gather more.
- Congestion Reduction will purchase travel data through RIITS, with demographic data where possible, and make it available to Metro and partner agencies
- OCEO and ITS will develop dashboard and analytic tools



Metro

Responsive Metro

Be more transparent

Benefits: Build public trust and internal planning and operations by making more Metro information and data more open and accessible.

Draft Recommendation: Make Metro data and information more open and accessible by developing and implementing an Agency Data Governance policy; using a digital asset management system to organize data; and publishing datasets to a central repository using a standardized, machine-readable format.

Implementation:

- ITS, Records Management Center and Board Relations, Policy & Research will work with departments to inventory existing data and current projects; and pilot and adopt new systems to improve information management and enable a clean central data repository and public open-data platform.



Vibrant Future

- > Accelerate joint development and transit-oriented communities
- > Expand region's broadband infrastructure
- > Create green jobs and green infrastructure
- > Reimagine Destination Discounts

Vibrant Future

Accelerate joint development and transit-oriented communities

Benefits: Let more people live, work and shop near transit; expand affordable housing.

Draft Recommendation: Adopt updated Joint Development policy to streamline the equitable delivery of new housing around transit and set targets for more joint development; partner to increase transit supportive plans, policies and programs.

Implementation:

- JD Policy updates led by Planning with OCEO (Equity and Race) and OEI
- TOC Implementation led by Planning with Communications, Government Relations, OEI, OCEO (Equity and Race) and Program Management

Vibrant Future

Expand region's broadband infrastructure

Benefits: Expanding broadband infrastructure can strengthen LA County and reduce disparities by helping with telework, remote education and e-commerce. Metro operations and customer-facing services can also benefit from better high-speed internet.

Draft Recommendation: Explore benefits, costs and methods of partnering in high-speed internet infrastructure in LA County.

Implementation:

- Operations, ITS, Congestion Reduction, Facilities Maintenance, Planning (Real Estate), and OEI to investigate feasibility
- Pending feasibility, draft RFP to potential carriers for partnerships to utilize Metro assets to expand digital network
- Report back to OCEO and Board on proposals received

Vibrant Future

Create green jobs and green infrastructure

Benefits: More jobs, less pollution, more reliable energy and water supplies.

Draft Recommendation: Create green jobs by partnering with utilities and other local agencies on sustainable energy and water infrastructure projects.

Implementation:

- Environmental Compliance & Sustainability Department (ECSD) will explore projects and partnerships with input from Program Management, Planning, Operations and OEI
- ECSD will lead data management around emissions reductions
- Operations will lead links to Zero Emissions bus program

Vibrant Future

Reimagine Destination Discounts

Benefits: Helps rebuild ridership and keeps areas and destinations around Metro stops and stations vibrant and healthy after being impacted by COVID-19 economic conditions.

Draft Recommendation: Promote taking Metro to culturally diverse events, venues, and shopping easily accessible by Metro

Implementation:

- Communications (Public Relations) to lead plan to relaunch and expand program after LA County reopens
- Work with OCEO (Equity and Race) to explore alternative tactics to attract local, small and minority-owned partner destinations; with County Counsel on rules for promoting and listing destinations; and Customer Insight & Strategy team on focus groups/surveys to test new program features.



Recommendations

To pay for improvements



Save Money

- > Study reducing capital construction costs
- > Build staff capacity
- > Use Measure R + M ordinances

Save Money

Study reducing capital construction costs

Benefits: New transit lines potentially built quicker, more jobs, increased accessibility and service to more customers, and achievement of greater connectivity.

Draft Recommendation: Further develop and implement cost savings and cost reduction measures currently underway and identify and implement new cost reduction strategies which will, at a minimum, enhance transit expansion without harming customer experience and safety.

Implementation:

- Perform an internal Capital Cost Reduction Strategy Study led by Program Management in collaboration with Planning, OEI, V/CM and other departments as needed.
- Study will develop recommendations for presentation to SLT, CEO and the Board of Directors.

Save Money

Build staff capacity

Benefits: Expanded internal staff capacity can bring improvements to services and programs.

Draft Recommendation: Pursue savings by utilizing existing staff to perform core agency functions and build expertise where needed, while maintaining use of consultants for specialized tasks, surges in work or when there is specific benefit.

*Implementation:**

- Departments will analyze their staffing and use of consultants to achieve best outcomes and seek savings
- Departments will be supported by HC&D (skill development and hiring), OMB (funding), and V/CM (procuring consultants) as necessary.

**have not identified lead dept*

Save Money

Use Measures M + R ordinances

Benefits: Help fund critical mobility improvements to respond to pandemic .

Draft Recommendation: Consider the potential benefits of amendments* allowed under funding ordinances:

- Use of subfunds, building upon work of Highway Reform working group
- Local return guidelines to enable jurisdictions to more rapidly respond to pandemic with mobility improvements.

* *Note that some amendments are prohibited by the Measures:*

- No transfer of funds between subregions
- No transfer of funds between subfunds
- No project acceleration that would negatively impact other projects

Implementation:

- OCEO to lead consideration of potential amendments with Planning, Operations, OEI, OMB and Program Management departments and input from subregions and board offices.



Metro



New Revenue

- > Expand commercial and lease revenue
- > Identify incentives to reduce car ownership

New Revenue

Expand commercial and lease revenue

Benefits: funding for more service; customer experience improvements like bus stop amenities; and community investments like affordable housing and safe streets.

Draft Recommendation: Expand transit advertising, digital billboards, sponsorships and retail; Explore leasing more property for joint development, energy generation and wireless.

Implementation:

- Led by Communications and Planning departments in collaboration with other relevant departments
- Update Metro's asset inventory; research/baseline potential revenue sources; issue RFIs to determine market support for revenue strategies; and plan and implement promising strategies

New Revenue

Identify funding for incentives to reduce car ownership

Benefits: Fund fast, frequent buses and incentives for less car ownership to avoid post-COVID surge in car ownership, congestion and air pollution.

Draft Recommendation: Explore revenue sources, including federal and state funding and/or fees with low-income exemption, to fund transit and incentives to car-free/car-light households.

Implementation:

- Led by OEI in partnership with Government Relations, with assistance from Planning
- Research potential revenue sources and develop recommendations



Contact Us

We welcome questions about our work, reactions to our initial recommendations and your ideas for how Metro can recover.

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