

# **Metro**

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



**Metro**

## **Agenda - Final**

**Thursday, February 16, 2017**

**11:30 AM**

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

### **Executive Management Committee**

*John Fasana, Chair*

*Eric Garcetti, Vice Chair*

*James Butts*

*Sheila Kuehl*

*Mark Ridley-Thomas*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**  
(ALSO APPLIES TO BOARD COMMITTEES)

**PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- 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
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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## LIMITED ENGLISH PROFICIENCY

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Items: 26 and 31.**

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

CONSENT CALENDAR

26. RECEIVE AND FILE **status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2016.** [2017-0009](#)

Attachments: [A. PLA CCP Report Data through December 2016](#)

**(ALSO ON CONSTRUCTION COMMITTEE)**

31. RECEIVE AND FILE **State and Federal Legislative Report.** [2017-0059](#)

Attachments: [2- February 2017 Legislative Matrix](#)

NON-CONSENT

28. ADOPT the following **Official and Operational station names for the three stations that comprise Metro Rail's Regional Connector:** [2017-0056](#)

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Little Tokyo/Arts District	Little Tokyo/Arts District
2. Historic Broadway	Historic Broadway
3. Grand Av Arts/Bunker Hill	Grand Av Arts/Bunker Hill

Attachments: [Attachment A - Property Naming Policy](#)  
[Attachment B - Map of Regional Connector with proposed Operational Station Names](#)  
[Attachment C - Table of alternate names for each station](#)

30. AUTHORIZE the Chief Executive Officer to execute a **lease amendment with Camille's Inc. (Camille's or tenant), dba Denny's Restaurant, to extend the term of the lease for ten years**, terminating January 31, 2034, and to reduce the monthly rental amount from \$18,000 to \$16,200 effective March 1, 2017 for a two-year period. [2016-0804](#)

Attachments:     [Attachment A - Denny's Plat Plan](#)  
                          [Attachment B - Summary of Lease Amendment Key Terms](#)

34.     ADOPT staff recommended positions: [2017-0060](#)

A.     **SB 4 (Mendoza)** - Goods movement: allocation of Federal Funds **WORK WITH AUTHOR**

B.     ~~**WITHDRAWN AB 287 (Holden)**~~ - State Highway Route 710: Advisory Committee ~~**OPPOSE UNLESS AMENDED**~~

C.     **Measure "H" (Los Angeles County)** - Plan to Prevent and Combat Homelessness **SUPPORT**

Attachments:     [Attachment A - SB 4 \(Mendoza\) Revised](#)  
                          [Attachment B - AB 287 \(Holden\)](#)  
                          [Attachment C - Measure H \(LA County\)](#)

27.     RECEIVE AND FILE **the Chief Communications Officer's Quarterly Report.** [2017-0040](#)

Attachments:     [CCO Quarterly Report Feb 2017](#)

## Adjournment

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



**Board Report**

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**File #:** 2017-0009, **File Type:** Informational Report

**Agenda Number:** 26.

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**CONSTRUCTION COMMITTEE  
EXECUTIVE MANAGEMENT COMMITTEE  
FEBRUARY 16, 2017**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)  
REPORT (DATA THROUGH DECEMBER 2016), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

**RECEIVE AND FILE status update on the Project Labor Agreement and Construction Careers Policy programs through the quarter ending December 2016.**

**ISSUE**

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

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

The attached report provides the current status (through December 2016) of construction projects subject to the PLA/CCP.

**DISCUSSION**

There are eight active construction contracts and eleven completed contracts with the PLA/CCP program requirements, as of December 2016.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category *
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	58.60%	20.71%	12.79%	37.92%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.08%	18.75%	8.70%	53.25%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	67.14%	16.83%	8.59%	62.73%
Universal City Pedestrian Bridge	Griffith Company	38.13%	27.87%	12.81%	63.87%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	60.17%	23.32%	11.54%	100.00%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	49.82%	21.33%	9.12%	89.68%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	49.28%	28.97%	15.68%	77.88%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	77.07%	22.67%	43.37%	6.79%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

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

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

Part of Metro's PLA/CCP workforce requirement is the utilization of Disadvantaged workers on projects. One of the nine criteria for a Disadvantaged Worker is "having a criminal record or other involvement with the criminal justice system". The data shown in the table above (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system that have worked, or are still working on Metro's PLA/CCP projects.

**Currently Active Contracts**

Crenshaw/LAX Transit Corridor

Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project Contractor has completed 60.40% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 58.60%, Apprentice Worker Goal at 20.71% Disadvantaged Worker goal at 12.79% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 3.15%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions and has achieved the Apprentice Worker goal ahead of its Employment Hiring Plan schedule.

Regional Connector Transit Corridor

Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor project has completed 16.45% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 58.08%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 18.75%, the 10% Disadvantaged Worker goal at 8.70% and the 6.90% Female Participation goal at 3.06%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Contractor is currently in the process of updating its Employment Hiring Plan to address compliance



with the PLA/CCP workforce goals. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

Westside Subway Extension Project, Section 1 Design-Build  
Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 has completed 10.81% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 67.14% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 16.83%, the 10% Disadvantaged Worker goal at 8.59% and the 6.90% Female Participation goal at 4.60%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor has submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in Mid-2018. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

Universal City Pedestrian Bridge  
Prime: Griffith Company

The Universal City Pedestrian Bridge project Contractor has completed 98.21% of the estimated construction work hours on this project. The Contractor is currently exceeding the Apprentice Worker goal at 27.87%, Disadvantaged Worker goal at 12.81% and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 38.13%, and the 6.90% Female Participation goal at 1.57%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Staff is currently performing close-out audits on the Targeted Worker non-compliance issue and will keep the Board updated on the outcome and any possible liquidated damages that will be assessed.

Metro Blue Line Pedestrian and Swing Gates  
Prime: Icon-West

The Metro Blue Line Pedestrian and Swing Gates project Contractor has completed 80.38% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 60.17%, Apprentice Worker goal at 23.32%, Disadvantaged Worker goal at 11.54% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.40%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

Division 16 - Southwestern Yard  
Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard project Contractor has completed 8.29% of the estimated construction work hours on this project. The Contractor is currently exceeding the Local Targeted Worker goal at 49.82%, Apprentice Worker goal at 21.33% and the minority participation percentage

goals, but not meeting the 10% Disadvantaged Worker goal at 9.12% and the 6.90% Female Participation goal at 4.77%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by mid-2017. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project. This contract falls under the U.S. DOT's Local Hire Pilot Program.

MRL Pershing Square Canopy Addition and Escalator Replacement

Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement project Contractor has completed 77.10% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 49.28%, Apprentice Worker goal at 28.97%, Disadvantaged Worker goal at 15.68% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 1.70%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, Contractor has met the PLA/CCP workforce provisions.

Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repairs

Prime: AP Construction

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project Contractor has completed 98.68% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 77.07%, Apprentice Worker goal at 22.67%, Disadvantaged Worker goal at 43.37% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 3.39%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

**Completed Contracts**

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	9.24%
Metro Rail Security Kiosks	Icon-West	45.90%	27.06%	20.17%	100.00%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	65.15%	21.76%	20.96%	28.10%
MRL/MOL North Hollywood Station West Entrance	Skanska, USA	57.79%	24.28%	15.78%	84.26%

Please refer to the attached PLA/CCP Data Report for additional information on each project.

Crenshaw Advanced Utility Relocation Project

Prime: Metro Builders

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

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

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

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

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

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83%

and the minority participation percentage goals were attained, but the Contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

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

Division 13 CNG Fueling Facility, Design/Build/Operate

Prime: Clean Energy

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

Metro Blue Line Station Refurbishments

Prime: S.J. Amoroso

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

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)

Prime: W.A. Rasic

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

Metro Rail Security Kiosks

Prime: Icon-West

The Metro Rail Security Kiosks project is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged

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Worker attainment at 20.17% and the minority percentage goals were attained, but the Contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Westside Extension Project Advanced Utility Relocation (La Cienega)

Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project is 100% completed as of October 2016. Final reporting shows the Targeted Worker attainment at 65.15%, Apprentice Worker attainment at 21.76%, Disadvantaged Worker attainment at 20.96% and the minority percentage goals were attained, but the Contractor did not meet the 6.9% Female Participation goal at 0.57%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

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

Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project is 100% completed as of November 2016. Final reporting shows the Targeted Worker attainment at 57.79%, Apprentice Worker attainment at 24.28%, Disadvantaged Worker attainment at 15.78%, Female Participation goal at 7.44% and the minority percentage goals were attained. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

**FEMALE UTILIZATION UPDATE:**

Below is a female utilization participation report on Metro's PLA/CCP projects to track progress. The chart shows the number of cumulative female workers on active PLA/CCP projects within the last three months of FY17, as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers October 2016	No. of Female Workers November 2016	No. of Female Workers December 2016
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	83	87	88
Regional Connector Transit Corridor	Regional Connector Constructors, JV	22	23	24
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	25	27	31
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Metro Blue Line Pedestrian and Swing Gates	Icon-West	2	2	2
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	3	5	6
Metro Red Line Pershing Square Canopy Addition & Escalator Replacement	Clark Construction	3	4	4
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	2	2	2

In an effort to increase female participation within Metro’s PLA/CCP projects which has averaged 3.22% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- The Metro “Women Build METRO LA” Committee has begun planning the activities for 2017

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which will include a Symposium on the Transportation Industry and its opportunities for women, scheduled to take place in March.

- The Boot Camp sponsored by the Committee at LA Trade Technical College resulted in 10 women joining the Trades in 2016.
- To date, four women are working with IBEW on a project that once completed will enable them to be inducted as first period apprentices.

Staff will continually report on the WBMLA activities and outreach efforts.

### **PILOT LOCAL HIRE INITIATIVE**

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub-recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative was carried out as a pilot program for a period of one year, which was extended through March 6, 2017 under the FHWA and FTA's existing Authorities and on January 18, 2017, the Federal Register published a notice from U.S. Transportation Secretary Anthony Foxx announcing that the Local Hire Pilot Program will be extended for five years. The Pilot initiative may be implemented immediately on federally funded Construction projects.

While Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, as of this quarterly reporting period, C0991 Division 16 - Southwestern Yard (contract amount of \$172mil) is the only construction project that is active and subject to the US DOT Pilot Local Hire Initiative.

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

Metro originally received DOT and FTA approval on September 30, 2015 to use Metro's Local Employment Program (LEP) on four (4) Rolling Stock procurements; Metro's New Heavy Rail Car, a new 40-foot CNG Bus Buy and two Rail Car Overhaul solicitations. Subsequently, on January 12, 2017 Metro received supplemental authority from FTA to apply the LEP on its Bus RFP for 60-foot CNG buses, 40-foot and 60-foot Zero Emission vehicles.

The FTA's approval contains specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

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



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

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

The first Rolling Stock contract awarded using the new LEP was the A650 Red Line Overhaul contract, approved by the Board in September 2016. That contract was awarded to Talgo Inc., which has committed to creating new jobs in Los Angeles County totaling \$2,212,676 in wages and benefits. This equates to 16.9 full time employees (FTE) job years for the base and option contract period.

On November 2016 Metro's Board approved the award of the New Heavy Rail Car, subject to the resolution of protests. The Contractor, CRRC, MA has commitment to creating new Los Angeles County jobs totaling \$38,395,972 in wages and benefits for the base and option contract. This equates to over 320 FTE job years.

The contract award recommendation for the P2000 LRV Overhaul will be presented at the March 2017 Board meeting, and award recommendations for the 600 40-foot CNG buses, 400 60-foot CNG buses, and up to 200 40-foot and 60-foot electric buses will be presented to the Board in the Spring 2017.

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

## **OUTREACH**

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

- Daily/weekly/bi-weekly meetings with outreach teams, contractors, elected staffers and/or community representatives.
- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- DEOD staff and Construction Relations coordinated an underground tour of the Crenshaw/King Blvd station box and the Tunnel Boring Machine with the Women Build Metro LA graduates.
- Participated in Word of Encouragement Community Church Job Resources Event held on

November 1, 2016.

- The renewal of the Project Labor Agreement and Construction Careers Policy established an agreement with the LA/OCBCTC that when Boot Camps to support Metro construction projects are convened between Metro and LA/OCBCTC, graduates of the Boot Camp will have priority hiring to construction jobs.

### **NEXT STEPS**

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

### **ATTACHMENTS**

A. PLA/CCP Report, Data through December 2016

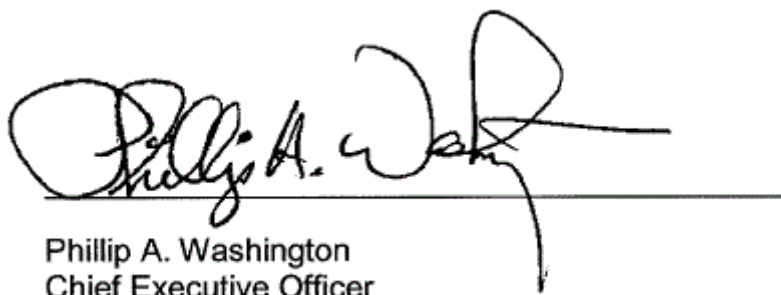
Prepared by: Keith Compton, Director, PLA/CCP  
Compliance & Administration, (213) 922-2406

Miriam Long, Director, Strategic Business & Construction Career  
Resources, (213) 922-7249

Victor Ramirez, Deputy Executive Officer, Vendor/Contract  
Management, (213) 922-1059

Miguel Cabral, Executive Officer  
Diversity & Economic Opportunity (213) 922-2232

Reviewed by: Debra Avila, Chief, Vendor/Contract Management  
(213) 418-3051



Phillip A. Washington  
Chief Executive Officer

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

**Report Data Through  
December 2016 Reporting Period**

# Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

## Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,615,321.35	58.60%	20.71% Based on Total Apprenticable Work Hours	12.79%

Percentage Project Complete Based on Worker Hours: 60.40% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
2,615,321.35	13.47%	1.01%	23.22%	57.64%	1.07%	3.59%	73.19%	3.15%



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

# Regional Connector Transit Corridor Project

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

## Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
540,377.10	58.08%	18.75% Based on Total Apprenticesable Work Hours	8.70%

Percentage Project Complete Based on Worker Hours: 16.45% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
540,377.10	6.97%	0.61%	29.99%	59.48%	0.73%	2.21%	67.79%	3.06%



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

# Westside Subway Extension Project, Section 1 – D/B

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

## Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
352,116.85	67.14%	16.83% Based on Total Apprenticeable Work Hours	8.59%

Percentage Project Complete Based on Worker Hours: 10.81% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
352,116.85	8.73%	1.22%	20.34%	65.32%	0.11%	4.28%	75.38%	4.60%



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

# Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

## Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
108,035.59	38.13%	27.87% <small>Based on total Apprenticeable Work hours</small>	12.81%

Percentage Project Complete Based on Worker Hours: 98.21% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
108,035.59	8.58%	4.14%	22.31%	61.71%	0.62%	2.64%	75.05%	1.57%



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

# Metro Blue Line Pedestrian & Swing Gates

## PLA Targeted Worker Attainment: Prime: Icon-West

### Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
25,547.75	60.17%	23.32% <small>Based on Total Apprenticesable Work Hours</small>	11.54%

Percentage Project Complete Based on Worker Hours: 80.38% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
25,547.75	5.77%	0.00%	14.62%	77.19%	0.00%	2.41%	82.96%	0.40%



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



# Division 16: Southwestern Yard

**PLA Targeted Worker Attainment: Prime: Hensel Phelps/Herzog, JV**

## Report Data Through December 2016

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
28,960.80	49.82%	21.33% Based on Total Apprenticesable Work Hours	9.12%

**Percentage Project Complete Based on Worker Hours: 8.29% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
28,960.80	7.36%	0.05%	29.76%	53.63%	0.31%	8.89%	61.35%	4.77%



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

# MRL Pershing Square Canopy & Escalator Replacement

## PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

### Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,564.25	49.28%	28.97% <small>Based on Total Apprenticesable Work Hours</small>	15.68%

Percentage Project Complete Based on Worker Hours: 77.10% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,564.25	5.21%	3.70%	38.53%	50.44%	1.15%	0.97%	60.50%	1.70%



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

# Patsaouras Plaza POV Relocation, Pavers & Storm Drain PLA Targeted Worker Attainment: Prime: AP Construction

## Report Data Through December 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
17,022.72	77.07%	22.67% <small>Based on Total Apprenticesable Work Hours</small>	43.37%

Percentage Project Complete Based on Worker Hours: 98.68% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
17,022.72	7.43%	0.38%	3.35%	88.51%	0.00%	0.35%	96.32%	3.39%



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

# Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

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

# Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

# Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

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

# Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

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

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

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

## Executive Order 11246 Demographic Summary

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



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

# CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

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

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

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

## Executive Order 11246 Demographic Summary

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



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



# Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

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

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

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

## Executive Order 11246 Demographic Summary

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



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

# Metro Blue Line Station Refurbishments

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

## Report Data Through June 2015 (FINAL)

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

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

## Executive Order 11246 Demographic Summary

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



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

# Westside Subway Extension Project AUR (Fairfax Station)

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

## Report Data Through December 2015 (FINAL)

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

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

## Executive Order 11246 Demographic Summary

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



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

# Metro Rail Security Kiosks

## PLA Targeted Worker Attainment: Prime: Icon-West

### Report Data Through March 2016 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
7,281.75	45.90%	27.06% <small>Based on Total Apprenticesable Work Hours</small>	20.17%

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

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
7,281.75	48.19%	0.27%	15.16%	34.78%	0.87%	0.72%	84.11%	0.00%



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

# Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through October 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
52,043.60	65.15%	21.76% <small>Based on Total Apprenticesable Work Hours</small>	20.96%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
52,043.60	4.84%	0.00%	7.52%	87.64%	0.00%	0.00%	92.48%	0.57%



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

# MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through November 2016 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
85,105.00	57.79%	24.28% <small>Based on Total Apprenticesable Work Hours</small>	15.78%

Percentage Project Complete Based on Worker Hours: 100% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
85,105.00	11.06%	0.40%	27.47%	56.58%	1.04%	3.45%	69.08%	7.44%



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



## Board Report

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**File #:** 2017-0059, **File Type:** Informational Report

**Agenda Number:** 31.

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**EXECUTIVE MANAGEMENT COMMITTEE  
FEBRUARY 16, 2017**

**SUBJECT: STATE AND FEDERAL REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE **State and Federal Legislative Report.**

**DISCUSSION**

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on February 2, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on February 16, 2017.

**Federal Grants for Fiscal Year 2017**

As we did last year and previously - Metro looks forward to aggressively seeking federal transportation grants - as authorized under the FAST Act.

Late last year, the U.S. Department of Transportation (USDOT) announced a Notice of Funding Opportunity for the second round of the FASTLANE Grant Program which was created as part of the freight focused funding section of the FAST Act. Metro's FASTLANE grant applications were submitted prior to December 15, 2016 - consistent with the USDOT's stated deadline. Because Congress did not appropriate a full year of funding for transportation projects and programs last year - this second round of FASTLANE grant funding was put on hold. Metro's Government Relations team will continue to work with our Planning Department to advocate for the applications that were submitted. The USDOT's announcement of FASTLANE grant awards will be made by our nation's new USDOT Secretary Elaine Chao, who was confirmed on January 31<sup>st</sup>. At this time there is no indication of when this grant will be announced.

**Federal Appropriations for Fiscal Year 2017**

As Federal Fiscal Year 2016 came to a close on September 30th, Congress was unable to agree on passing a full year funding bill and instead approved a short term Continuing Resolution that will fund the Federal Government at Fiscal Year 2016 levels until April 28, 2017.

We continue to work with staffers for both the House and Senate Appropriations Committees to make sure the final federal spending bill includes \$100 million for the Regional Connector, \$100 million for Purple Line Extension (Segment 1), and \$100 million for Purple Line Extension (Section 2). The Appropriations process for Fiscal Year 2018 is not expected to begin until May of 2017, after Fiscal Year 2017 funding is completed for the remainder of the Federal Fiscal Year.

### **Local Hire**

I am very pleased to share that on January 18, 2017, USDOT published a five-year extension of the Local Hire Pilot Program which extends the program until 2022. Metro is appreciative of the partnership that we have with USDOT on advancing the Local Hire program. Metro will continue to work with USDOT to submit valuable data on the benefits gained from utilizing local hire language in our U.S. Employment Plan and Career Construction Program.

### **Federal Infrastructure Package**

The Trump Administration has been vocal about their desire to move forward on building and re-building our infrastructure. Very little information has been presented on the specifics of the plan, but Congressional Committees are beginning to hold hearings to explore what an infrastructure package might look like and how it will be funded. Metro is working closely with key Congressional staff as well as working closely with transportation associations and other key national stakeholders to make sure that our Board-approved priorities are included in any infrastructure package that is considered by the 115th Congress. We look forward to presenting more information to the Board on this topic as ideas and legislation are advanced on Capitol Hill.

### **Conclusion**

We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

**Executive Management Committee  
Remarks Prepared By Michael Turner  
Deputy Executive Officer Government Relations**

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on January 31, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on February 16, 2017.

### **California State Legislature Begins Bill Introductions in 2017-2018 Legislative Session**



The California State Legislative session officially began on Monday, December 5, 2016. Legislators have been able to introduce bills since the commencement of the 2017 Legislative Session on December 5, 2016. Through January 31, there have been 265 Assembly Bills introduced and 204 Senate Bills introduced (for a total of 469 bills). The deadline for introducing new bills is Friday, February 17 (absent a rule waiver). Staff is reviewing all of the proposed legislation for potential impacts to Metro programs and projects and will keep the Board apprised through the legislative session as bills move through the legislative process.

### **Post-election California State Legislative Changes**

Governor Edmund G. Brown Jr.'s nomination for Attorney General, Xavier Becerra (D-CA) was confirmed in the Senate and Assembly in January. Becerra was sworn into office on January 18, 2017 as Attorney General, replacing Kamala D. Harris, who was elected to the U.S. Senate last month. Metro staff will continue to update the Board of Directors regarding changes in key leadership and the state Senate and Assembly delegation. The Senate and Assembly announced Committee assignments in late December.

### **Governor's Transportation Funding Package**

On January 10, 2017, Governor Brown released his budget proposal for 2017-2018. The Governor made a statement about California's economic future, highlighting the need to remain fiscally prudent to prepare for a future recession. Governor Brown's priority for increasing the State's reserves remains a key element in this year's proposed budget. The Governor's 2017-2018 proposal includes provisions to combat a projected \$2 billion deficit by using conservative revenue estimates and reducing planned increases in spending. The Governor's proposal for transportation includes \$4.2 billion, an increase of 8 percent, for infrastructure, goods movement and transit. Metro staff and our advocacy team are actively briefing key offices on our priorities to support a robust funding package that aggressively addresses Metro's key priorities.

### **Conclusion**

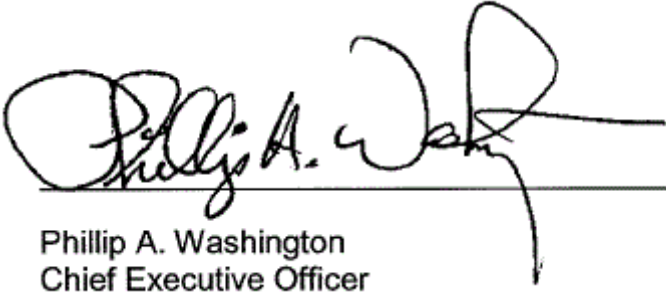
We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

### **ATTACHMENTS**

Attachment A - February 2017 - Legislative Matrix

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

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



Phillip A. Washington  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1</a> <a href="#">Frazier</a> D  Transportation funding.</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.012 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT WORK WITH AUTHOR</p>

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 17</a> <a href="#">Holden</a> D</p> <p>Transit Pass Program: free or reduced-fare transit passes.</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.</p>	
<p><a href="#">AB 28</a> <a href="#">Frazier</a> D</p> <p>Caltrans: NEPA Delegation Authority</p>	<p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and JUD.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	SUPPORT

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 46</a> <a href="#">Cooper D</a>  Employers: wage discrimination.	12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5.	Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.	
<a href="#">AB 52</a> <a href="#">Cooper D</a>  Public employees: orientation and informational programs: exclusive representatives.	1/19/2017-A. P.E.,R. & S.S. 1/19/2017-Referred to Com. on P.E., R., & S.S.	(1)Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 65</a> <a href="#">Patterson</a> R  Transportation bond debt service.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.	
<a href="#">AB 66</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: reports.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	
<a href="#">AB 69</a> <a href="#">Allen, Travis</a> R  State highways: roadside rests.	12/16/2016-A. PRINT 1/4/2017-Read first time.	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 73</a> <a href="#">Chiu</a> D</p> <p>Planning and zoning: housing sustainability districts.</p>	<p>1/19/2017-A. L. GOV. 1/19/2017-Referred to Coms. on L. GOV. and NAT. RES.</p>	<p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department. This bill contains other related provisions and other existing laws.</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 87</a> <a href="#">Ting D</a>  Autonomous vehicles.	1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and C. & C.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 91</a> <a href="#">Cervantes</a> D  High-occupancy vehicle lanes.	1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	
<a href="#">AB 151</a> <a href="#">Burke</a> D  California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	1/11/2017-A. PRINT 1/12/2017-From printer. May be heard in committee February 11.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 174</a> <a href="#">Bigelow</a> R  California Transportation Commission: membership.	1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.	
<a href="#">AB 174</a> <a href="#">Bigelow</a> R  California Transportation Commission: membership.	1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.	
<a href="#">AB 179</a> <a href="#">Cervantes</a> D  California Transportation Commission.	1/18/2017-A. PRINT 1/19/2017-From printer. May be heard in committee February 18.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.	
<a href="#">AB 188</a> <a href="#">Salas</a> D  Vehicle retirement.	1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 215</a> <a href="#">Rodriguez</a> D  Metro Gold Line Foothill Extension Construction Authority.	1/24/2017-A. PRINT 1/25/2017-From printer. May be heard in committee February 24.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.	
<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding.	12/5/2016-S. RLS. 1/26/2017-Referred to Com. on RLS. From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.	SUPPORT WORK WITH AUTHOR
<a href="#">SB 4</a> Mendoza D  Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.	01/12/17 Referred to Coms. on T. & H., EQ., and GOV. & F.	An act to add Chapter 12.495 (commencing with Section 8879.80) to Division 1 of Title 2 of the Government Code and to amend Section 2192 of the Streets and Highways Code, relating to goods movement, by providing the funds necessary therefor through an election for the issuance and sale of bonds of the State of California and for the handling and disposition of those funds. This bill would revise the list of plans to be consulted by the commission in prioritizing projects for funding. The bill would expand eligible projects to include, among others, rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements. The bill would also identify specific amounts to be allocated from federal goods movement funds made available by the federal Fixing America's Surface Transportation Act to certain categories of projects.	SUPPORT WORK WITH AUTHOR

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 20</a> <a href="#">Hill D</a>  Vehicles: buses: seatbelts.	1/12/2017-S. T. & H. 1/12/2017-Referred to Com. on T. & H.	Current law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. The bill would also require a bus operator to inform passengers of the requirement to wear a seatbelt and would authorize a bus driver to post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified.	
<a href="#">SB 21</a> <a href="#">Hill D</a>  Law enforcement agencies: surveillance: policies.	1/12/2017-S. PUB. S. 1/12/2017-Referred to Coms. on PUB. S. and JUD.	Would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a noticed hearing, open to the public, a proposed plan for the use of all surveillance technology and the information collected, as specified. The bill would require that the law enforcement agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. This bill contains other related provisions and other existing laws.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 22</a> <a href="#">Hill</a> D  Firearms: law enforcement agencies: agency firearm accounting.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that the acquisition of firearms by an agency employee for use within the course of his or her employment be entered into the AFS, and would require that a record of firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 53</a> <a href="#">Hueso</a> D  Natural gas vehicles.	12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5.	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 54</a> <a href="#">De León</a> D  Law enforcement: sharing data.	1/12/2017-S. PUB. S. 1/24/2017-Set for hearing January 31. From committee with author's amendments. Read second time and amended. Re- referred to Com. on PUB. S.	Current law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other current laws.	
<a href="#">SB 137</a> <a href="#">Allen</a> D  Transit districts: ordinances.	1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.	Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 145</a> <a href="#">Hill D</a>  Autonomous vehicles: testing on public roads.	1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner that 180 days after the date the application is submitted. This bill contains other related provisions.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
FEBRUARY 2017  
Metro Government Relations**

FEDERAL		
BILL/AUTHOR	DESCRIPTION	STATUS
	<b>115<sup>th</sup> Congress is in session and under a Continuing Resolution which funds the Federal Government programs (minus discretionary funded programs) until April 28, 2017.</b>	

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## Board Report

File #: 2017-0056, File Type: Program

Agenda Number: 28.

### EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 16, 2017

**SUBJECT: RAIL STATION NAME**

**ACTION: ADOPT STATION NAMES FOR REGIONAL CONNECTOR**

#### **RECOMMENDATION**

ADOPT the following **Official and Operational station names for the three stations that comprise Metro Rail's Regional Connector:**

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Little Tokyo/Arts District	Little Tokyo/Arts District
2. Historic Broadway	Historic Broadway
3. Grand Av Arts/Bunker Hill	Grand Av Arts/Bunker Hill

#### **ISSUE**

Since its inception, stations on the Regional Connector have been identified by placeholder names based on street intersection. With construction in progress, final names need to be adopted by the Board in order to facilitate station signage design and fabrication without incurring extra costs for changes.

#### **DISCUSSION**

##### Property Naming Policy

The recently updated and Board-approved Property Naming and Corporate Sponsorship/Naming Rights Policy (Attachment A) 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 is used more commonly on station signage, maps and customer materials. The policy recommends keeping the length of the operational name to a maximum of 24 characters to

ensure readability and compliance with ADA type size requirements.

Community Input

Per the policy, staff initiated Station Naming review in September and continued outreach through December 15, 2016. The Metro team facilitated dialog with local community, business and civic leaders as well as residential stakeholders through a series of eighteen community meetings and online, reaching over 1,000 people. In December leaders within Little Tokyo (the Arts District communities), 2nd/Broadway, and 2nd Pl/Hope St. station areas came to general agreement on a preferred name with a few caveats noted below.

Based on this input, staff recommends adoption of the names shown in the table below. A map of these stations showing the proposed Operational names is included as Attachment B. Alternate names for each station are shown in Attachment C.

Placeholder Name - Original	Official Name - Proposed	Operational Name - Proposed
1 <sup>st</sup> Street/Central Av	Little Tokyo/Arts District	Little Tokyo/Arts District
2 <sup>nd</sup> Street/Broadway	Historic Broadway	Historic Broadway
2 <sup>nd</sup> Place/Hope St	Grand Av Arts/Bunker Hill	Grand Av Arts/Bunker Hill

1. 1st Street/Central Av

This future station is located within the Little Tokyo community and adjacent to the Arts District. The Metro Gold Line’s Little Tokyo/Arts District Station currently serves as the stop for both communities. The general consensus between community leaders from both communities is that the name Little Tokyo/Arts District station should be transferred as the name for this station as it has a “history and life” of its own already. This value should not be lost when the lines converge and the existing Gold Line station is eliminated. The caveat is that Little Tokyo leaders, recognizing the future may also hold a station within the Arts District, are asking upon confirmation of a station, that the Arts District name be removed from the Little Tokyo stop and be made available as the station name to their neighbors. Little Tokyo leaders also view a stand-alone name as a more accurate description of the stop and a means to strengthen the unique appeal of this community as one of the 3 remaining “Japantowns” in the nation.

2. 2nd Street/Broadway

This stop is adjacent to the Civic Center and a few blocks north of Historic Broadway. Stakeholders generally agree that Historic Broadway is an accurate description and while adjacent to the Civic Center, a Civic Center stop already exists. In addition, stakeholders believe this is already a well-known neighborhood county-wide.

3. 2nd Place/Hope St

The 2nd Place/Hope stakeholders were able to come to agreement on a station name, but not the order. Arguments were made on whether Grand Av Arts/Bunker Hill or Bunker Hill/Grand Av Arts offered greater neighborhood recognition. Representatives for cultural institutions insist that Grand Av Arts should be first as more compelling to attracting new visitors via transit. Bunker Hill residents felt strongly that Bunker Hill is currently well-known, has been established longer, and therefore should be placed first.

While in person discussions continued between Metro and the community in an attempt to resolve 2nd Place/Hope St stakeholders' disagreement, staff launched an on-line survey in November. Overall, the objective was to invite a larger number of public opinions and to assess the comments to confirm the stronger neighborhood identity between the two proposed names for 2nd/Hope. The name Grand Av Arts/Bunker Hill received more comments of support. Bunker Hill/Grand Av Arts received more varied reasons to adopt the name in this order. Both exceed the 24 preferred letter standard by 1 for the operational name. Metro designers believe it is possible to incorporate either option into station signage while meeting compliance standards.

### **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**

Approval of this item will result in no financial impact to Metro.

#### **Impact to Budget**

Approval of this item will have no impact to Metro's budget.

### **ALTERNATIVES CONSIDERED**

The proposed names were developed as the result of community input and are consistent both with Metro's naming policy and the names of other stations in the system. The Board may elect to substitute one or more of the alternate station names shown in Attachment C, some of which also are consistent with Metro's naming policy.

### **NEXT STEPS**

Staff will work with the Regional Connector construction project to ensure that the Board-adopted station names are implemented.

### **ATTACHMENTS**

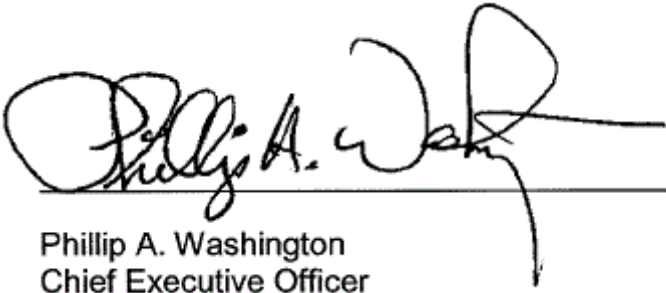
Attachment A - Property Naming Policy

Attachment B - Map of Regional Connector with proposed Operational Station Names

Attachment C - Table of alternate names for each station

Prepared by: Glen Becerra, Deputy Executive Officer, Marketing, (213) 922-5661  
Yvette Rapose, Director, Construction Relations, (213) 922-2297

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



Phillip A. Washington  
Chief Executive Officer

## ATTACHMENT A

### PROPERTY NAMING AND CORPORATE SPONSORSHIP/NAMING RIGHTS 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.

#### NAMING 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 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.

## **NAMING PROCESS AND PROCEDURE**

The property naming process will include the following steps:

1. Initial property names will be identified during the project planning process primarily based on geographic location.



2. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
3. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
4. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
5. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
6. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
7. 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.
8. 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 of substantial historical, cultural, or civic significance. The Board may wish to bestow a similar honor upon an individual who demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution 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.

## **CORPORATE SPONSORSHIP AND NAMING RIGHTS**

Metro has determined that allowing a revenue-generating, payment-in-kind, or value-in-kind Corporate Sponsorship and Naming Rights Program is a prudent means of maximizing the value of the agency's capital investments and assets. Metro may enter

into sponsorship and naming rights contracts for short-term and long-term partnerships with qualified companies in order to provide value and benefits for both parties.

Through implementation of this policy, Metro seeks to establish a cohesive and transparent process for the consideration and determination of Corporate Sponsorship opportunities for the naming or re-naming of existing and future property, facilities, services, programs and events.

The implementation of a Corporate Sponsorship and Naming Rights Program carries with it a responsibility to protect the agency from potential litigation and to recognize the potential association of outside corporations with Metro services, property and events, while respecting and adhering to existing Metro policies, including Metro's System Advertising, and Commercial Filming Policies. The agency addresses these issues through the responsible and consistent application stated in this policy.

### **CORPORATE SPONSORSHIP POINTS**

1. Corporate Sponsorship is a form of advertising in which companies will pay Metro to be associated with certain facilities, services, programs or events. This could also include providing resources and finance, payment-in-kind, or value-in-kind to develop new facilities, services, programs or events or funding to operate existing ones. Naming rights is a form of advertising whereby a corporation purchases the right to name or re-name a Metro facility, service, program, or event, typically for a defined period of time.
2. Metro's Communications Department administers the Corporate Sponsorship and Naming Rights Program as part of its overall responsibility of revenue-generating advertising and Metro's overarching goal of partnering with businesses on activities that can increase mobility for customers in the LA region.
3. In order to ensure Metro receives fair market value for Corporate Sponsorship and Re-naming Rights, Metro will routinely procure the services of a qualified and independent firm that regularly provides valuations of naming rights opportunities.

#### **Agency Assets Eligible for Sponsorship**

Metro is transportation planner and coordinator, designer, builder and operator of a large and expanding transit system. The infrastructure capital investment and other assets are significant within Metro's county-wide system of bus, rail, and other services; property portfolio; numerous facilities; programs; and events. The various facilities, programs, and services that may be applied to corporate sponsorships to are:

- **Facilities** – Any rail or bus stations, parking lots and parking structures, regional facilities, maintenance buildings and maintenance structures, Metro



headquarters building, and any other property solely owned and operated by Metro.

- **Transit Services** – Any light & heavy rail lines, bus service lines & routes, transitway service lines & routes, and any mode of transit service solely owned and operated by Metro.
- **Programs** – Any established Metro-operated effort/initiative for the benefit of customers and communities that Metro serves; generally in the form of customer service actions and functions, internally and externally.
- **Events** – Any seasonal, annual or one-time event led and initiated by Metro.

### **Corporate Sponsorship Models**

Corporate Sponsorship can take on various forms of advertising in which companies contract with Metro to associate their name, identity and branding with facilities, services, programs or events. Metro will engage in short-term and long-term corporate sponsorships that provide value and benefits for both parties. Naming Rights is a type of advertising whereby a corporation secures the right to name or re-name a Metro facility, service, program, or event for a defined period of time.

- **Short-term Sponsorship** – Agreements extending a maximum of twelve months for assets such as programs, events, seasonal events, or temporary station re-namings. Short-term sponsorships do not require Board review and approval unless those over \$500,000.00 contract value.
- **Long-term Sponsorship** – Agreements lasting a minimum of five years and greater. All long-term sponsorships must be reviewed and approved by the Metro Board. Agency assets such as transit services, rail lines, stations, buildings, and facilities would be considered for long-term sponsorships.

### **Corporate Eligibility and Criteria**

Business entities in the following categories will not be considered for participation: Alcohol; Tobacco and Electronic Cigarettes; Adult Entertainment and Content; Arms/Guns and Weapons; Political Parties, Political Groups, Political Organizations, and Political Candidates or Campaigns; Religious Groups and Religious Associations.

Metro shall consider partnerships with qualified companies who meet these criteria: Businesses already established in the U.S. or have fulfilled all legal requirements/compliance to establish a business within the U.S.; Financially stable business; Businesses with no history of fraudulent/unethical behavior; and Businesses with satisfactory record of contractual performance.

### **Corporate Responsibilities**

1. All costs related to establishing a new name or re-naming an existing facility, service, or program – including, but not limited to, the costs of replacing affected

signage and customer information collateral, Metro materials, and Metro staff labor – shall be borne by the corporate sponsor.

2. All granted Corporate Sponsorship agreements must respect and adhere to Metro's System Advertising Policy.
3. Corporate Sponsorship proposals and agreements are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.).

## **BUSINESS PROCESS**

### **Evaluation Criteria**

If all criteria listed under "Corporate Eligibility and Criteria" are met, Metro will take into consideration the financial offers and implementation proposals, which are listed below in order of weighted criteria and relative importance:

- Financial offer
- Alignment with Metro's existing brand and agency mission, including visibility of activating the partnership
- Reach of cross promotion between Metro and corporate sponsor, including corporate social/community activities attached to the program
- Innovative partnership business plans

### **Proposal Submittal Process**

1. **Submittal** – All Corporate Sponsorship Proposals shall be submitted to the Chief Communications Officer and the Deputy Executive Officer of Marketing within the Communications Department.
2. **Acknowledgement** – Communications will acknowledge and confirm receipt of Proposal via email communications, and letter.
3. **Agency Follow-up** – Communications staff may request more information, clarity of proposal, and in-person meeting or presentation of proposal.
4. **Notice of Proposal** – If the original proposal is deemed to have financial merit and meets all criteria, Metro will publicize the receipt of proposal to provide an opportunity for other companies with a vested interest in or proximity interest in the Metro asset/facility, an opportunity to compete for the Corporate Sponsorship. Metro will allow interested parties to submit proposals within 30 days of notice.
5. **Evaluation Process** – Communications will proceed to review and evaluate final corporate sponsorship proposals with appropriate Metro departments. Metro may



- utilize the services of a consultant in order to complete evaluation process. Metro may also solicit public comment on the proposal via digital communication and/or community meeting.
- 6. **Decision Process** – Communications will issue a determination of selection in writing to each proposer either recommending that the proposal be granted, or denying the proposal.
  - a. **Recommend award** – In the event a long-term Corporate Sponsorship proposal is recommended for award, Communications will prepare a contract recommendation to the Metro Board for its review and approval. Short-term sponsorships and those under \$500,000 contract value will move forward with a formal agreement and contract approved by the CEO.
  - b. **Recommend no award** – In the event a Corporate Sponsorship proposal is not recommended for award, Communications will have the ability to counter with additional requests.
- 7. **Presentation to Board** – In the event a Corporate Sponsorship proposal is recommended, Communications will present the final proposal to the Metro Board of Directors for review and approval. The corporate sponsor will be invited to participate in the presentation of their recommended proposal.
- 8. **Board Approval** - Upon Metro Board approval, a formal agreement for Corporate Sponsorship will be completed and a contract with the Corporate Sponsor will be finalized.

### **Termination of Contract**

In all contracts, Metro will include provisions for termination of the contract for default due to circumstances that are inconsistent with or violate Metro's System Advertising Policy, actions contrary to Metro's standards, or if the firm violates the established Corporate Eligibility Criteria.

# ATTACHMENT B

## Regional Connector Transit Project



**ATTACHMENT C**

**Station Naming – Community Feedback Matrix**

<b>Original (Placeholder Name)</b>	<b>Community Recommended Names</b>	<b>Community Comments</b>	<b>Recommendation forwarded for Consideration</b>
1 <sup>st</sup> Street/Central Av	<ul style="list-style-type: none"> <li>• Little Tokyo/Arts District</li> </ul>	<ul style="list-style-type: none"> <li>• Community is in support of keeping existing (Gold Line) station name.</li> <li>• Recommended name meets policy.</li> </ul>	<b>Little Tokyo/Arts District</b>
2 <sup>nd</sup> Street/Broadway	<ul style="list-style-type: none"> <li>• Historic Broadway</li> <li>• Broadway</li> <li>• 2nd St/Broadway</li> </ul>	<ul style="list-style-type: none"> <li>• Community is supportive of proposed name.</li> <li>• Recommended name meets policy.</li> </ul>	<b>Historic Broadway</b>
2 <sup>nd</sup> Place/Hope St	<ul style="list-style-type: none"> <li>• Grand Av Arts/Bunker Hill</li> <li>• Bunker Hill/Grand Av Arts</li> <li>• Bunker Hill</li> <li>• Grand Ave Arts/Bunker Hill</li> </ul>	<ul style="list-style-type: none"> <li>• Community is supportive of inclusion of both names; however, there is not a clear consensus on the order. Community is divided whether “Grand Av Arts” or “Bunker Hill” should be stated first.</li> <li>• Recommended name meets policy.</li> </ul>	<p><b>Option 1: Grand Av Arts/Bunker Hill</b></p> <hr/> <p><b>Option 2: Bunker Hill/Grand Av Arts</b></p>

**Board Report**

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**File #:** 2016-0804, **File Type:** Contract**Agenda Number:** 30.

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**EXECUTIVE MANAGEMENT COMMITTEE  
FEBRUARY 16, 2017****SUBJECT: EXTENSION OF REVENUE LEASE AGREEMENT AND TEMPORARY REDUCTION  
OF MONTHLY RENT****ACTION: AUTHORIZE TEN-YEAR LEASE EXTENSION AND REDUCTION OF MONTHLY  
RENT BY \$1,800 FOR 24 MONTHS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a **lease amendment with Camille's Inc. (Camille's or tenant), dba Denny's Restaurant, to extend the term of the lease for ten years, terminating January 31, 2034, and to reduce the monthly rental amount from \$18,000 to \$16,200 effective March 1, 2017 for a two-year period.**

**ISSUE**

Camille's has operated the Denny's Restaurant for approximately forty-five years on a property currently owned by Los Angeles County Metropolitan Transportation Authority (Metro). The existing lease will expire on January 31, 2019. The tenant has an option that would extend the term until January 31, 2024. The long-term lease is in keeping with the Metro's goal of generating revenue from its real property assets.

Authorization to extend the lease term for ten years and to reduce the monthly rental amount temporarily to \$16,200 requires Board approval.

**DISCUSSION**

The property is located at 530 Ramirez Street (Property), diagonally across the street from the Gateway Building. Metro terminated the use of approximately 25,143 square feet of the parking area from the leasehold for use by Metro as a laydown yard for the Patsaouras Plaza Busway Station (PPBS) project. The PPBS project will require the continued use of this area for construction staging until approximately November 2018.

The loss of this parking has resulted in a reduction in the tenant's potential revenue and they have requested a ten percent or \$1,800 monthly reduction in rent for the two-year period. Metro staff has reviewed this request and determined that a temporary rent reduction is warranted. Staff is also working with the City of Los Angeles to assist the tenant in obtaining replacement parking for its

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employees at Piper Tech to partially mitigate the loss of parking. City staff has responded favorably to this request and is drafting a lease agreement.

Camille's is also seeking a ten-year lease extension to finance remodeling of building improvements that are required by the franchisor. The remodeling project will include refurbishment of the interior of the restaurant, upgrades to restrooms to meet compliance with new American Disability Act (ADA) requirements, and parking lot improvements. The estimated investment is \$400,000 and will provide the restaurant with a fresh and upgraded appearance which is anticipated to increase sales revenue. The remodel of two other locations owned by Camille's increased their sales by ten percent.

The proposed extension will provide Camille's the assurance that the lease will remain in effect to amortize their investment over a seventeen-year period.

The current lease provides that Metro can cancel the lease if the Property is required for a public project, at no cost to Metro, with twelve months' notice. Metro will reimburse the tenant the unamortized cost of the proposed improvements if Metro cancels the lease prior to January 31, 2034. There are no pending public projects at this time that would require the use of the entire parcel.

Staff has negotiated an amendment to the lease that provides that the rent is reduced to \$16,200 per month beginning March 1, 2017 for two years. On March 1, 2019, the rent will be adjusted to the fair market rental value of the property as an operating restaurant at that time.

### **DETERMINATION OF SAFETY IMPACT**

The recommended action will have no impact on safety.

### **FINANCIAL IMPACT**

The lease is currently generating \$216,000 annually based on a monthly rental amount of \$18,000. The rental payment under the lease amendment will be reduced to \$16,200 per month or \$194,400 annually for the first two years of the lease extension after which time the rent will go to market rents.

#### **Impact to Budget**

Adoption of the recommended action will have no impact to the FY 17 budget for bus operations.

### **ALTERNATIVES CONSIDERED**

The alternative to extending the current lease would be to do nothing and let the lease expire in 2024. This alternative is not recommended as the current tenant is an excellent tenant who provides a needed amenity to the area. There are no other restaurant chains in the immediate vicinity.

Another alternative would be to sell the property or enter into a long-term ground lease. This alternative is not recommended at this time, since a portion of the site is needed for the Patsouras Fast Lane Project. Retaining the Property provides Metro with continued control over a key parcel of land located across the street from Metro Headquarters Building while also providing a significant income stream.

**NEXT STEPS**

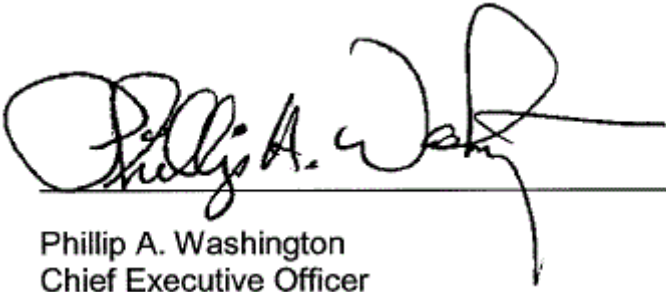
Execute the lease amendment with Camille's, subject to approval as to form by County Counsel.

**ATTACHMENTS**

- A. Denny's Plat Plan
- B. Summary of Lease Amendment Key Terms

Prepared by: Ken Pratt, Director, Union Station Property Management, (213) 922-6288  
Calvin Hollis, Senior Executive Officer, Countywide Planning & Development, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

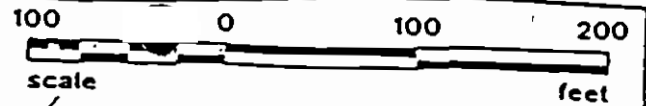


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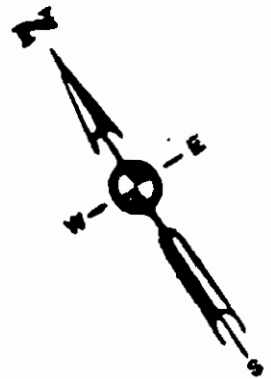
Phillip A. Washington  
Chief Executive Officer



MTA GATEWAY HEADQUARTERS



ATTACHMENT A



ST

LYON ST

VIGNES

RAMIREZ

FREEWAY APPROACHES

FREEWAY APPROACHES

PARCEL 1  
35,330 SQ. FT.

MTA PROPERTY LINE

ST

MTA PROPERTY LINE

70'

Parcel 2 -  
Proposed Flyover  
15,143 SQ. FT.

75'

ST

EL MONTE

208'

BUSWAY

CENTER ST

ROUTE 101

## SUMMARY OF LEASE AMENDMENT KEY TERMS

Provisions	Existing Lease	Amendment
Term	The existing lease will expire on January 31, 2019. The tenant has an option that would extend the term until January 31, 2024.	The term of this lease would be extended until January 31, 2034.
Rent	\$18,000 per month. On February 1, 2019, the rent will be adjusted to the fair market rental value of the property as an operating restaurant at that time.	\$16,200 per month. On February 1, 2019, the rent will be adjusted to the fair market rental value of the property as an operating restaurant at that time.
Tenant Improvements	N/A	Tenant will construct Tenant improvements, in the amount of \$400,000, and amortize these improvements over the seventeen (17) years of the lease term.
Termination	Metro can cancel the lease if the Property is required for a public project, at no cost to Metro, with twelve months' notice.	Metro can cancel the lease if the Property is required for a public project with twelve months' notice. If Metro cancels the lease prior to January 31, 2034, then Metro will reimburse Tenant the unamortized cost of the Tenant improvements



Board Report

File #: 2017-0060, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 34.

**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**FEBRUARY 16, 2017**

**SUBJECT: STATE AND LOCAL LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

**RECOMMENDATION**

ADOPT staff recommended positions:

- A. **SB 4 (Mendoza)** - Goods movement: allocation of Federal Funds **WORK WITH AUTHOR**
- B. **AB 287 (Holden)** - ~~State Highway Route 710: Advisory Committee~~ **OPPOSE UNLESS AMENDED**
- C. **Measure "H" (Los Angeles County)** - Plan to Prevent and Combat Homelessness **SUPPORT**

**ATTACHMENTS**

- Attachment A - SB 4 (Mendoza) Legislative Analysis
- ~~Attachment B - AB 287 (Holden) Legislative Analysis~~
- Attachment C - Measure "H" (Los Angeles County) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
Desarae Jones, Government Relations Administrator, (213) 922-2230

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



Phillip A. Washington  
Chief Executive Officer

## REVISED ATTACHMENT A

**BILL:** SENATE BILL 4

**AUTHOR:** SENATOR TONY MENDOZA (D-ARTESIA)

**SUBJECT:** GOODS MOVEMENT: ALLOCATION OF FEDERAL FUNDS

**STATUS:** REFERRED TO COMMITTEES ON TRANSPORTATION AND HOUSING, ENVIRONMENTAL QUALITY AND GOVERNANCE AND FINANCE

**ACTION:** SUPPORT WORK WITH AUTHOR

### RECOMMENDATION

Staff recommends that the Board of Directors adopt a ~~SUPPORT WORK WITH AUTHOR~~ position on Senate Bill 4. This bill, subject to voter approval at the June 5, 2018, statewide primary election, would enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds for goods movement and transportation projects. This bill would also revise the CTC's project prioritization to expand eligible projects and specify amounts to be allocated from federal Fixing America's Surface Transportation (FAST) Act dollars.

Specifically the bill would:

- Authorize, subject to voter approval a \$600 million general obligation bond That would be allocated in the following manner; \$200 million to the CTC for projects eligible under the Trade Corridor Improvement Fund (TCIF); \$200 million to the California Air Resources Board's (CARB) Goods Movement Emission Reduction Program, and; \$200 million to CARB for the expansion of the use of zero and near zero-emission trucks;
- Would allocate federal freight funds allocated to California via the FAST Act funding as follows: \$150 million for border entry projects in the San Diego and Imperial Counties, \$70 million for the elimination, alteration or improvement of hazardous railroad-highway grade crossings, and \$360 million to be allocated by the existing TCIF formula;
- Revise the list of plans to be considered by the CTC in prioritizing projects for funding;
- Would expand the list of eligible projects to include, rail landside access improvements, freight access improvements to airports and certain capital and operational improvements; and
- Would exclude San Diego and Imperial Counties from receiving additional FAST Act funding under the TCIF formula allocation.

## **DISCUSSION**

Senate Bill 4 (Mendoza) presents an opportunity to make a significant step forward in addressing goods movement challenges facing our region. The bill would make a significant contribution by the state through the commitment of general obligation bonds and ensure that federal freight funds are allocated to key priorities in our region. The last major commitment of state funds to transportation was through Proposition 1B that was passed by the voters in 2006. That bond included funding for many projects in Los Angeles County that are now underway including key goods movement projects. Those projects create significant economic benefit to our region and the state.

There has been concern in Sacramento about the commitment of general fund revenues to pay for debt service on various bond measures. Staff recognizes those concerns but would argue that the economic benefit derived from those expenditures should be considered as an important reason to commit the state to funding freight projects. Staff finds that there is opportunity for discussion regarding the specific allocation amounts as they are outlined in the bill, as well as the priorities within those categories. Metro's goal with respect to the allocation of FAST Act funding is to maximize the region's share of funding to the County's highest priority projects for freight and goods movement. We would like to work with the author to ensure that the final measure maximizes the allocation of funding for Los Angeles County through the TCIF formula.

SB 4 also puts in place a program to allocate federal freight funds allocated to California. Towards the end of last year's legislative session discussions took place with respect to legislation introduced in 2016 (AB 2170, Frazier) to direct the allocation of these funds. The final amendments were ultimately not included in the bill but are included in SB 4. These provisions would ensure local input into the allocation of federal funds and ensure geographic equity.

Staff recommends that the Board adopt a ~~SUPPORT~~ WORK WITH AUTHOR position on the measure Senate Bill 4 (Mendoza).

## **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

## **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

## **ALTERNATIVES CONSIDERED**

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goals to support funding for goods movement and transportation projects in Los Angeles County.

## **NEXT STEPS**

Should the Board decide to adopt a ~~SUPPORT WORK WITH AUTHOR~~ position on the measure; staff will communicate the Board's position to the author and work to incorporate Metro's priorities in the final version of the bill ~~and to ensure the measure's passage~~. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

## ATTACHMENT B

**BILL:** ASSEMBLY BILL 287

**AUTHOR:** ASSEMBLYMEMBER CHRIS HOLDEN (D-PASADENA)

**SUBJECT:** STATE HIGHWAY ROUTE 710: ADVISORY COMMITTEE

**STATUS:** PENDING COMMITTEE REFERRAL

**ACTION:** OPPOSE UNLESS AMENDED

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt a OPPOSE UNLESS AMENDED position on Assembly Bill 287 (Holden). This bill would require Caltrans, in consultation with Metro, to establish the State Highway Route (SR) 710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the SR 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the SR-710 Corridor project area. The Advisory Committee would be comprised of members of Caltrans, Metro, the Cities of Alhambra, Pasadena and South Pasadena, members of the State Senate and Assembly that represent the project area.

The bill would prohibit the committee from recommending, and, prohibit Caltrans from implementing the tunnel option in the SR-710 corridor.

Specifically the bill would:

- Require Caltrans in consultation with Metro to establish the SR-710 Gap Corridor Transit Study Zone Advisory Committee;
- Require the advisory committee to make recommendations and submit a report to the Legislature, Caltrans and Metro by January 1, 2019 on the most feasible and appropriate project design alternative, as well as other transit options that could be implemented in the corridor.
- Require the department to implement the alternative as recommended; and,
- Would prohibit Caltrans from selecting a freeway tunnel alternative for the SR-710 North Gap.

### **DISCUSSION**

Staff is recommending that the Board oppose the legislation unless amended. As introduced, the bill would require the formation of an advisory committee, require that committee to provide a report and complete study of alternatives with recommendations by 2019, and would prohibit Caltrans from choosing a tunnel as an alternative for the SR-710 North project.



Staff would raise two issues that we believe should be addressed in amendments. First is that we believe it is important to allow the environmental process to make the final determination on the tunnel alternative. Caltrans is the lead agency for the SR-710, since this is a state highway and should be responsible for the final determination of a project. We would recommend that the language prohibiting the tunnel option be removed from the bill.

Secondly we believe that the bill be amended to clarify a set of issues that would be addressed by the committee, such as how the work of the committee would be funded, staffing, scope, and most importantly how the final project recommendations of the committee would be funded. The committee could make recommendations on improvements that are outside the scope of the current environmental document and those alternatives may not have environmental clearance and may not have any funding identified.

Staff recommends that the Board adopt an OPPOSE UNLESS AMENDED position on the measure AB 287 (Holden).

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

#### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

#### **ALTERNATIVES CONSIDERED**

Staff has considered adopting either a support or neutral position on the bill. A support or neutral position would be inconsistent with Metro's Board approved 2017 State Legislative Program Goals to support the acceleration of construction of transportation projects in Los Angeles County.

#### **NEXT STEPS**

Should the Board decide to adopt an OPPOSE UNLESS AMENDED position on these measures; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

## ATTACHMENT C

**BILL:** LOS ANGELES COUNTY MEASURE “H”

**AUTHOR:** COUNTY OF LOS ANGELES

**SUBJECT:** LOS ANGELES COUNTY PLAN TO PREVENT AND COMBAT HOMELESSNESS

**STATUS:** MARCH 7, 2017 CONSOLIDATED AND MUNICIPAL SPECIAL ELECTIONS

**ACTION:** SUPPORT

### **RECOMMENDATION**

Staff recommends that the Board of Directors adopt a SUPPORT position on Measure H – Los Angeles County’s Plan to prevent and combat homelessness. The measure is on the March 7, 2017 Consolidated and Municipal Special Elections ballot.

Specifically the measure would authorize the County of Los Angeles to impose at ¼ percent special transactions and use tax that will:

- Be used to generate ongoing funding to prevent and combat homelessness within Los Angeles County, including funding for mental health, substance abuse treatment, healthcare, education, job training, housing subsidies, services, transportation, outreach, prevention and supportive services for children, families, veterans, seniors and disabled individuals;
- Would create a Citizens’ Oversight Advisory Board to review expenditures; and
- Would expire after 10 years.

### **DISCUSSION**

The current homeless crisis has impacted public transit systems nation-wide. Homeless individuals and families find shelter transit systems at rail stations, bus shelters, and on rail and bus lines. In 2016, the Greater Los Angeles Homeless Count showed 11% in homelessness, an increase over the past year. Two-thirds of homeless persons in Los Angeles County are unsheltered. That presence can be felt on the Metro system which has resulted in increased customer complaints and concerns related to security.

Metro is charged with combatting homelessness on and around the Metro system. Metro has partnered with the County of Los Angeles to look at how homelessness affects patrons on our system and the community. Los Angeles County Measure “H” provides a sustainable source of funding to expand access to services, transportation and housing.

In July 2016, Metro launched a homeless strategic planning process which involved significant community and stakeholder input. As a result of this strategic planning, a Metro Homeless Action Plan was created that will be brought to the Board in the February 2017 Board cycle for consideration and adoption.

In October 2016, Metro Directors Ridley-Thomas, Fasana, Bonin and Dupont-Walker presented a motion to the Board to fund up to \$1.2 million toward the deployment of two or more homeless outreach teams that are dedicated exclusively to the Metro system to provide outreach and support to these homeless individuals, thereby, creating a partnership between Metro and Los Angeles County. That motion was approved by the Board and those outreach teams are now a component of the proposed Metro Homeless Action Plan.

Metro's Homeless Action Plan is a long term strategy to find solutions for LA County and transit dependent homeless populations. The successful passage of this measure could provide additional funding to support Metro's Action Plan as Metro staff works with the County to combat this increasing problem of homelessness.

Staff recommends that the Board adopt a SUPPORT position on Measure H, Los Angeles County's measure on the March 7, 2017 ballot.

#### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed measure.

#### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

#### **ALTERNATIVES CONSIDERED**

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with previous Board action related to combatting homelessness in LA County and on the Metro system.

#### **NEXT STEPS**

Should the Board decide to adopt a SUPPORT position on the measure; staff will communicate the Board's position to the County. Staff will continue to keep the Board informed as the issue of homelessness is addressed through various programs and measures.



## Board Report

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**File #:** 2017-0040, **File Type:** Informational Report

**Agenda Number:** 27.

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EXECUTIVE MANAGEMENT COMMITTEE  
FEBRUARY 16, 2017

**SUBJECT:** CHIEF COMMUNICATIONS OFFICER QUARTERLY REPORT  
**ACTION:** RECEIVE AND FILE

### **RECOMMENDATION**

RECEIVE AND FILE **the Chief Communications Officer's Quarterly Report.**

### **ISSUE**

The LA Metro Chief Communications Officer provides a quarterly update to the Board of Directors on the efforts of the Communications Department. The last CCO Quarterly Report was provided in October 2016. This report is a FY17 mid-year report, covering the first and second quarters of FY2017, as well as a look-ahead to the coming quarter.

### **DISCUSSION**

Metro's Communications Program is implemented through the six departments within the Communications Department: Community Relations, Customer Relations, Customer Programs and Services, Government Relations, Marketing and Public Relations. The department's overarching goals are:

- Lead the development and coordination of internal and external communications
- Enhance the customer experience
- Optimize Metro's brand
- Grow constituencies for Metro's programs, projects and services
- Set the agenda and advocate for local, state and federal funding and policy opportunities

### **Measure M Public Education Program**

The biggest effort of the Communications Department in the first half of FY2017 was developing and implementing the Measure M public education program. The program was implemented through four main sectors: Elected Officials Engagement, Key Stakeholder Engagement, Public Engagement, and Media Engagement.

The team deployed a multi-faceted program through a variety of tactics including bus, rail and shelter

ads; billboards; print advertising; news blogs and articles; press events showcasing project progress; web updates; social media campaigns; telephone town hall meetings; employee information sessions; and educational videos.

Some of the measurable outcomes of the program:

- Social media campaign generated 18.5 million impressions
- The videos featuring four personal stories of transit riders garnered over 1.3 million views
- 425 community presentations and events
- 50 press and special events
- Handed out nearly 31,000 packets of M&Ms reminding people to cast their vote on Measure M

### **Annual Report to the Community**

The Communications Department developed Metro's Annual Report to the Community on the current status of the agency, its financial stewardship, progress of its programs and projects and accomplishments. The content of the report frames the key points of agency accomplishment as a transparent report back to the public on the progress being made through their local investment.

### **Corporate Sponsorship/Naming Rights Policy**

As part of CEO Phil Washington's Risk Allocation Matrix (RAM) process to explore ways to generate additional revenue for the agency, staff developed a Corporate Sponsorship/Naming Rights Policy. The policy allows Metro to expand its revenues through potential advertising partnerships with firms that will pay Metro to be associated with certain facilities, services, programs or events for a defined amount of time. This effort is a prudent means of maximizing the value of the agency's capital investments and assets. The Board of Directors approved the policy in December 2016, and all major sponsorship proposals will be brought to the Board for action.

### **Marketing**

The Marketing, Design Studio and Production teams completed over 1,050 projects from 7/1-12/31/16. Major campaigns included:

- Concept, creation and production of Measure M public information materials
- Bike Share design and launch
- Design and launch of Office of Extraordinary Innovation
- Sexual Assault Awareness
- Final design for new metro.net website

### **Social Media**

- Executed 39 paid social media campaigns that reached over unique 4 million people, generated over 20 million impressions and drove over 1 million engagements
- Continued to develop efficient research survey campaigns with the Bike/Bus study which drove 2,101 completed surveys at a CPA of \$1.15
- Reached over 2.3 million unique people in LA County for the Measure M Education Campaign and garnered over 1.3 million video views
- Launched metrolosangeles Snapchat account with a current score of 1,025

### **Social Media Metrics**

- Facebook
  - 65K fans total (4K+ new fans since 1st quarter)
  - 22M page impressions
  - 289K organic video views
- Instagram
  - 26K followers
- Twitter
  - 65K followers to date (+4K new followers since 1st quarter)

### **Digital Campaign Performance**

- Bike Share
  - Delivered over 44 million impressions while reaching 8 million unique people
  - Generated over 141K clicks to Bike Share website
- Measure M Public Education (Phase 3)
  - Delivered over 72 million impressions and garnered almost 8 million video views
  - Generated over 298K clicks to theplan.metro.net
- Express Lanes
  - Using mix of display, native, Waze, and SEM, delivered 11.7 million impressions

### **Commute Services**

- Annual Employer Pass Programs (EAPP) - ATAP/BTAP 2017 renewal completed at highest retention rate to date with 94% of clients renewing and 91% of revenue collected vs. 2016 totals.
- Promotional Employer Pass Program - Three companies have participated in the three-month program so far with 40 total employees represented. One of these companies is interested in transitioning to the EAPP.
- U-Pass Program - Fall 2016 Launch
  - U-Pass Pilot program had 8,367 participants in Fall 2016, which is a 13% increase over previous ITAP participation.
  - There have been 924,767 U-Pass boardings through December 2016.
  - Cal State LA and USC have joined the program for Spring 2017.

### **Community Relations**

#### **Construction Relations**

#### **Community Meetings and Events**

Crenshaw/LAX Project hosted a total of 10 community meetings or events.

Purple Line Extension Project (Sections 1 and 2) hosted a total of 10 community meetings or events.

Regional Connector Transit Project hosted a total of 40 community meetings or events.

#### **Status Updates: Social Media**

During the project period, the Capital Projects ran engagement and leads campaigns to grow and

connect with impacted stakeholders. In addition to regular construction updates, and Eat Shop Play posts, Construction Relations ran 267 individual paid social campaigns, totaling \$19,671, reaching 719,277 people.

### **Crenshaw/LAX Transit**

- Construction Relations facilitated periodic meetings with City agencies, Metro CEO Phil Washington and key community stakeholders. In addition, Construction Relations continued to work with businesses and residents with an interest in the at-grade segment, including members of the Baldwin Hills Estates HOA, Dulan's restaurant and the business owners.
- Introduced new WSCC team members to the community to ensure continuity in service.
- Coordinated a community walk with CEO Phil Washington in the Park Mesa Heights area and met with key stakeholders and business owners impacted by construction. Received valuable feedback on construction mitigations, the BIF and the BSC.
- Worked with People's Coordinated Services, a senior services provider, to allow for continued operations during a 21-day closure of the frontage road in their area.
- Harriet, Crenshaw/LAX's TBM, broke through the northern wall of the MLK/Crenshaw Station. The breakthrough was highly publicized through the project social media channels including a live stream of the event.

### **Purple Line Extension Section 1**

- Continued the partnership with Chrysalis, a non-profit organization that hires homeless and low-income individuals, to assist with the distribution of construction information. The partnership allowed for door-to-door distribution of construction information related to project decking operations.
- Held La Brea Decking Completion Press Event announcing completion of La Brea Decking six weeks ahead of schedule.
- Promoted the discovery of mastodon/mammoth fossils during La Brea Excavation. The fossil findings received national attention. It was the first major discovery for the project.
- Convened the initial pre-construction community meeting for Section 2.
- Distributed construction safety materials at Annual Tarfest.

### **Regional Connector**

- Reached steady state in Little Tokyo with the end of long-term closures at the intersection of 1<sup>st</sup>/Alameda.
- Provided outreach and developed education campaigns to support long-term cut and cover construction activities and closures at 2<sup>nd</sup>/Broadway station area and Flower St.
- Conducted outreach for stakeholder and community input regarding proposed names for the three Regional Connector stations. Received over 1,000 comments.
- Provided update on the status of construction at fifteen (15) Community Leadership Council area-specific committees.
- Held Tunnel Boring Machine Lowering Event, signifying the start of tunneling operations for the project. Approximately 200 community members were in attendance for the event.

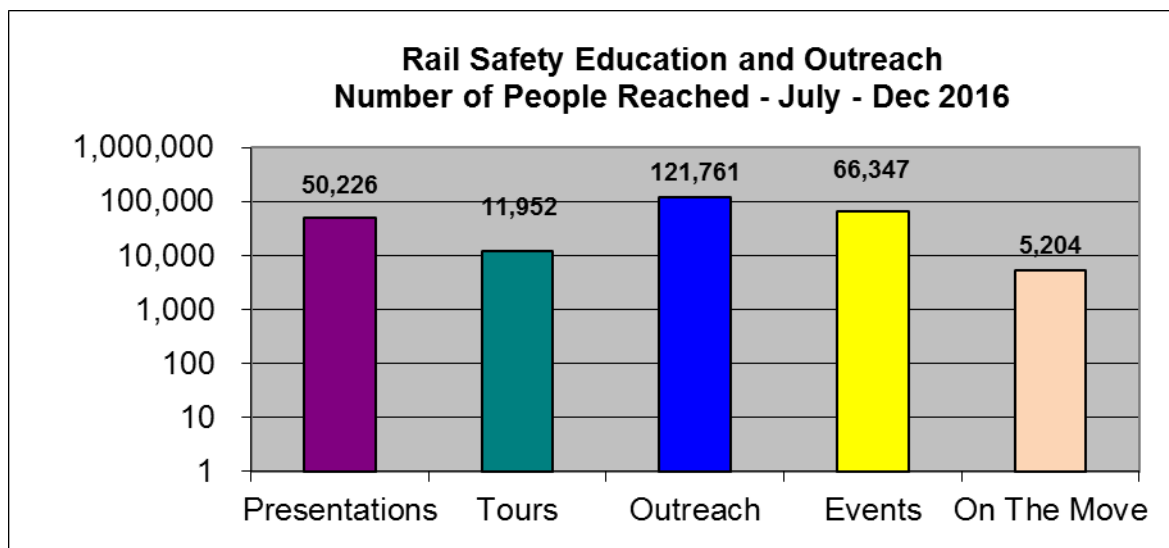
### **Highway Program**

- I-605 Corridor Improvement Project and the WB SR-91 Improvement Project: The environmental phase was initiated for each project, and hosted ten scoping meetings.
- Hosted an Elected Officials Briefing on the I-605 Corridor “Hot Spots” Projects.
- Kicked off the environmental phase for the I-605 Corridor Improvement Project in partnership with Caltrans by hosting eight Public Scoping Meetings attracting 175 attendees.
- Kicked off environmental phase for the WB SR-91 Improvement Project In partnership with Caltrans by hosting two open houses attracting over 140 attendees.
- Creating a community outreach plan for three bike path studies requested by the Metro Board of Directors. Community meetings are anticipated for late March.
- Managing and coordinating with the Hollywood Burbank Airport on content development for four digital screens that will be placed at the airport as one of the I-5 North Construction Project’s mitigation programs. These screens will provide the public with bus and train schedules from the airport and real-time traffic and closure information.

**Eat/Shop/Play**

- ESP Local turned one year old, with approximately 250 participating businesses.
- Held eight Lunch Meet-Up events at impacted restaurants. Average attendance was 20 people.
- Businesses were invited to host pop-up booths at Metro Headquarters. Metro hosted two vendor days, with eight vendors participating. Growing the catering orders for impacted businesses was a focus.
- Three new ESP businesses were registered/certified as ongoing vendors w/ Metro: Southern Girl Deserts, Dulan’s on Crenshaw, Crenshaw Yoga & Dance
- The ESP social media campaign has been focused on providing content directly to those who live, work or travel along the areas impacted by our construction activity.

**Safety Outreach**





### **Rail Safety Education**

Transit Safety Programs (TSP) is community-based transit safety education. TSP offers a unique approach to increasing public awareness and teaching appreciation for safety cognizance around Metro's rail lines. During the months of July-December 2016, TSP reached an overall total of 480,716 community members by various safety outreach efforts.

### **Blue, Gold, Expo, Red, Purple, and Orange Line Presentations and Events**

Quarter	Month	Presentations	Events	Informed About Safety and Rail
Q1 & Q2	July - Dec	307	70	66,347

- Safety Campaigns
  - Conducted 2 safety campaigns.
  - Conducted 11 pop-up-events to remind patrons to practice safe behavior near Metro trains.
  - Rail Safety Calendars were mailed to residents within a .5 mile radius of Blue, Expo, & Gold reaching 217,000 households.
- Advertisement and Outreach Materials
  - Purchased ad space in the City Of Azusa Activity Guide and included rail safety tips and information about how to request rail safety presentations. Activity Guides were sent to 16,000 homes in the City of Azusa.
  - Purchased bus car and rail car advertisements for September Safety Rail Month, reaching 13,688.
  - Distributed 70,365 safety collateral materials to rail line communities and stakeholders.

### **Tour Program**

The Metro Rail Safety Orientation Tour Program is a hands-on teaching tool offered to all schools, recreation centers and senior centers within a 1.5 mile radius of the Blue, Gold, and Expo lines, after the completion of a Rail Safety Presentation. The first half of the year, the program benefitted 8,225 individuals.

### **Field Trip Program**

The program is for any school (1st -12th grades) in Los Angeles County. Participation in the program requires successful completion of the online curriculum. Field trips must be from the 21 approved educational destinations. The program reached 3,727 individuals.

### **On The Move Riders Club**

The program is a peer-on-peer training program, designed to provide older adults with the knowledge, practice, and confidence to safely and independently travel on public transportation. October 24, 2016 the program hosted Metro's first Older Adult Transportation Expo which attracted over 300 attendees including 24 exhibitors. The program reached others through additional efforts:

- 20 presentations: 632 individuals

- 27 events: 1,477 individuals

**Rail Safety Ambassadors (RSA’s)**

RSAs are retired bus and rail operators that are posted at critical locations, along Metro Rail Alignments, to observe the behavior of both pedestrians and vehicles. The program is a key component of Metro’s Safety Outreach program by posting ambassadors on the Blue and Gold Lines.

**Public Relations**

**Media Relations**

- Issued 120 news releases
- Conducted 29 news conferences
- Responded to more than 1,500 incoming media inquiries

**Digital Media**

- The Source had 1,303,762 page views
- El Pasajero, our Spanish-language blog, had 72,458 page views
- Issued 2,300 service alerts, reaching 23,500 followers on Metro’s Service Alerts
- Increased followers on Metro’s Twitter account by more than 10 percent for a total of 65,100 followers
- Reached 26,300 followers on Metro’s Instagram Account
- Live video event coverage was expanded using Periscope and Facebook Live
- Reached younger followers on Snapchat with weekly video stories
- Coordinated daily messaging on more than 1,000 screens across Metro system

**Special Events and Promotions**

- Held 52 Measure M and other press and special events in the first half of FY17 including but not limited to Little Tokyo Regional Connector TBM Lowering, Crenshaw Tunnel Boring Breakthrough and Taste of Soul
- Partnered with community groups on 14 events through the Destination Discounts Program reaching an estimated 107,000 attendees.

**Local and Municipal Affairs Community Meetings and Events**

Quarter	Month	Number of Public Facing Meetings/Events	People Reached Out To	Informed About Rail Operations	Tour Program
Q1	July - Sept	139	27,161	96,735	19
Q2	Oct - Dec	153	47,205	116,000	3
<b>Totals:</b>		<b>292</b>	<b>74,366</b>	<b>212,735</b>	<b>22</b>

**Government Relations**

**Federal and State**

- Metro Government Relations is closely tracking major federal grant opportunities - including the FASTLANE grant for Fiscal Year 2017. Metro will be vigorously competing for these valuable federal grants by working with key stakeholders, including members of the Los Angeles County Congressional Delegation.
- Metro Government Relations is closely tracking the Federal Fiscal Year 2017 appropriations process which is funded until April 28th, 2017 - where we are working to secure \$300 million in New Starts funding for our rail transit projects as well as advance the projects in the upcoming Fiscal Year 2018 federal budget.
- Metro's Government Relations staff successfully advanced Metro Legislative agenda in Sacramento.
- Metro Government Relations successfully preserved the authority of Metro Board of Directors.
- Metro Government Relations successfully presented the 2017 Federal and State Legislative Program for Board consideration.
- Metro Government Relations has completed preparation of all Metro sponsored legislation for consideration in Sacramento.
- Metro's Government Relations staff is reviewing all bills introductions, in the California State Senate and Assembly and will be bringing bills forward for Board consideration throughout the coming months.

## **Customer Relations and Customer Programs and Services**

### **Customer Relations**

- Answered 1,016,345 calls for FY17 mid-year on 323.GOMETRO compared to 1,185,670 calls answered during same time in FY16.
- Average wait time for customer calls from July-December 2016 was 21 seconds.
- Held Team Building Retreat for all 125 contract/non-contract employees that enhanced work performance and self-development.

### **Customer Programs and Services**

- Processed approximately 85K Reduced Fare applications
- Customer Center Revenue approximately -\$3,500,00.00
- Mobile Customer Center - Visited 55 locations, touched 2,500 customers

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

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



Phillip A. Washington  
Chief Executive Officer



# Chief Communications Officer Report – Mid-Year Review

February 2016



Metro®

# Measure M Public Information

- Social media campaign generated 18.5 million impressions
- Videos featuring four personal stories of transit riders garnered over 1.3 million views
- 425 community presentations and events
- 50 press and special events
- Handed out 31,000 packets of M&Ms (880 lbs.)



Metro



# Annual Report to the Community

- The Transportation Revolution is Here
- A transparent report back to the public on the progress being made through local investment



# Marketing Campaigns

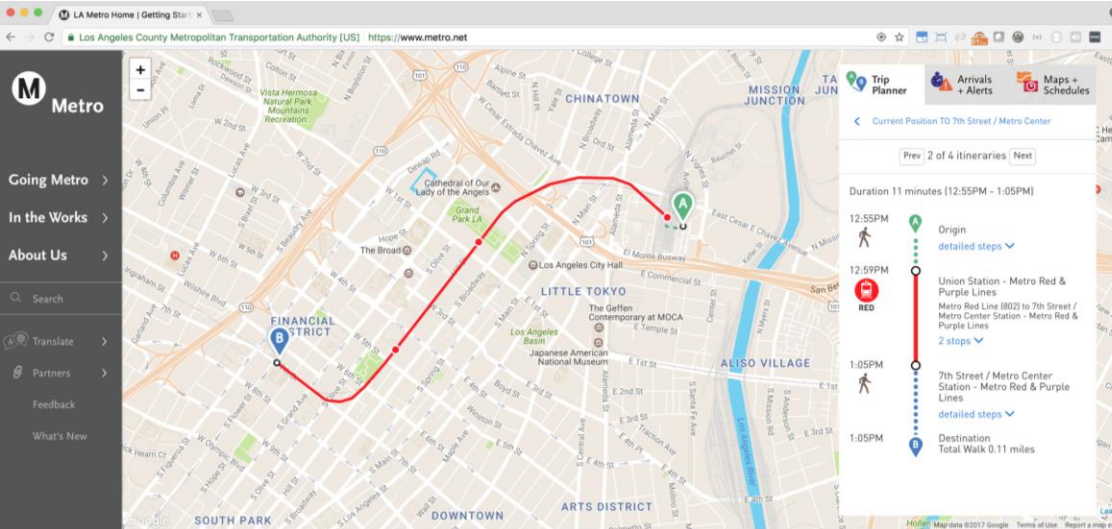
- 1,050 projects completed from July-December
- Measure M Public Information Program
- Bike Share
- Office of Extraordinary Innovation
- Sexual Harassment Awareness





# Website

- Web team held testing of new website and gathered public feedback



The screenshot displays the LA Metro website's trip planner. A map of downtown Los Angeles shows a red route starting from Union Station, passing through the Financial District, and ending at 7th Street / Metro Center Station. The trip planner interface on the right indicates a duration of 11 minutes (12:55PM - 1:05PM) and lists the following steps:

- 12:55PM: Origin (detailed steps)
- 12:59PM: Union Station - Metro Red & Purple Lines (Metro Red Line 1802 to 7th Street / Metro Center Station - Metro Red & Purple Lines, 2 stops)
- 1:05PM: 7th Street / Metro Center Station - Metro Red & Purple Lines (detailed steps)
- 1:05PM: Destination (Total Walk 0.11 miles)

Below the map, a section titled "Metro Eases Traffic" features four promotional cards:

- Thank You, LA County**: Learn about Metro's plan. (Image of construction workers)
- More Gold Now Open**: Rediscover Gold. (Image of Metro Gold logo)
- More Expo Now Open**: More to Explore. (Image of Metro Expo logo)
- Metro ExpressLanes**: Start a carpool, get rewarded. (Image of carpooling icons)



# Social/Digital Media

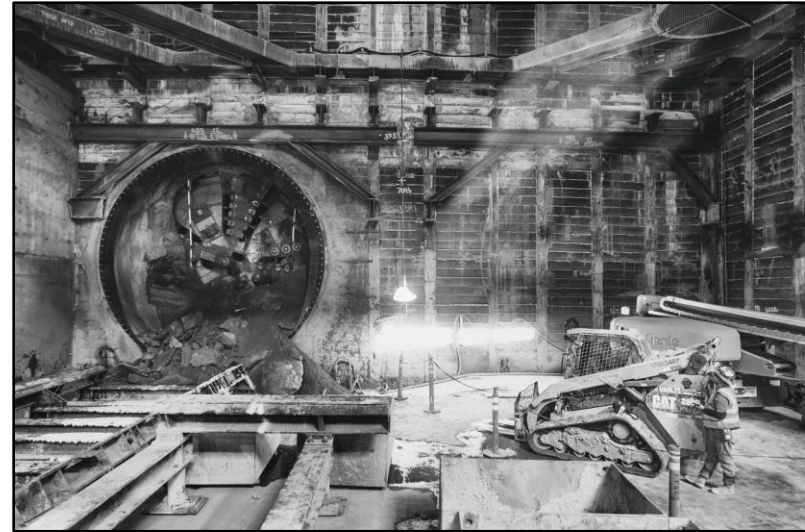
- Measure M Public Education
  - Delivered over 72 million impressions and garnered almost 8 million video views
  - Generated nearly 300K clicks to [theplan.metro.net](http://theplan.metro.net)
- Conducted efficient, cost-effective survey resulting in 2,100 completed surveys
- Launched Metro Snapchat account

# Commuter Services

- U-Pass Program – Fall 2016 Launch
  - U-Pass Pilot Program had 8,367 participants in Fall 2016, a 13% increase
  - Nearly 1 million U-Pass boardings through December 2016
  - Cal State LA and USC have joined the program for Spring 2017
- Annual Employer Pass Programs – ATAP/BTAP completed at highest retention rate to date with 94% of clients renewing and 91% of revenue collected

# Press and Special Events

- More than 1,500 media inquiries
- 120 news releases
- The Source – 1,303,762 page views
- El Pasajero – 72,458 page views
- 2,300 service alerts
- 52 press and special events



# Community Relations Activities

- Held 60 community meetings or events on the Crenshaw, Regional Connector and Purple Line Extension projects
- Reached 481,000 community members through various safety outreach efforts
- Held first Older Adult Transportation Expo



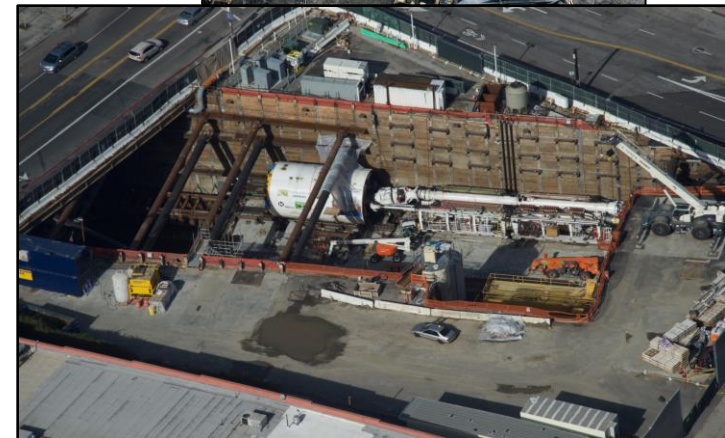
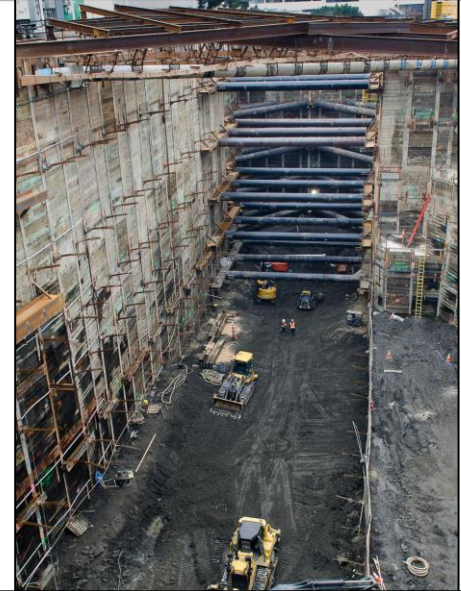


# Construction Relations Activities

- **Purple Line Extension** – La Brea Decking Early Completion Event
- **Regional Connector** – TBM Lowering Event; outreach for station naming process
- **Crenshaw/LAX** – TBM Breakthrough; Community walk with CEO Washington in Park Mesa Heights area
- **Eat, Shop, Play** – A year old; 250 businesses now



**Metro**



# Government Relations

## State

- Developed 2017 Federal and State Legislative Program for Board consideration
- Successfully advanced Metro Legislative agenda in Sacramento
- Reviewing all bills in the California State Senate and Assembly and will be bringing bills forward for Board consideration throughout the coming months

# Government Relations

## Federal

- Closely tracking major federal grant opportunities – including the FASTLANE grant for FY17
- Working to secure \$300 million in New Starts funding for rail projects and advance the projects in the upcoming FY18 federal budget
- Working with Trump administration on infrastructure program



# Customer Relations/Customer Programs

- Answered 1,016,345 calls for FY17 mid-year
- Average wait time for customer calls was 21 seconds
- Processed approximately 85K Reduced Fare applications
- Mobile Customer Center – Visited 55 locations, serving 2,500 customers



# Look-Ahead

- Advertising Contract RFP – March
- Crenshaw/LAX Harriet TBM Retirement – March/April
- Hollywood/Vine Bike Hub Opening – Mid-March
- Bike Share Launches – July/August
  - Pasadena, Port of LA, Venice
- Dodger Express – April



Thank you



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