

Metro

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



Metro

Agenda - Final Revised

Thursday, November 21, 2019

11:30 AM

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

Executive Management Committee

James Butts, Chair

Eric Garcetti, Vice Chair

John Fasana

Paul Krekorian

Sheila Kuehl

Hilda Solis

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

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:

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

5. **SUBJECT: TWENTY-EIGHT BY '28 PILLAR PROJECTS QUARTERLY UPDATE** [2019-0760](#)

RECOMMENDATION

RECEIVE AND FILE quarterly update on the Twenty-Eight by '28 Initiative pillar projects.

Attachments: [Attachment A - Pillar Projects Baseline Planning Schedule](#)
[Attachment B - Pillar Projects Connectivity to 2028 Olympic Venues Presentation](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

7. **SUBJECT: MEASURE R ORDINANCE PRELIMINARY 10-YEAR REVIEW AND POTENTIAL AMENDMENTS** [2019-0629](#)

RECOMMENDATION

RECEIVE AND FILE the Measure R Ordinance Preliminary Ten-Year Review and Potential Amendments.

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

28. **SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE** [2019-0786](#)

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

Attachments: [Attachment A - System-Wide Law Enforcement Overview September 2019](#)
[Attachment B - MTA Supporting Data September 2019](#)
[Attachment C - Key Performance Indicators September 2019](#)
[Attachment D - Transit Police Summary September 2019](#)

(ALSO ON OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE)

32. **SUBJECT: METRO BIKE SHARE PROGRAM UPDATE** [2019-0780](#)

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Program Update.

Attachments: [Attachment A - Metro Bike Share Business Plan](#)
[Attachment B - Los Angeles BikeShare Study - SCAG](#)
[Attachment C - Metro Bike Share Program Service Area Map](#)

33. SUBJECT: FRAMEWORK FOR NEW MOBILITY REGIONAL ROADMAP [2019-0737](#)
FOR LOS ANGELES COUNTY

RECOMMENDATION

RECEIVE AND FILE the:

- A. Responses to Board motion 32.3C [Explore Fees for Transportation Network Company (TNC)] by Directors Garcetti, Kuehl, Butts, Solis, and Hahn (Attachment A);
- B. Progress report on the Transformational Initiatives central to “The Re-imagining of LA County,” which includes new mobility fees (Attachment B);
- C. Response to Motion 47 (Los Angeles County Micro-Mobility Review) by Directors Garcia, Hahn, Solis, and Dupont-Walker (Attachment C);
- D. Draft framework for developing a New Mobility Regional Roadmap, which includes (Attachment D):
 - 1. Building a countywide coalition of city, county, council of governments (COG), community-based organizations (CBOs), and other municipal partners to evaluate a wide range of options related to collectively determine the best path forward for managing new mobility in Los Angeles County and achieving our regional mobility goals; and
 - 2. Engaging internal and external stakeholders and convening a working group to:
 - Identify challenges and opportunities around new mobility
 - Adopt guiding principles and shared goals around new mobility
 - Explore potential tactics for meeting shared goals
 - Commit to and coordinate roles and responsibilities

Attachments: [Attachment A - Board Motion - Exploring fees for TNC's \(Motion 32.3, C, February 2019\)](#)
[Attachment B - The Re-Imagining of LA County Mobility Equity, and the Environment](#)
[Attachment C - Board Motion - Micro-Mobility Review \(Motion 47, June 2019\)](#)
[Attachment E - Chart of Existing New Mobility Systems and Programs in Los Angeles County](#)
[Attachment D - New Mobility Regional Roadmap Framework Presentation](#)

34. **SUBJECT: METRO WORKFORCE INITIATIVE NOW - LOS ANGELES
(WIN-LA)**

[2019-0722](#)

RECOMMENDATION

RECEIVE AND FILE the status report on Metro Workforce Initiative Now - Los Angeles (WIN-LA).

Attachments: [Attachment A - WIN-LA Career Service Center Regional Partner Map](#)
[Attachment B - WIN-LA Fact Sheet](#)
[Presentation](#)

35. **SUBJECT: FINANCIAL ADVISORY SERVICES: PRE-PROCUREMENT
AND PROCUREMENT FOR THE SEPULVEDA TRANSIT
CORRIDOR PRELIMINARY DEVELOPMENT AGREEMENT**

[2019-0798](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 2 to Task Order No. PS51074-3049000 with Ernst & Young Infrastructure Advisors, LLC, (EYIA) to continue support for development and execution of a contract for a pre-development agreement (PDA) for the Sepulveda Transit Corridor project through contract award, in the amount of \$539,575 increasing the not-to-exceed Task Order value from \$1,099,280 to \$1,638,855; and
- B. INCREASE Contract Modification Authority (CMA) by \$227,915 from \$100,000 to \$327,915 in support of any unforeseen additional level of effort.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Task Order Modification Change Order Log](#)
[Attachment C - DEOD Summary](#)

38. **SUBJECT: 2020 LEGISLATIVE PROGRAM**

[2019-0725](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2020 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2020 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2020 Federal Legislative Program Goals.](#)
 [Attachment B - 2020 State Legislative Program Goals.](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0814](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2019-0760, File Type: Informational Report

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 20, 2019
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019**

SUBJECT: TWENTY-EIGHT BY '28 PILLAR PROJECTS QUARTERLY UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE quarterly update on the Twenty-Eight by '28 Initiative pillar projects.

ISSUE

This item is an ongoing status report of the pursuit of the Twenty-Eight by '28 Initiative with a focus on the four identified "pillar projects." In addition, this item responds to Board requests during the July 2019 quarterly update to establish a Metro task force, provide additional detail on specific strategies to accelerate the projects, identify the tipping point where projects cannot be delivered, and determine what is not financially feasible.

BACKGROUND

The Reimagining of LA County staff report, which identified assumptions and priorities to deliver the Twenty-Eight by '28 Initiative, was submitted to the Board in February 2019 and recommended quarterly status reports. The Metro Board provided direction in response to The Reimagining of LA County report to prioritize the four pillar projects and prepare a financial forecast and constructability analysis. Staff submitted the pillar projects financial forecast and constructability analysis to the Board in July 2019. This report represents the third quarterly status report to the Board.

DISCUSSION

This report provides an update on the pillar projects baseline planning schedule (Attachment A) and strategies that staff is pursuing to accelerate the pillar projects. In particular, we are providing information on the recommended Metro task force, project updates, specific acceleration strategies, tipping points, and what is not feasible.

Establish a Task Force

Metro staff set up a task force comprised of representatives of our CEO, including Office of Extraordinary Innovation), Government Relations, Program Management, Finance, Countywide Planning and Development, and Operations departments. The task force has met, identified action items, and contributed to the update and development of detailed strategies to accelerate the pillar

projects.

Provide Updates Including Value Capture Strategy

Metro Countywide Planning and Development initiated a value capture strategy that was presented to the Board in July 2019. The goal of the strategy is to identify and implement value capture mechanisms for development of Metro assets. Staff is working with real estate and financial consultants on this effort and has issued a Request for Proposals to the Countywide Planning and Development consultant bench. Proposals were received at the end of October 2019.

*Tipping Point Where Projects Cannot Be Accelerated/
What is Feasible and Does Not Usurp Other Projects?*

Staff reported in July 2019 that the pillar projects must begin construction no later than calendar year 2023 to have a chance of completion and revenue operations by 2028. From a financial standpoint, the July 2019 report identified a \$3.3 billion funding shortfall for capital, interest cost related to an additional \$10.0 billion of debt financing, and a funding shortfall for operations of \$1.2 billion (over a 10 year period). If the 2023 date is not met or new funding for the shortfall is not obtained, this will have a material effect on realizing the acceleration.

It should be noted that the identified funding gap is based on the pillar project capital costs as estimated in 2016 for the Measure M Expenditure Plan. Should the actual costs of the pillar projects differ, this will directly affect the amount of the capital funding shortfall.

How Can Staff and the Board Cut the Project Development Process?

There are several critical path, project development tasks needed to achieve construction start - environmental clearance, preliminary (i.e. pre-procurement) engineering, and procurement. As reported in July 2019, Metro staff and the Board can help accelerate the project development by working with local, state and federal stakeholders to provide timely review and approval of environmental documents, conceptual design, cost estimates and preliminary engineering. General strategies that Metro has undertaken to expedite the project development process include:

- Developing phasing strategies which will help accelerate projects from current schedules developed in the Measure M Expenditure Plan;
- Accelerating and integrating the project development/engineering and environmental schedules for each project - getting projects ready for implementation;
- Working with the task force to develop a funding strategy for “best case” project acceleration for all four pillar projects;
- Engaging technical advisors to assist with scheduling, preliminary design, and procurement;
- Engaging P3 financial advisors to prepare business case and value for money assessments;
- Seeking state grant funding in advance of final design and construction;
- Seeking CEQA reform to exempt or reduce state environmental requirements for transit projects;
- Seeking expedited federal capital investment grant funding; and
- Funding FTA capacity to support review of Metro projects.

Note that each strategy may not be applicable to all projects.

Metro staff has also initiated the development of an action plan to identify additional items that can help reduce the duration and number of iterations for regulatory agency reviews and approvals. The action plan will be presented as part of the next quarterly status report.

Detail on Specific Strategies

The following table lists the strategies that staff is currently implementing to accelerate each of the pillar projects.

LA Metro Pillar Projects Strategies to Accelerate Projects	
Gold Line Eastside Extension Phase 2	
Strategies Being Pursued:	<ul style="list-style-type: none"> • Limit environmental review to state CEQA
Progress to Date:	<ul style="list-style-type: none"> • Developed funding plan that does not rely on federal dollars
Potential Benefit:	<ul style="list-style-type: none"> • Reduces time required for federal review
Green Line Extension to Torrance	
Strategies Being Pursued:	<ul style="list-style-type: none"> • Pursue SB1 state funding
Progress to Date:	<ul style="list-style-type: none"> • State awarded \$231.3 million in 2018
Potential Benefit:	<ul style="list-style-type: none"> • Provides sufficient construction funding at current cost estimate; will mitigate impact of Measure M restriction on construction funding prior to FY26
Sepulveda Transit Corridor	
Strategies Being Pursued:	<ul style="list-style-type: none"> • Enter into pre-development agreement (PDA) • Pursue accelerated state and federal grant funding • Add resources to FTA to support NEPA review process
Progress to Date:	<ul style="list-style-type: none"> • RFP for PDA to be issued in 2019, with goal of commencing P3 delivery in 2025 • Working with FTA to identify accelerated grant funding availability • Funded additional FTA resources
Potential Benefit:	<ul style="list-style-type: none"> • PDA goal of balancing project costs, performance, and key risks particularly on an accelerated schedule • Accelerated grant funding to support early construction costs • Increased staff available for FTA review of Metro projects

West Santa Ana Branch to Downtown LA	
Strategies Being Pursued:	<ul style="list-style-type: none"> • Develop accelerated schedule that overlaps key activities • Identify funding strategy to accelerate funds • Procure a design-build-finance-operate-maintain P3 • Identify a range of scope options that are likely to be feasible • Pursue accelerated state and federal grant funding • Add resources to FTA to support NEPA review process
Progress to Date:	<ul style="list-style-type: none"> • Obtained SB 1 funds in advance of final design and construction • Hired technical advisors to assist with accelerated project scheduling, preliminary design, and P3 procurement • Reduced the level of pre-procurement preliminary design to support innovation • Hired P3 financial advisors to prepare comprehensive business case, value for money assessment, and P3 procurement strategy • Pursuing Initial Operating Segment with plan for subsequent delivery of full project scope • Working with FTA to identify accelerated funding availability • Funded additional FTA NEPA review resources
Potential Benefit:	<ul style="list-style-type: none"> • Condensed, accelerated schedule minimizes project development time • Conceptual design and engineering strategy supports earlier procurement and innovation in final design • P3 delivery can add time efficiencies and potentially reduce costs and enhance financial capacity • Accelerated grant funding reduces funding gap • Increased staff available for FTA review of Metro projects

When Would a Bond Rating Downgrade Occur?

Most of the bonds that Metro issues to finance capital projects have ratings from Standard & Poor’s and Moody’s. The Metro sales tax bonds are “senior-lien,” which means they are paid before any other Metro indebtedness. As shown in the following table, the senior-lien bonds carry ratings of AAA and Aa1, which are of the highest credit quality for a transit agency. Bond ratings that are “investment grade” range from BBB- (lowest quality) to AAA (highest quality).

LA Metro Senior-Lien Sales Tax Bond Ratings As of October 2019		
Bond Issue Type	Standard & Poor’s	Moody’s
Proposition A First Tier Senior Lien Bonds	AAA	Aa1
Proposition C Senior Sales Tax Revenue Bonds	AAA	Aa1
Measure R Senior Sales Tax Revenue Bonds	AAA	Aa1
Measure M Senior Sales Tax Revenue Bonds	*	*

*To be determined; bonds not yet issued or rated.

One factor in determining the rating is “debt service coverage,” which is the number of times that revenues pledged to repay the debt exceed the debt payments. Metro has maintained debt service coverage that is, on average, 3 to 4 times the debt payments. The rating agencies have stated in their assessment of Metro debt that if debt service coverage were to decrease to an amount lower than historically achieved, this would be a factor leading to a downgrade, or lowering, of the rating. Under the pillar projects financial plan, the debt service coverage for Measure M debt would be 2.5 times in FY 2028, much lower than the baseline financial forecast of 4.7, and would create a risk of a future downgrade.

Projects That Get People to and from Olympic Venues

There are six areas, or “parks” in LA County where Olympic venues are located: Sepulveda Basin, UCLA, downtown LA, Inglewood, Carson Stub Hub Center, and Long Beach. Of the four pillar projects, the Sepulveda Transit Corridor may have a station at UCLA and get people directly (i.e., within walking distance) to an Olympic venue. The other three pillar projects do not have planned stations at Olympic venues. However, the pillar projects would connect to existing Metro transit that does get to an Olympic venue. The Gold Line Eastside Extension Phase 2 will connect to Union Station, and the Green Line Extension to Torrance and West Santa Ana Branch to downtown LA will connect to the Blue Line, as well as to the to-be-opened Crenshaw Line, in addition to various bus connections. A map showing the Olympic venues in relation to the pillar projects is attached to this report (Attachment B).

Financial Feasibility

In July 2019, Metro staff prepared a pillar projects financial forecast that attempts to fund delivery of the pillar projects by FY28. The pillar projects financial forecast showed a funding gap for capital and operating costs, and without additional yet-to-be-identified funding, it would be difficult to support the

accelerated schedule. The funding gaps occur because the planned funding for the pillar projects needs to be accelerated and it is not possible to accelerate all of the funding within certain financial constraints. The financial forecast also utilized a significant amount of debt, and the repayment of debt impacts funding for other Metro purposes. Metro is now developing an action plan to create new funding that can address the pillar projects funding gap.

FINANCIAL IMPACT

This is an information item and does not have a direct financial impact on Metro. The implementation of accelerated funding for major capital projects would have a financial impact on Metro, and these impacts will be identified in the event the Board considers approval of the funding plans.

Impact to Budget

This is an information item and does not impact the FY 2020 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions (Goal #5).

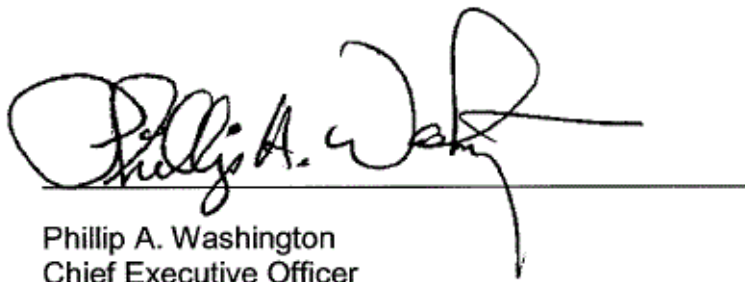
ATTACHMENTS

Attachment A - Pillar Projects Baseline Planning Schedule

Attachment B - Pillar Projects Connectivity to 2028 Olympic Venues

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 928-3384
David Mieger, Interim SEO, Countywide Planning & Development, (213) 922-3040
Rick Meade, SEO, Project Management, (213) 922-7382
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

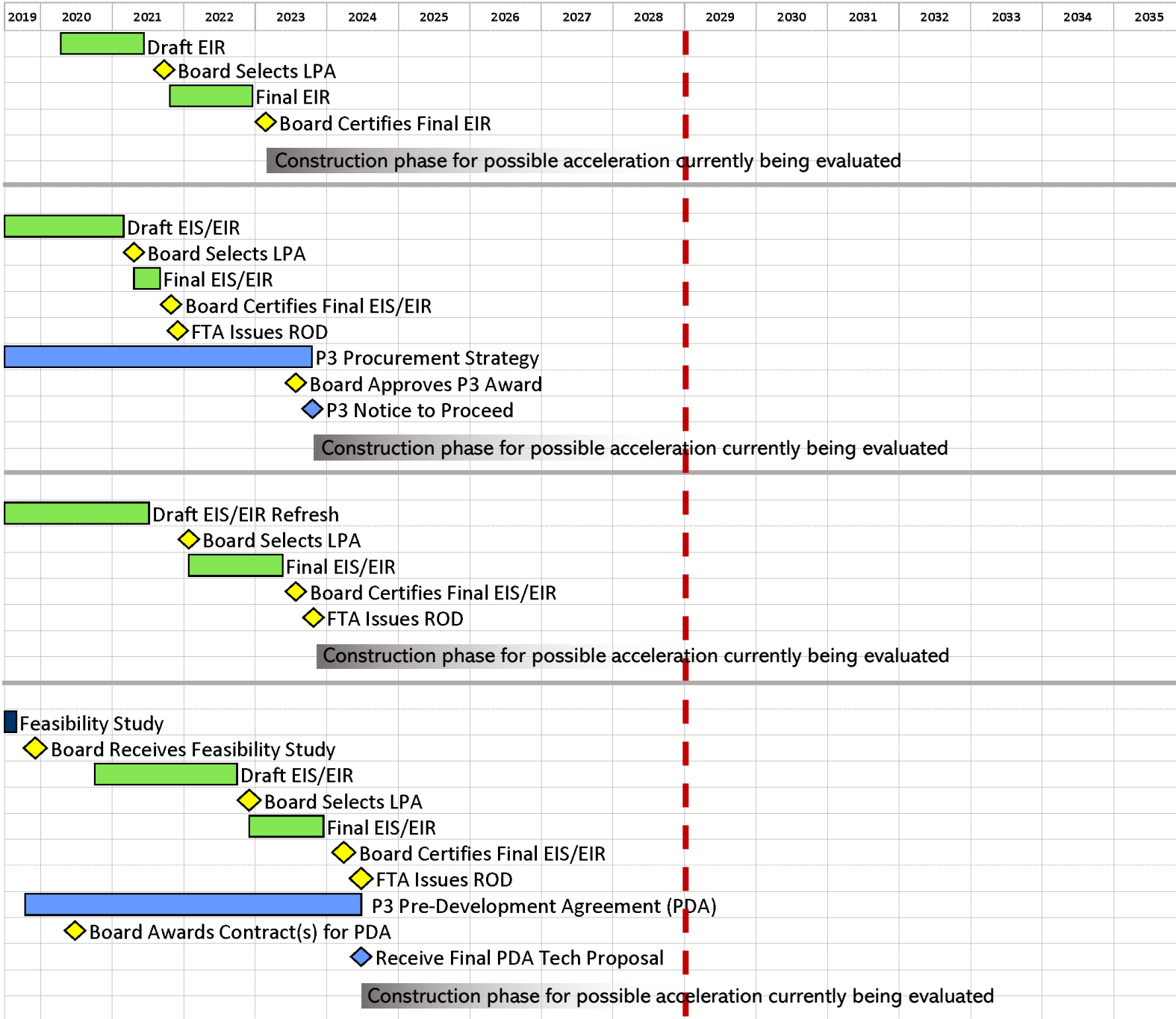
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Pillar Projects Baseline Planning Schedule

Measure M Opening Dates
3-year window



28x28
Target

FY 2030 – 2033

FY 2028 – 2031
(Initial Segment
Slauson to
Artesia)

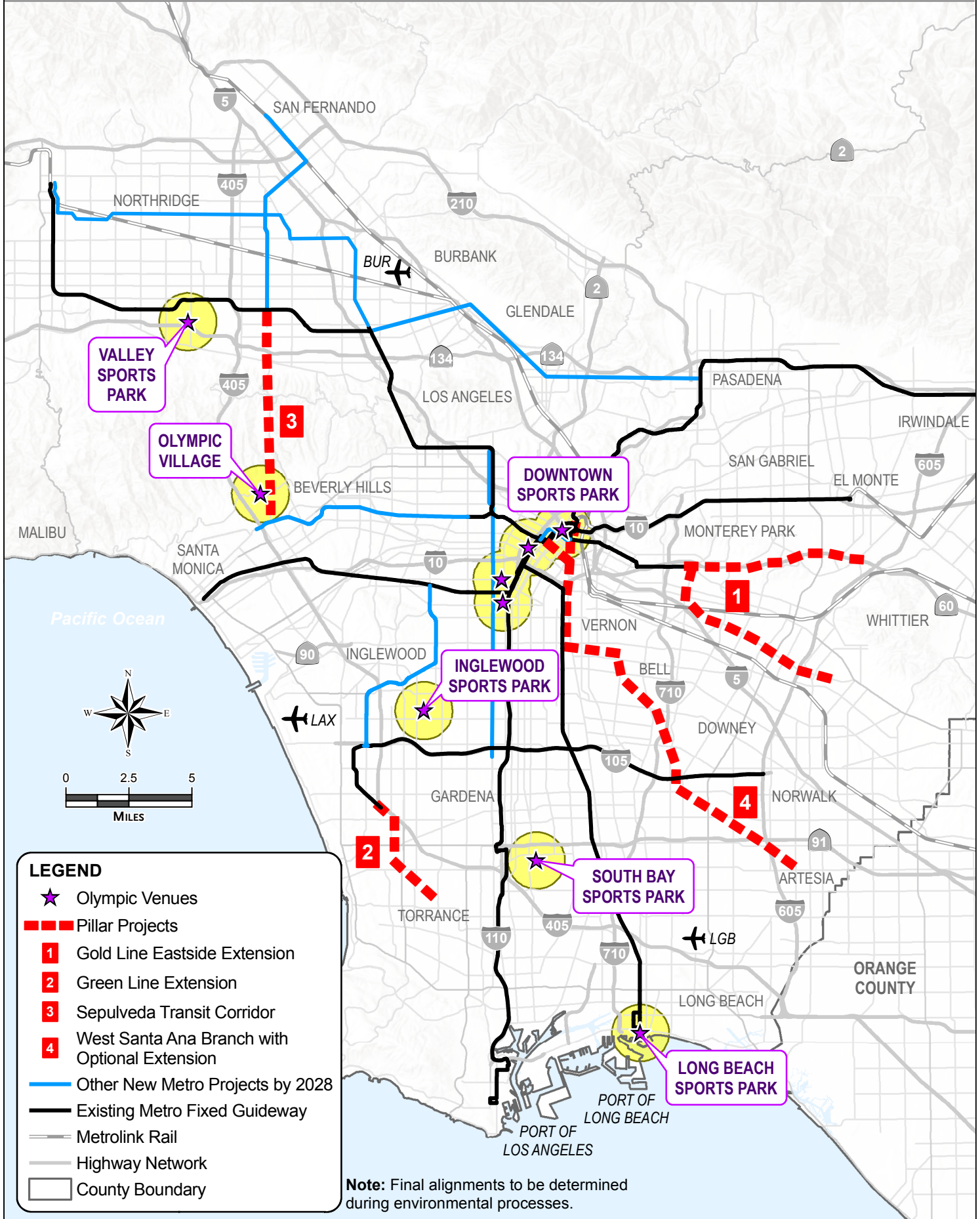
FY 2041 – 2044
(Second Segment)

FY 2035 – 2038
(Initial Segment)

FY 2057 – 2060
(Second Segment)

FY 2033 – 2036
(Initial Segment)

FY 2057 – 2060
(Second Segment)



LEGEND

- ★ Olympic Venues
- Pillar Projects
 - 1 Gold Line Eastside Extension
 - 2 Green Line Extension
 - 3 Sepulveda Transit Corridor
 - 4 West Santa Ana Branch with Optional Extension
- Other New Metro Projects by 2028
- Existing Metro Fixed Guideway
- Metrolink Rail
- Highway Network
- County Boundary

Note: Final alignments to be determined during environmental processes.

Twenty-Eight by '28 Pillar Projects

Quarterly Update

Agenda Item #5

Planning and Programming
November 20, 2019



Overview

This is the third quarterly status report to the Board on the financial forecast and constructability analysis of the four pillar projects

- Task force**
- Value capture strategy**
- What is feasible and does not usurp?**
- Project development process**
- Impact on bond rating**
- Accessibility to and from Olympic venues**
- Financial feasibility**

Pillar Projects Update

Establish a Task Force

- Cross-departmental staff have met, identified action items, and reported strategies to accelerate the pillar projects

Update on Value Capture Strategy

- Staff is hiring market experts to identify value capture opportunities

Where projects cannot be accelerated/What is feasible?

- Pillar projects must begin no later than 2023
- Capital and operating funding shortfall

Pillar Projects Update (cont.)

Expediting project development process

- Using phased strategies; integrating project development/engineering and environmental schedules for each project
- Engaging technical advisors for design and procurement; financial advisors for alternative project delivery and financing

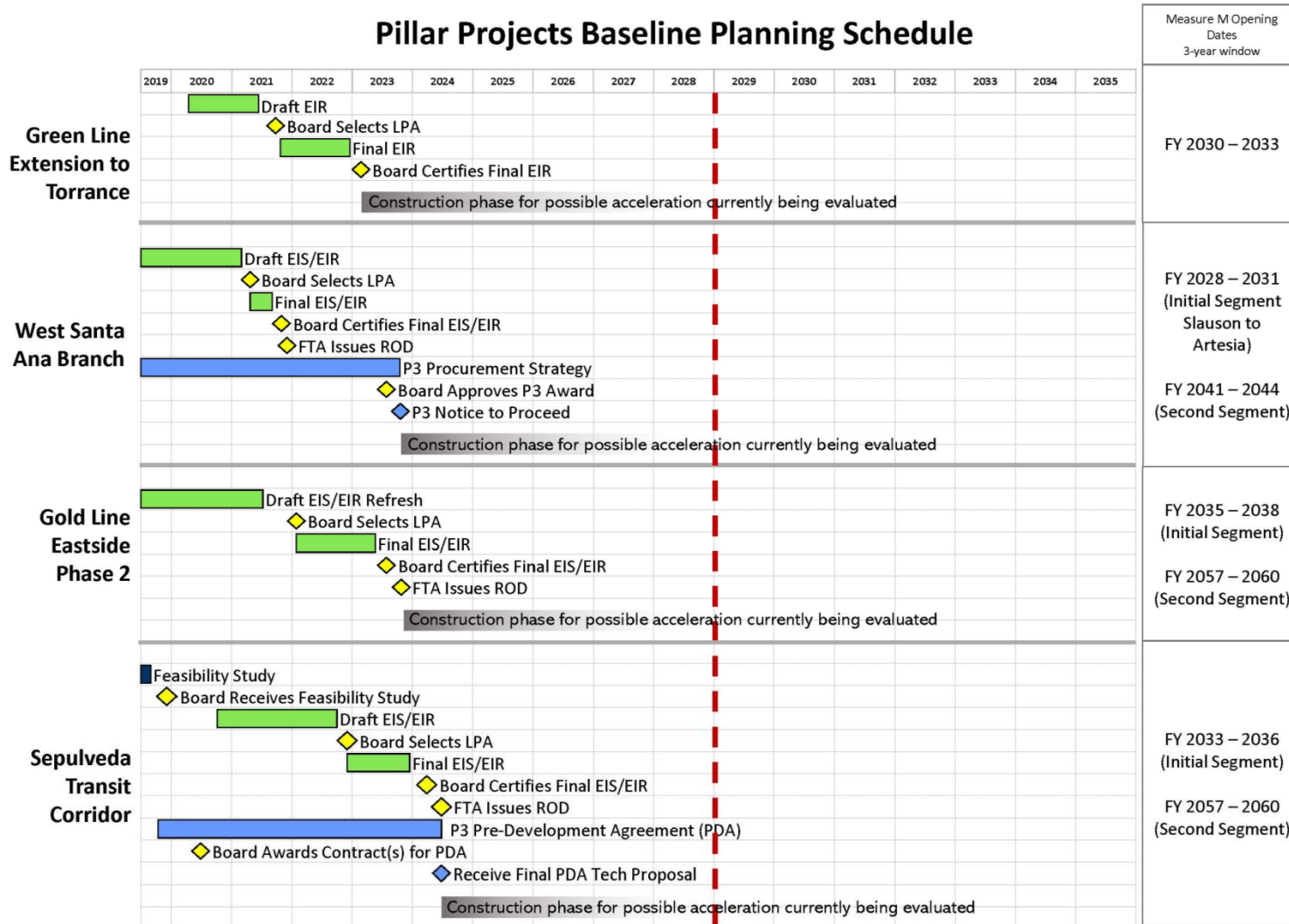
Impact on bond rating

- Current senior-lien bond issues carry AAA and AA1 ratings and debt service coverage of 3x to 4x
- Under the pillar projects financial plan, debt service coverage would be 2.5x in FY 2028



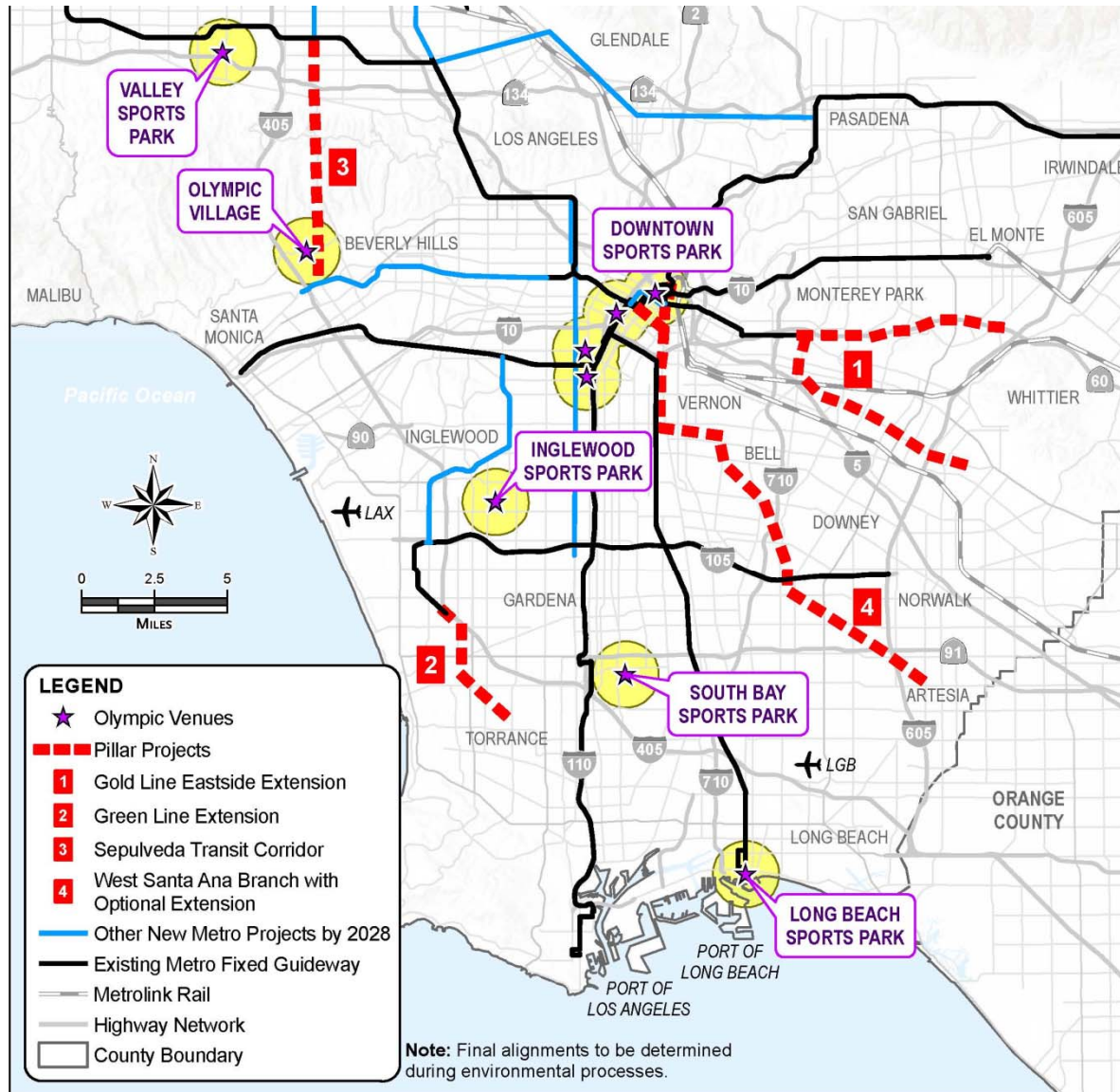
Pillar Projects Update (cont.)

Pillar Projects Baseline Planning Schedule



Measure M Opening Dates 3-year window
FY 2030 – 2033
FY 2028 – 2031 (Initial Segment Slauson to Artesia)
FY 2041 – 2044 (Second Segment)
FY 2035 – 2038 (Initial Segment)
FY 2057 – 2060 (Second Segment)
FY 2033 – 2036 (Initial Segment)
FY 2057 – 2060 (Second Segment)

Pillar Projects Update (cont.)



Map Produced By Countywide Planning and Development, LACMTA, October, 2019
Thomas Bros. Data Used With Permission

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Summary

- **Staff has implemented several initiatives to accelerate the pillar projects and will pursue an action plan on additional steps**
- **Any acceleration will require that the pillar projects begin construction in 2023**
- **There is a funding shortfall for the capital and operating cost of the pillar projects, based on Expenditure Plan cost estimates**
- **The higher amount of debt used to accelerate the projects may impact the ratings on Metro senior lien bonds**





Board Report

File #: 2019-0629, **File Type:** Informational Report

Agenda Number: 7.

2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 20, 2019
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019

SUBJECT: MEASURE R ORDINANCE PRELIMINARY 10-YEAR REVIEW AND POTENTIAL AMENDMENTS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Measure R Ordinance Preliminary Ten-Year Review and Potential Amendments.

ISSUE

The Measure R Ordinance (“Ordinance”) permits the Board to amend the Ordinance not more than once every ten years, beginning in 2020, to transfer sales tax revenue between the transit and highway capital subfunds. This Board item provides preliminary staff findings regarding the transfer. In addition, information is given on possible additional amendments to transfer funding among existing projects or add funding for new projects.

No recommendations for amendments to the Ordinance are being made at this time.

BACKGROUND

The Measure R Ordinance, which became effective in January 2009, identifies the allowable uses for the 0.5% countywide sales tax that funds Metro capital projects and transit operations. The Ordinance created both transit and highway capital subfunds that receive a percentage of the Measure R sales tax revenue and fund the capital projects listed on the Expenditure Plan (Attachment A of the Ordinance). One of the capital projects is a Capital Project Contingency (“Contingency”). Per the Ordinance, the Contingency is to be used, among other things, to pay interest on debt.

DISCUSSION

The amount available for Contingency is currently estimated to be significantly lower than identified in

the Expenditure Plan, as the total amount of Measure R sales tax is less than initially anticipated. The following table shows the current estimate of Contingency (from the November 2019 Short Range Financial Forecast, or “2019 Financial Forecast”) versus the amount in the Expenditure Plan. Contingency has decreased from \$3.3 billion to \$694 million for transit and \$2.6 billion to \$1.1 billion for highway (based on actual receipts and the most recent forecast of sales tax revenue over the 30-year term of Measure R, minus total spending for all other capital projects identified in the Expenditure Plan).

Measure R Capital Project Contingency Expenditure Plan vs. 2019 Financial Forecast 30-Year Totals (Fiscal Years 2010 to 2039)		
(\$ in millions)	Expenditure Plan	2019 Financial Forecast
Transit Capital Projects	\$ 10,514	\$ 10,514
Transit Capital Project Contingency	\$ 3,276	\$ 694
Total Transit Revenue (35%)	\$ 13,790	\$ 11,208
Highway Capital Projects	\$ 5,304	\$ 5,304
Highway Capital Project Contingency	\$ 2,576	\$ 1,101
Total Highway Revenue (20%)	\$ 7,880	\$ 6,405

Metro has issued debt payable from the transit capital subfunds, and this outstanding debt has and will continue to accrue interest. No debt has yet been issued that is payable from the highway capital subfund. In the 2019 Financial Forecast, an additional \$3.5 billion of debt is estimated to be needed to complete the projects in the Measure R Expenditure Plan, payable from both transit and highway capital subfunds. As shown in the table below, the total estimated interest payable from transit debt including outstanding debt is \$2.0 billion. For highway debt the total interest payable is \$513 million. The amount of transit interest payable exceeds the amount available for Contingency.

Measure R Debt Interest Outstanding and Planned Debt Issuance (2019 Financial Forecast)	
(\$ in millions)	Interest Payable
Outstanding Transit Debt	\$ 1,360
Planned Transit Debt	\$ 662
Total Transit Debt	\$ 2,022
Outstanding Highway Debt	\$ -
Planned Highway Debt	\$ 513
Total Highway Debt	\$ 513

Given the amounts allocated to capital projects in the Expenditure Plan (other than the Contingency)

there is insufficient future sales tax revenue to pay the transit interest, including planned future transit debt. This may require a transfer of funds from the highway to transit capital subfund.

The amount of the transfer cannot be determined precisely now as it will depend on actual sales tax receipts and debt issuances over the next 20 years. If sales tax is higher or lower than forecasted, this may cause less or more future debt issues and resulting interest. In addition, there are three transit projects (Expo II, Purple Line Extension, Airport Metro Connector) that are not currently allocated the total amount of Measure R identified in the Expenditure Plan. In the 2019 Financial Forecast, the Measure R surplus on these projects is being used to pay interest on the debt issued for the projects (in accordance with the Board-approved “Fiscal Responsibility Policy,” recommendation A, May 2011). Two of the projects are not yet completed and may require additional Measure R funding. The Purple Line Extension will likely require additional Measure R funding for an expanded Division 20.

At this time, a future \$500 million transfer is estimated to be needed from highway to transit. However, the transfer is not needed immediately, as there are sufficient Measure R sales tax receipts and debt capacity to fund the transit capital projects on schedule over the next 10 years without the transfer. Staff recommends that any transfer is postponed. The timing and amount of the transfers will be monitored annually and a future recommendation will be provided to the Board when the need to make a transfer appears more definitive.

Transfer of Funds to Other or New Projects

In addition to the possible transfer of highway and transit Contingency, several Measure R projects have not fully utilized all Measure R funding in the Expenditure Plan, and the funding for these projects could potentially be transferred to other existing or new projects. The Metro Board has adopted policies that affect the future transfer of funds, including the aforementioned Fiscal Responsibility Policy, as amended. This policy requires that interest on debt is allocated to the project financed, reducing the surplus, or if the project is accelerated, offsetting the amount spent on capital costs. For any transfer for a new or augmented project, a proportional amount of the Contingency is also transferred. These and other policy requirements will need to be followed, in consideration of the Ordinance provisions and contractual obligations related to Metro debt financing.

The following projects may have surpluses that could be transferred.

- **Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes):** \$410 million in Expenditure Plan. Current project under development ends at Parker Rd. Approximately \$267 million of Measure R available for future project. Funds may be needed for current project if cost increases. Any surplus would be eligible for uses identified by the subregion.
- **Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay):** \$906 million in Expenditure Plan. Approximately \$92 million spent through fiscal 2019. Use of funds determined in conjunction with South Bay subregion. Funds could be transferred for transit or other uses of regional benefit.

Projects were funded prior to the passage of Measure R. The surplus has been either programmed after 2029 through previous Board action, or on new projects identified by the subregion with Metro approval.

- **San Fernando Valley North-South Rapidways (Canoga Corridor):** \$182 million of Measure R transit funds available. Currently programmed for use after 2029.

The following project, which was expected to be completed with a Measure R surplus, will have the Measure R funding used instead of Proposition C 25% sales tax funds that were programmed for the project prior to the adoption of Measure R. This was approved by previous Board action (~~#2015-1763~~) (~~#2017-1763~~). The Proposition C 25% “replacement credits” have been programmed after 2029 in the Board-adopted short range transportation plan.

- **Interstate 5 Capacity Enhancement from I-605 to Orange County Line, from SR-134 to SR-170, and Carmenita Road Interchange Improvement:** \$108.4 million of Measure R surplus, or replacement credits, allocated to West Santa Ana Branch per Expenditure Plan. A total of \$122.9 million of Measure R surplus programmed after 2029. All or a portion of the surplus may be needed if the project cost increases, or to address the impact of prior scope reductions.

Findings

As discussed herein, the following are key findings of this report.

- A transfer of Measure R funds, estimated to be \$500 million, from the highway to transit capital subfund appears necessary. The actual transfer can be postponed and not affect the immediate funding of transit or highway capital projects.
- Staff will monitor the status of the transfer requirement annually and make a future recommendation should a transfer be needed.
- Several Measure R projects have actual or forecasted surplus Measure R revenues. Prior Board action has programmed much of the surplus after 2029.
- Staff will monitor the status of the projects and report back to the Board when they can be officially closed and the funding can be reprogrammed. The existence of surplus funds may not be confirmed at this time.
- For the South Bay highway program, staff will work with the South Bay subregion and determine if the subregion recommends closing the remaining funding in this program and reprogram the funds to another project or projects of regional benefit.

FINANCIAL IMPACT

This is an informational item and does not have a direct financial impact.

Impact to Budget

There is no direct impact to the FY20 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions (Goal #5).

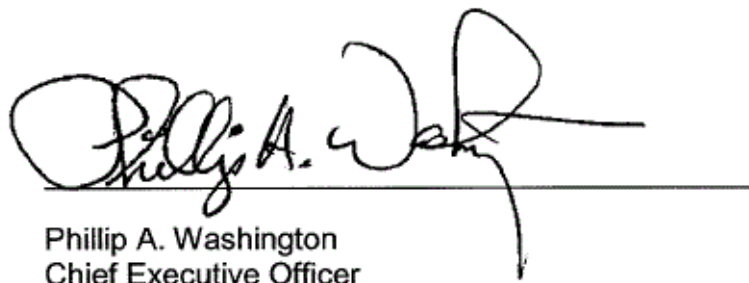
NEXT STEPS

Subsequent to the filing of this Board item, Metro staff will seek feedback from the Board and stakeholders, and may bring forward specific amendments to the Ordinance for the Board's approval. Metro staff will concurrently develop a detailed amendment process that identifies the steps and responsibilities required to identify and potentially implement amendments to the Measure R Ordinance.

Any amendment would require 2/3 Board approval and notification to the cities and county.

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 928-3384
Laurie Lombardi, SEO, Countywide Planning & Development (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Measure R Ordinance Preliminary 10-Year Review and Potential Amendments Agenda Item #7

Executive Management Committee
November 21, 2019



Background

- **Measure R sales tax revenue can be transferred between transit and highway capital subfunds with Board approval**
- **Capital Project Contingency is used to pay interest on debt**
- **Measure R Ordinance permits Board to amend Ordinance NO MORE than once every 10 years**

Expenditure Plan vs 2019 Forecast

Measure R Capital Project Contingency Expenditure Plan vs. 2019 Financial Forecast 30-Year Totals (Fiscal Years 2010 to 2039)		
(\$ in millions)	Expenditure Plan	2019 Financial Forecast
Transit Capital Projects	\$ 10,514	\$ 10,514
Transit Capital Project Contingency	\$ 3,276	\$ 694
Total Transit Revenue (35%)	\$ 13,790	\$ 11,208
Highway Capital Projects	\$ 5,304	\$ 5,304
Highway Capital Project Contingency	\$ 2,576	\$ 1,101
Total Highway Revenue (20%)	\$ 7,880	\$ 6,405

Potential Transfers

- **A \$500M transfer from highway to transit may be needed for debt interest**
- **Projects with Measure R funding surplus**
 - **Previously funded projects (prior to Measure R)**
 - **Proposition C funds (replacement credits) to be used instead of Measure R**
 - **Any surplus is eligible for use within subregion; may be needed for final cost of project**

Potential Surplus

Projects with potential Measure R surplus
<ul style="list-style-type: none">• I-5N enhancements from SR-14 to Kern County Line
<ul style="list-style-type: none">• I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements
Previously funded projects
<ul style="list-style-type: none">• San Fernando Valley N/S Rapidways (Canoga Corridor)
Replacement Credits
<ul style="list-style-type: none">• Interstate 5 Capacity Enhancement from I-605 to Orange County Line, from SR-134 to SR-170, and Carmenita Road Interchange Improvement

Summary

- **Potentially insufficient future sales tax revenue to pay for transit interest**
- **Precise amount of transfer will depend on actual sales tax receipts and debt issuances**
- **Any project surplus is eligible for use by subregion; depends on project completion and ultimate cost**



Board Report

File #: 2019-0786, **File Type:** Informational Report

Agenda Number: 28.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019**

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

This report reflects September 2019 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). The information in this report summarizes Crimes Against Persons, Crimes Against Property, and Crimes Against Society data under Uniform Crime Reporting (UCR) Program, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are Uniform Crime Reporting guidelines, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

BACKGROUND

UCR is a National Incident-Based Reporting System from the US Department of Justice. It captures crime offenses in one of three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

DISCUSSION

Crime stats are as follows:

Crimes Against Persons

For the month of September 2019, crimes against persons increased by 2 crimes system-wide compared to the same period last year.

Crimes Against Property

For the month of September 2019, crimes against property decreased by 24 crimes system-wide compared to the same period last year.

Crimes Against Society

For the month of September 2019, crimes against society increased by 5 crimes system-wide compared to the same period last year.

Bus Operator Assaults

There were 5 bus operator assaults reported in September, which is 3 fewer compared to the same period last year.

Average Emergency Response Times:

Emergency response times averaged 4.46 minutes for the month of September.

Physical Security Improvements:

The Systems Security and Law Enforcement division continues to provide a secure and safe environment for our patrons and employees. The New Blue Line North construction started on June 1st, and an effective policing plan for the bus-only lanes in Los Angeles was developed. We worked closely with the LAPD, LA Sheriff and Metro to provide coverage for the bus-only lanes and the heavily-trafficked area South of Olympic Blvd.

The New Blue Line North construction team was confronted with multiple thefts of copper wire along the tracks during August. Metro Construction and Security teamed up to deploy law enforcement, contract security and Metro personnel along the Blue Line to thwart the thefts, which would have affected the opening date of the New Blue Line if they continued.

We deployed the Thruvision explosive detection device on September 25th at the North Hollywood rail station. We worked closely with the Los Angeles Police Department and Metro Security to develop a concept of the operation for the deployment.

We continue to improve our new Transit Watch application, and we hope to have the prototype ready this winter.

The Red Line ancillary area surge continues, and we are making progress with securing our underground rail stations.

Metro's Homeless Efforts:

In spring 2016, Metro created the Metro Homeless Task Force to address the displaced persons that have turned to Metro system and property for alternative shelter. Out of the Task Force, Metro created the Metro Transit Homeless Action Plan which was presented to the Metro Board of Directors in February 2017. The Action Plan's goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated outreach. Components of the plan include Metro's coordination with County and City Measure H and Measure HHH. The plan also called for the hiring of two C3 teams (County, City, Community) through the County Department of Health Services as indicated by Metro's Board of Directors. The C3 teams are to provide coordinated and responsive

outreach to the homeless and to ultimately get them in housing resources.

Metro’s C3 Homeless Outreach Teams:

Metro’s C3 Homeless Outreach teams’ twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. Since the launch of Metro’s C3 Homeless Outreach teams they have provided substantial homeless outreach-with 6,000 total unduplicated homeless contacts,1,578 of whom have been linked to permanent housing solutions with a total of 150 homeless persons permanently housed. In FY19 Metro expanded the C3 teams from two to eight teams to cover rail, bus and Union Station.

C3 Homeless Outreach September 1, 2019 through October 4, 2019:

Performance Measure	September Number Served	Project Year to date Number Served
Number of unduplicated individuals’ initiated contact (pre-engagement phase)	182	6,000
Number of Unduplicated individuals engaged (engagement phase)	55	3,126
Number of unduplicated individuals who are provided services or who successfully attained referrals*	82	2,544
Number of unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	31	1,065
Number of unduplicated individuals engaged who are successfully linked to a permanent housing program	5	363
Number of unduplicated individuals engaged who are permanently housed	5	150

For the month of September, a total of 11 people were placed in a motel. Of these, 3 were families and 8 were individuals. The total cost, \$10,307.

PATH Impact Story resulting in Stable Housing

Participant is a 34 year-old male who had been a heroin addict for the past six years, five of those years he had experienced homelessness. Participant has experienced significant mental health issues for much of his adult life which had gone untreated for the most part. Participant developed a chronic illness with severe symptoms as a result of his addiction.

Based on the participant’s chronic physical illness, mental health issues and substance use disorder, a referral was made to DHS HFH IH and he was placed at the Weingart Center a few days later.

C3 Coordination with Law Enforcement

With Metro System Security and Law Enforcement personnel as the lead, Metro’s C3 teams coordinate with LAPD’s Homeless Outreach and Protective Engagement (HOPE) Teams, LASD’s Mental Evaluation Teams (MET), Long Beach PD, and Metro’s Transit Security Officers, in an effort to engage the homeless and provide placement into services. These law enforcement entities provide gap service on the lines for homeless outreach when the C3 Teams are off duty or working another

portion of the system.

LAPD Outreach

There are a variety of small successes that include a few long-term cases being managed:

- One involves a female that might get her own apartment.
- A family with a child might get an apartment, but the process is still in progress.
- We’ve provided welcome home kits to DMH partner and recently secured a new bed for a newly house individual that had lost his bed and furniture due to bed bugs.
- Homeless woman observed at Union Station by law enforcement to have maggots pouring out of one of her legs. She was placed on a hold then transferred to receive much needed medical treatment. LAPD’s Mental Evaluation Unit is working to have the homeless woman evaluated through the Detective section of LAPD’s Mental Evaluation Unit for conservatorship consideration. Meanwhile PATH is working on housing options.

Sheriff Mental Evaluation Team (MET) Contacts September 1, 2019 through October 5, 2019

These monthly statistics only include contacts of the Transit MET Units. They do not include contacts made by other Transit Services Bureau personnel. In addition to the data reported below, Transit MET Units:

- Transported 23 clients to other homeless outreach connection services.
- 3 teams assessed a homeless encampment at Florence Pax, Blue Line - 09/06/2019.
- 2 teams assisted MTA post No Trespassing notices at a homeless encampment on 61st Street/Holmes Avenue, Los Angeles, CA Blue Line - 09/11/2019.
- TMET assisted MTA post No Trespassing notices at a homeless encampment on 190th Street/Hawthorne Boulevard, Torrance, CA 90503 - 09/18/2019.
- TMET and TIU team assisted Metro personnel with a homeless encampment clean-up at 61st St/Holmes Avenue, Los Angeles, Blue Line - 09/25/2019.

Long Beach Quality of Life Officers Update September 2019

In addition to the data reported below, Quality of Life Officers engaged on these dates:

- Saturday, September 5th there was a Metro complaint regarding a person experiencing homelessness at a Metro property located at 142 elm Ave. When engaged by Quality of Life Officers, the subject refused service and said that he was working with the Long Beach Health department Multi Service Center. Quality of Life Officers moved him along.
- Tuesday, September 10th, Metro Quality of Life Officers assisted the Public Works Department at 20th Street and Long Beach Boulevard with persons experiencing homelessness encampment clean-up. This area is adjacent to but not part of Metro property.
- Thursday, September 26th, a Long Beach Quality of Life Officer was able to place an elderly male subject at the Long Beach Reserve Mission. The Mission assigned the subject temporary housing for one week.

September 2019 Law Enforcement Homeless Outreach

ACTION	LAPD HOPE	LASD MET	LBPD
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Contacts	829	669	358
Referrals	30	376	118
5150 Holds	9	24	2
Mental Illness	27	249	73
Substance Abuse	90	161	56
Veterans	3	10	0
Shelter	3	3	12
Motel Housing Plan	3	0	2
VA Housing	1	0	0
Return to Family	0	1	2
Transitional Long Term Housing	2	0	1
Detox	3	0	0
Rehab	1	0	0

Metro ROW Encampment:

- Expo Line - Exposition Blvd and Veteran on the north side of the Expo ROW - September 10, 2019
- Harbor Division - Along Slauson between Hyde Park and Western - September 11, 2019
- Harbor Sub-division - Between 190th St and Hawthorne Blvd - September 18, 2019
- Gold Line - North of Highland Park Station - Between Ave. 59 and 60 - September 25, 2019
- Metro Blue Line - Slauson Station Fly Over - located at Holmes Ave and 61st St. Cul-de-sac - September 26, 2019

Metro Encampments Outside, Adjacent to Metro ROW: None

Measure H Generalist:

Metro’s Homeless Action Plan integrates itself into the work provided under Measures H and HHH. Part of the E6 Strategies of Measure H includes 40 additional outreach workers otherwise known as “generalists” to conduct outreach on government properties including Metro, and countywide parks, libraries, beaches and harbors. These generalists do not go past the fare gates and their data, per the county will not be extrapolated for Metro. However, these generalists currently work with the C3 teams to provide outreach services.

Connect Days

Connect Days provide comprehensive homeless resources at location sites throughout LA County. These resource opportunity events are led by Council Districts (CD) and are utilized by Metro’s C3 and Measure H teams when the Connect Days are adjacent to Metro properties. CD1 hosts a standing Connect Day at MacArthur Park that was utilized in September by Metro’s C3 teams to provide comprehensive resources to the homeless.

Mental Health Outreach Workers:

The LA County Department of Mental Health has provided a mental health clinician and an intern to one of Metro's contracted HOPE teams. Mental Health professionals are paired with all MET Teams.

Faith Based Partnership

Since January 2019, Metro has hosted seven regional faith leader roundtable discussions to identify ways that Metro and the Faith based community in LA County may partner to serve the homeless. There is a major opportunity for faith based groups to provide additional resources to homeless contacts on Metro in several ways: hosting Connect Days; partnering with entities that provide necessities (food, shelter, clothing) and providing referral information. Metro invites faith based groups and local nonprofits interested in providing resources to transit located homeless to contact Metro's System Security and Law Enforcement Department.

Peace over Violence

In 2014, a Los Angeles County Metropolitan Transportation Authority survey of nearly 20,000 passengers asked whether they felt unsafe during the last month while riding Metro due to "unwanted touching, exposure, comments, or any other form of unwanted sexual behavior." About 21% of rail passengers and 18% of bus passengers said yes. About 17% of bus riders and 13% of train riders said they felt unsafe while waiting at bus stops or train stations.

In December 2016, Metro approached Peace Over Violence (POV) to help address the response of safety and sexual harassment. Together both entities decided to create the Sexual Harassment Off Limits Hotline, which is 1-844-OFF-LIMITS or 1-844-633-5464. The Off Limits Hotline is a toll-free hotline for victims/Metro Transit customers who have experienced sexual harassment on the bus, bus stop, train or platform. The Off Limits Hotline is publicized by Metro on their buses, Metro lines, etc. for riders to make them aware of the support that is available to them. This hotline is customized to address the needs of Metro customers and Metro transportation. Peace Over Violence also distributes the Off Limits Hotline number throughout the community, whether that is through trainings, presentations, networking events, etc. POV maintains advertising of the hotline.

From August 2017 to September 30, 2019, POV has received a total of **1,140 calls** through the Off Limits Hotline. In addition to the 24-hour response via the hotline, Peace Over Violence also provides:

- 72 hour follow up
- Advocacy on behalf of the caller to report an incident or address any specific needs (with law enforcement, Metro representatives, other service providers)
- Counseling

Our comprehensive case management services for survivors of sexual violence plus our emergency response services to survivors at local police stations, Sexual Assault Centers and ER hospitals is also offered to callers. Customized services that our POV representatives also provide are:

- Assisting callers in reporting abuse/harassment
- Processing complaints against bus drivers/operators

The Off Limits Hotline has been able to provide Metro riders with additional resources to report and receive support after sexual violence or trauma. Advocates have been able to provide immediate crisis intervention, safety planning and continuation of services for Metro customers.

Performance Measure	September 2019
	Number Served
Total Number of individuals that contacted POV Line	26
Number of individuals that contacted POV Line regarding sexual harassment	6
Number of individuals that requested counseling services	6
Number of police reports filed or intended to file regarding sexual harassment	6
Number of active cases	6

Emergency Management: September 2019

The Office of Emergency Management has the responsibility of comprehensively planning for, responding to and recovering from large-scale emergencies and disasters that impact Los Angeles County Metropolitan Transportation Authority and our stakeholders.

Operations, Response, & Recovery:

- September 17-18, 2019 - Emergency Operations Center Activation:** In response to the President’s visit to downtown Los Angeles, the Emergency Operations Center activated to a Level 4 (normal readiness) to support operations, transit security, and local law enforcement for the two-day visit. An EMD representative also deployed to the Unified Command Post to serve as a liaison. No major issues to report.

Training & Exercise:

- September 11, 2019 - CPUC 2016-2019 Rail Exercises Audit:** No audit findings. CPUC noted exceptional presentation of exercise program and demonstrations of upcoming safety and response training; video and virtual reality systems.
- September 14, 2019 - Expo Line Training and Criminal Activity / Active Shooter Exercises:** Conducted 11 Rail Familiarization Trainings and 12 Functional Exercises with five LAPD Divisions (60 officers) including LAPD SWAT and Emergency Services Bureau, with logistical support from LADOT. Objectives were to provide familiarity for law enforcement of Metro light rail trains, emergency equipment and interagency response coordination and communication, during an on-train incident.

Outreach & Preparedness

National Preparedness Month observance: Metro’s first observance of National Preparedness Month. Hosted a lunch & learn with panel guests representing LA County Office of Emergency Management, LA City Emergency Management Department, and Riverside Transit Agency. Conducted outreach at all Bus/Rail Yards, Non-Revenue Locations, and Gateway. Disseminated agency wide weekly preparedness Email Blasts and provided staff tours of the Mobile Operations Command Control. Over 2,000 employee interactions.

ATTACHMENTS

Attachment A - System-Wide Law Enforcement Overview September 2019

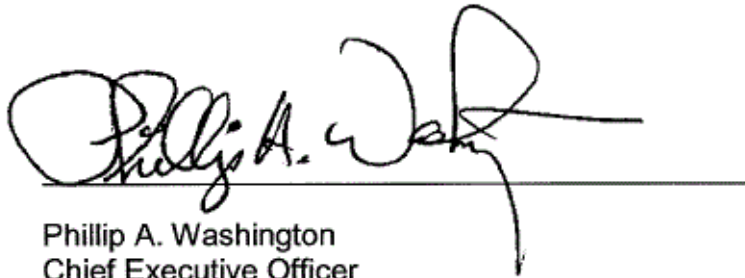
Attachment B - MTA Supporting Data September 2019

Attachment C - Key Performance Indicators September 2019

Attachment D - Transit Police Summary September 2019

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement,
(213) 922-2615

Reviewed by: Aston T. Greene, Interim Chief, System Security and Law Enforcement, (213) 922-
2599



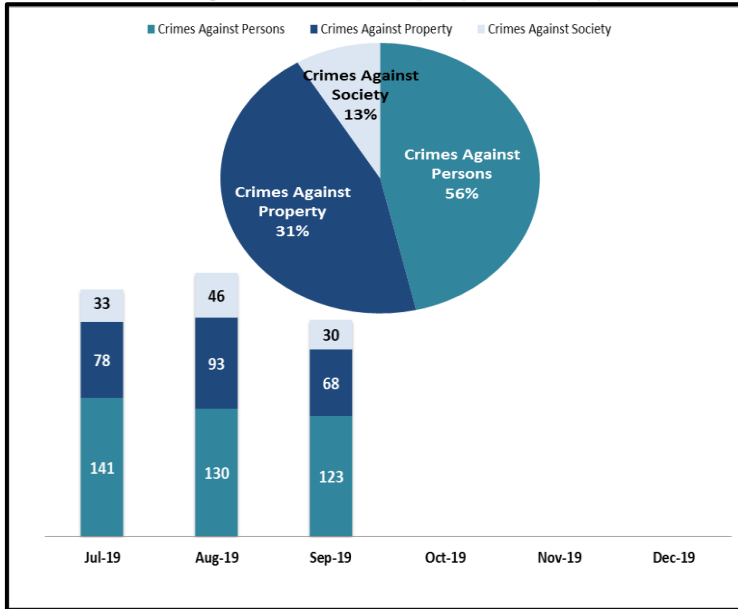
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

SEPTEMBER 2019

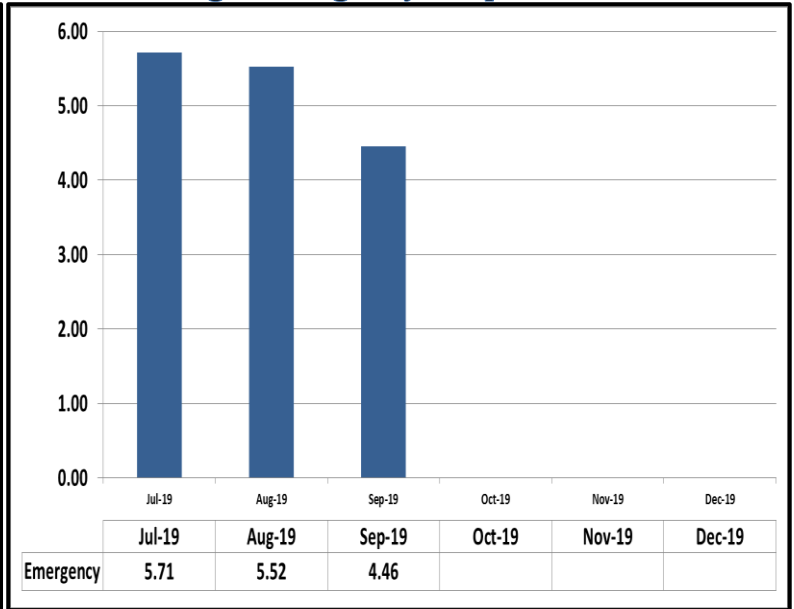
Attachment A

Crimes Against Persons, Property, and Society



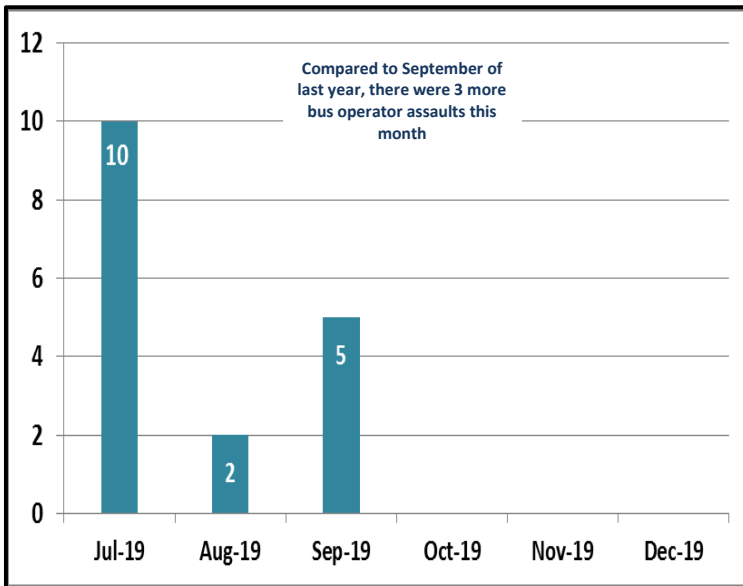
When compared to the same period last year, Crimes Against Persons increased by 2 crimes, Crimes Against Property decreased by 24 crimes, and Crimes Against Society increased by 5 crimes.

Average Emergency Response Times

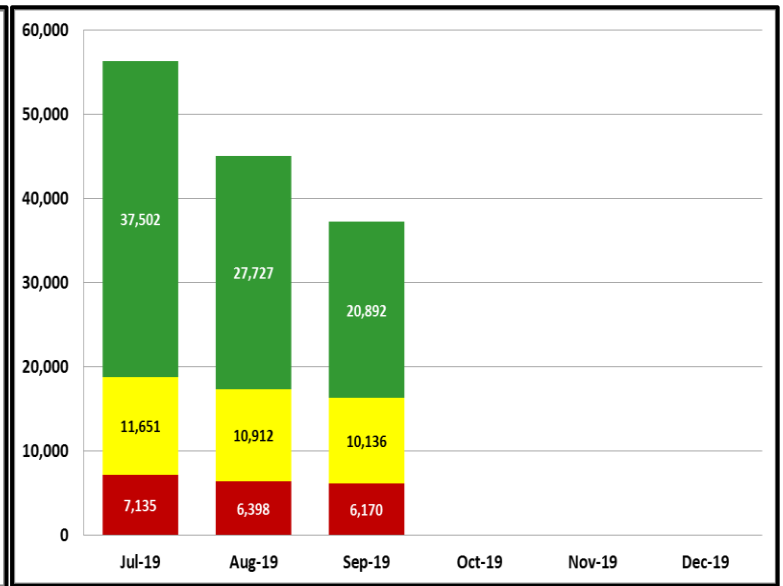


Average emergency response time was 4.46 mins.

Bus Operator Assaults



Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPDP	FYTD
Homicide	0	0	0	0
Rape	0	0	0	0
Robbery	0	1	0	8
Aggravated Assault	1	0	0	4
Aggravated Assault on Operator	0	0	0	0
Battery	5	0	1	14
Battery Rail Operator	0	0	0	0
Sex Offenses	0	1	0	2
SUB-TOTAL	6	2	1	28
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPDP	FYTD
Burglary	0	0	1	1
Larceny	0	5	2	10
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	1	0	2
Arson	0	0	0	0
Vandalism	0	1	0	4
Other	0	0	0	0
SUB-TOTAL	0	7	3	17
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPDP	FYTD
Weapons	0	0	1	7
Narcotics	0	3	2	17
Trespassing	0	1	0	5
SUB-TOTAL	0	4	3	29
TOTAL	6	13	7	74

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	5	0	0	6
Pico	0	0	0	0
Grand/LATTC	0	0	0	0
San Pedro St	0	0	0	0
Washington	0	0	0	0
Vernon	1	0	0	1
Slauson	0	2	1	8
Florence	0	0	0	5
Firestone	0	0	0	1
103rd St/Watts Towers	0	0	0	0
Willowbrook/Rosa Parks	2	1	1	16
Compton	0	2	1	15
Artesia	0	1	1	7
Del Amo	0	1	0	2
Wardlow	0	1	0	1
Willow St	0	2	0	2
PCH	0	0	0	4
Anaheim St	0	0	1	2
5th St	0	0	0	1
1st St	0	0	0	0
Downtown Long Beach	1	0	1	2
Pacific Av	0	0	1	1
Blue Line Rail Yard	0	0	0	0
Total	9	10	7	74

ARRESTS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Felony	2	8	11	90
Misdemeanor	13	35	30	250
TOTAL	15	43	41	340

CITATIONS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Other Citations	1,188	36	41	4,220
Vehicle Code Citations	989	11	113	3,208
TOTAL	2,177	47	154	7,428

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPDP	FYTD
Routine	0	68	5	228
Priority	13	63	29	305
Emergency	1	6	15	75
TOTAL	14	137	49	608

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPDP
Dispatched	19%	2%	3%
Proactive	81%	98%	97%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	87%
Blue Line-LASD	57%
Blue Line-LBPDP	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPDP	FYTD
Washington St	2	0	0	19
Flower St	1	0	0	9
103rd St	1	0	0	2
Wardlow Rd	0	0	2	7
Pacific Ave.	0	0	0	1
Willowbrook	0	53	0	99
Slauson	0	4	0	16
Firestone	0	6	0	12
Florence	0	13	0	28
Compton	0	34	0	100
Artesia	0	4	0	12
Del Amo	0	2	0	7
Long Beach Blvd	1	0	0	1
TOTAL	5	116	2	313

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	1	11
Aggravated Assault	0	0	3
Aggravated Assault on Operator	0	0	0
Battery	0	6	16
Battery Rail Operator	0	0	0
Sex Offenses	0	1	2
SUB-TOTAL	2	8	32
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	6
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	1	3
SUB-TOTAL	1	1	9
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	3	6
Narcotics	0	2	10
Trespassing	0	0	0
SUB-TOTAL	0	5	16
TOTAL	3	14	57

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	7	21
Misdemeanor	1	34	114
TOTAL	1	41	135

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	48	161
Vehicle Code Citations	8	5	53
TOTAL	9	53	214

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	97	298
Priority	14	75	260
Emergency	1	9	35
TOTAL	15	181	593

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	4%
Proactive	79%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	0	0	2
Douglas	0	0	0	0
El Segundo	0	0	0	1
Mariposa	0	0	0	0
Aviation/LAX	0	0	0	0
Hawthorne/Lennox	0	0	1	1
Crenshaw	2	1	0	5
Vermont/Athens	1	0	1	6
Harbor Fwy	2	1	0	3
Avalon	0	0	0	3
Willowbrook/Rosa Parks	3	0	1	18
Long Beach BI	0	0	2	8
Lakewood BI	2	0	0	6
Norwalk	0	0	0	6
Total	10	2	5	59

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	84%
Green Line-LASD	84%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	3
Aggravated Assault	1	0	5
Aggravated Assault on Operator	0	0	0
Battery	8	2	17
Battery Rail Operator	0	0	0
Sex Offenses	1	1	4
SUB-TOTAL	11	3	29
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	1
Larceny	6	2	28
Bike Theft	1	0	8
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	1
SUB-TOTAL	7	3	38
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	0	0
Trespassing	0	0	1
SUB-TOTAL	0	0	2
TOTAL	18	6	69

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	3	10
Misdemeanor	11	4	29
TOTAL	15	7	39

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	37	8	78
Vehicle Code Citations	28	1	46
TOTAL	65	9	124

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	52	145
Priority	47	38	239
Emergency	6	7	30
TOTAL	54	97	414

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	8%
Proactive	80%	92%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	87%
Expo Line-LASD	80%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	82	0	233
Santa Monica	0	1	97
Culver City	0	0	4
TOTAL	82	1	334

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	2
Pico	0	0	0	0
LATTC/Ortho Institute	0	1	0	18
Jefferson/USC	1	1	0	4
Expo Park/USC	1	0	0	2
Expo/Vermont	0	1	0	4
Expo/Western	1	0	0	6
Expo/Crenshaw	1	1	0	4
Farmdale	3	0	0	7
Expo/La Brea	3	1	0	6
La Cienega/Jefferson	0	1	0	2
Culver City	1	0	0	3
Palms	0	0	0	0
Westwood/Rancho Park	0	0	0	0
Expo/Sepulveda	0	0	0	4
Expo/Bundy	0	1	0	8
26th St/Bergamot	0	1	0	2
17th St/SMC	0	1	0	1
Downtown Santa Monica	2	1	0	6
Expo Line Rail Yard	0	0	0	0
Total	14	10	0	79

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	9
Aggravated Assault	2	16
Aggravated Assault on Operator	0	0
Battery	16	54
Battery Rail Operator	0	0
Sex Offenses	3	7
SUB-TOTAL	22	86
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	10	34
Bike Theft	1	4
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	4
SUB-TOTAL	12	42
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	3	8
SUB-TOTAL	3	8
TOTAL	37	136

ARRESTS		
AGENCY	LAPD	FYTD
Felony	21	93
Misdemeanor	99	300
TOTAL	120	393

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	522	1,866
Vehicle Code Citations	180	611
TOTAL	702	2,477

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	6	9
Priority	82	156
Emergency	7	14
TOTAL	95	179

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	28%
Proactive	72%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	76%

LEGEND	
Los Angeles Police Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	1	1	1	19
Civic Center/Grand Park	0	0	0	0
Pershing Square	1	0	0	13
7th St/Metro Ctr	2	0	0	11
Westlake/MacArthur Park	4	2	0	19
Wilshire/Vermont	1	2	0	12
Wilshire/Normandie	0	1	0	1
Vermont/Beverly	1	2	0	11
Wilshire/Western	1	1	0	4
Vermont/Santa Monica	2	1	0	8
Vermont/Sunset	1	1	1	4
Hollywood/Western	2	1	0	7
Hollywood/Vine	3	0	0	5
Hollywood/Highland	2	0	0	6
Universal City/Studio City	1	0	0	4
North Hollywood	0	0	1	12
Red Line Rail Yard	0	0	0	0
Total	22	12	3	136

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	2	7
Aggravated Assault	1	1	4
Aggravated Assault on Operator	0	0	0
Battery	1	2	7
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	3	5	19
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	12
Bike Theft	1	1	5
Motor Vehicle Theft	0	1	2
Arson	0	0	0
Vandalism	0	1	8
SUB-TOTAL	2	3	27
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	1	4
Trespassing	0	0	0
SUB-TOTAL	0	1	5
TOTAL	5	9	51

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	4	16
Misdemeanor	0	10	61
TOTAL	3	14	77

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	37	12	192
Vehicle Code Citations	4	4	47
TOTAL	41	16	239

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	199	350
Priority	22	113	432
Emergency	2	14	49
TOTAL	25	326	831

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	5%
Proactive	80%	95%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	1	0	3
Azusa Downtown	0	0	0	1
Irwindale	0	0	0	3
Duarte/City of Hope	0	0	0	5
Monrovia	0	1	0	3
Arcadia	0	0	0	0
Sierra Madre Villa	0	0	0	2
Allen	2	0	0	3
Lake	1	0	0	3
Memorial Park	0	1	0	3
Del Mar	0	0	0	1
Fillmore	0	0	0	1
South Pasadena	1	0	0	2
Highland Park	0	1	0	3
Southwest Museum	0	0	0	1
Heritage Square	0	0	0	0
Lincoln/Cypress	1	0	0	1
Chinatown	0	0	0	1
Union Station	0	0	0	2
Little Tokyo/Arts Dist	0	1	0	3
Pico/Aliso	0	0	0	1
Mariachi Plaza	1	0	0	1
Soto	1	0	0	4
Indiana (both LAPD & LASD)	0	0	0	1
Maravilla	1	0	0	1
East LA Civic Ctr	0	0	0	0
Atlantic	0	0	1	2
Total	8	5	1	51

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	87%
Gold Line-LASD	72%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	58	0	266
Arcadia Station	0	16	43
Irwindale	0	6	8
Monrovia	0	9	26
City of Pasadena	0	22	51
Magnolia Ave	0	0	0
Duarte Station	0	2	6
City Of Azusa	0	9	41
South Pasadena	0	14	52
City Of East LA	0	9	25
Figueroa St	18	0	120
TOTAL GOAL= 10	76	87	638

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	0
Robbery	1	2
Aggravated Assault	1	2
Aggravated Assault on Operator	0	0
Battery	4	9
Battery Bus Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	6	14
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	2
Bike Theft	1	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	1
SUB-TOTAL	2	5
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	8	19

ARRESTS

AGENCY	LAPD	FYTD
Felony	4	7
Misdemeanor	1	12
TOTAL	5	19

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	243	617
Vehicle Code Citations	229	607
TOTAL	472	1224

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	0	0
Priority	22	53
Emergency	2	4
TOTAL	24	57

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	20%
Proactive	80%
TOTAL	100%

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	2	0	0	5
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	0	0	0	0
Van Nuys	1	0	0	2
Sepulveda	0	0	0	0
Woodley	0	0	0	1
Balboa	0	0	0	1
Reseda	1	0	0	1
Tampa	0	1	0	1
Pierce College	0	0	0	0
De Soto	0	0	0	0
Canoga	0	0	0	1
Warner Center	0	0	0	0
Sherman Way	0	0	0	0
Roscoe	0	0	0	1
Nordhoff	0	0	0	2
Chatsworth	2	1	0	4
Total	6	2	0	19

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

Orange Line- LAPD	86%
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LEGEND

Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Aggravated Assault	2	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	2	0	3
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	2
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	1	0	2
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	1	1
Trespassing	0	0	0
SUB-TOTAL	0	1	1
TOTAL	3	1	6

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	0
Misdemeanor	18	4	32
TOTAL	18	4	32

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	312	0	729
Vehicle Code Citations	265	0	752
TOTAL	577	0	1481

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	0	6
Priority	11	1	30
Emergency	1	0	2
TOTAL	13	1	38

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	0%
Proactive	83%	100%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	1	1
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	0
Manchester	0	0	0	0
Harbor Fwy	1	0	0	1
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	1	1	0	2
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	1
Total	2	1	1	6

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	88%
Silver Line- LASD	86%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	5	0	20
Aggravated Assault	7	2	23
Aggravated Assault on Operator	0	1	2
Battery	20	2	74
Battery Bus Operator	4	0	15
Sex Offenses	0	0	11
SUB-TOTAL	36	5	145
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	13	2	62
Bike Theft	1	0	5
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	3	11
SUB-TOTAL	15	5	78
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	4
Narcotics	0	7	30
Trespassing	0	1	4
SUB-TOTAL	0	9	38
TOTAL	51	19	261

LASD's Crimes per Sector		
Sector		FYTD
Westside	0	3
San Fernando	1	1
San Gabriel Valley	3	11
Gateway Cities	7	32
South Bay	8	33
Total	19	80

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	5
West Valley	0	1
North Hollywood	1	6
Foothill	0	0
Devonshire	0	3
Mission	0	3
Topanga	0	2
Central Bureau		
Central	10	34
Rampart	0	8
Hollenbeck	0	2
Northeast	0	1
Newton	10	21
West Bureau		
Hollywood	0	3
Wilshire	1	12
West LA	0	4
Pacific	2	5
Olympic	4	16
Southwest Bureau		
Southwest	9	28
Harbor	0	0
77th Street	7	18
Southeast	6	9
Total	51	181

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	11	34
Misdemeanor	7	58	211
TOTAL	8	69	245

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	8	71	315
Vehicle Code Citations	2	56	116
TOTAL	10	127	431

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	6	82	284
Priority	31	166	533
Emergency	1	22	54
TOTAL	38	270	871

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	2%
Proactive	80%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	86%
LASD BUS	76%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

UNION STATION

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - SEPTEMBER 2019

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	2
Aggravated Assault	1	5
Aggravated Assault on Operator	0	0
Battery	8	25
Battery Rail Operator	0	0
Sex Offenses	1	4
SUB-TOTAL	11	36
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	4	17
Bike Theft	1	1
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	2
SUB-TOTAL	6	21
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	4	10
SUB-TOTAL	4	10
TOTAL	21	67



ARRESTS		
AGENCY	LAPD	FYTD
Felony	2	12
Misdemeanor	12	48
TOTAL	14	60

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	11	75
Vehicle Code Citations	34	56
TOTAL	45	131

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	7	25
Priority	57	139
Emergency	1	7
TOTAL	65	171

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	12%
Proactive	88%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	82%

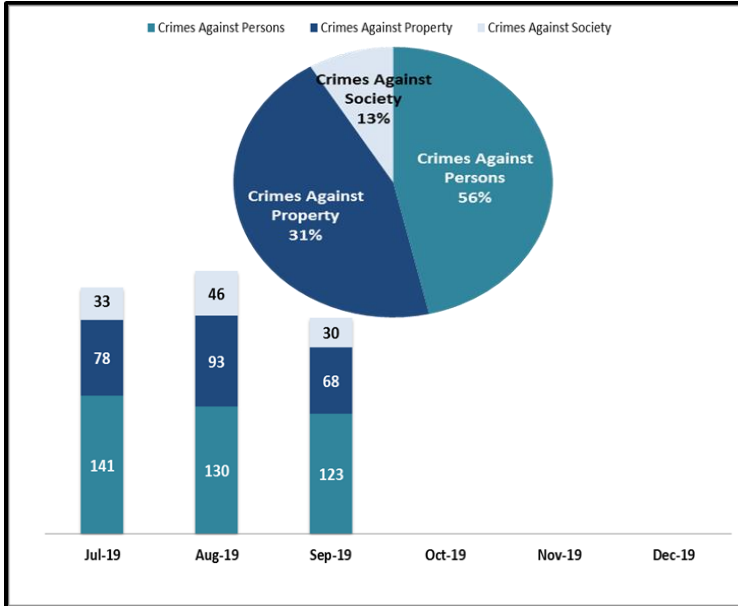
LEGEND	
Los Angeles Police Department	

KEY PERFORMANCE INDICATORS

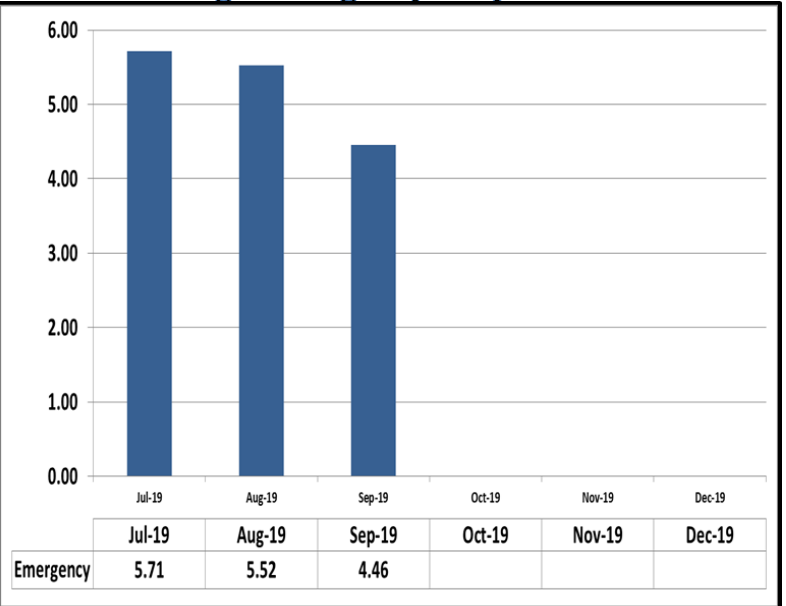
SEPTEMBER 2019

Attachment C

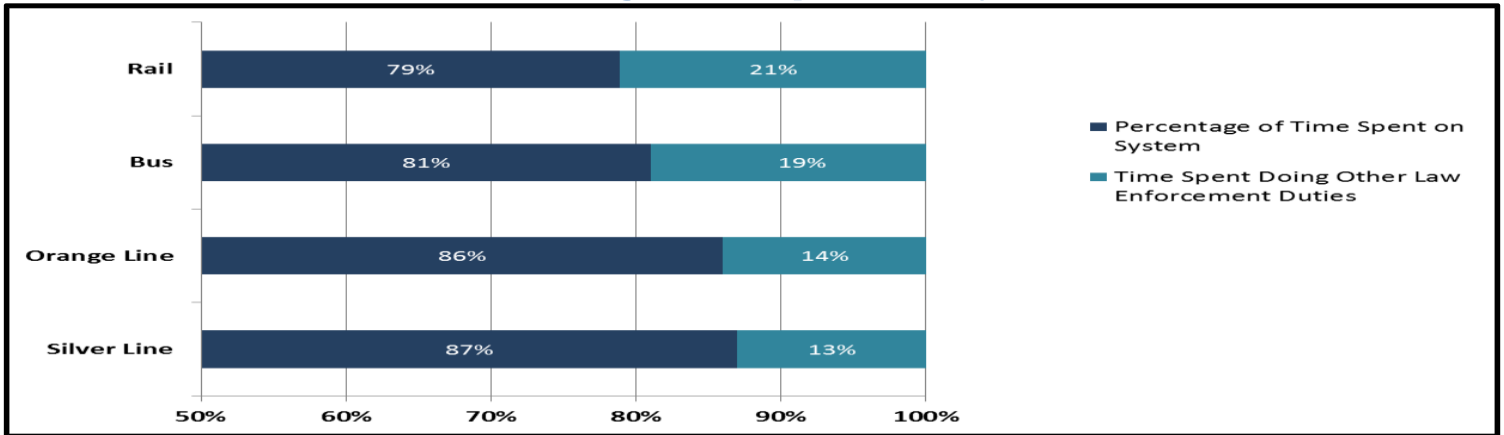
Crimes Against Persons, Property, and Society



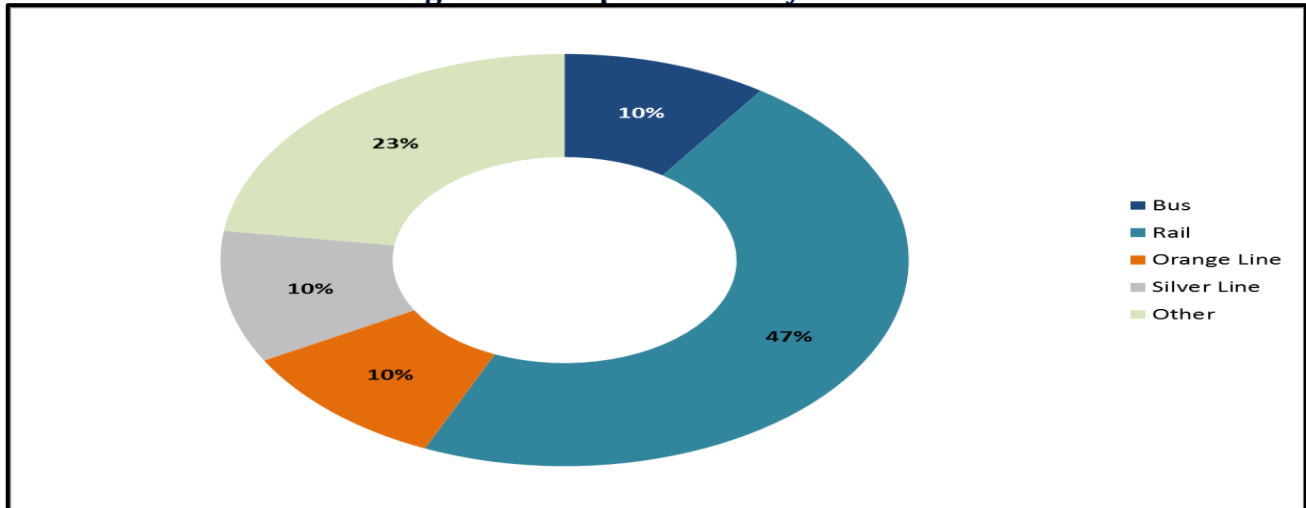
Average Emergency Response Times



Percentage of Time Spent on the System



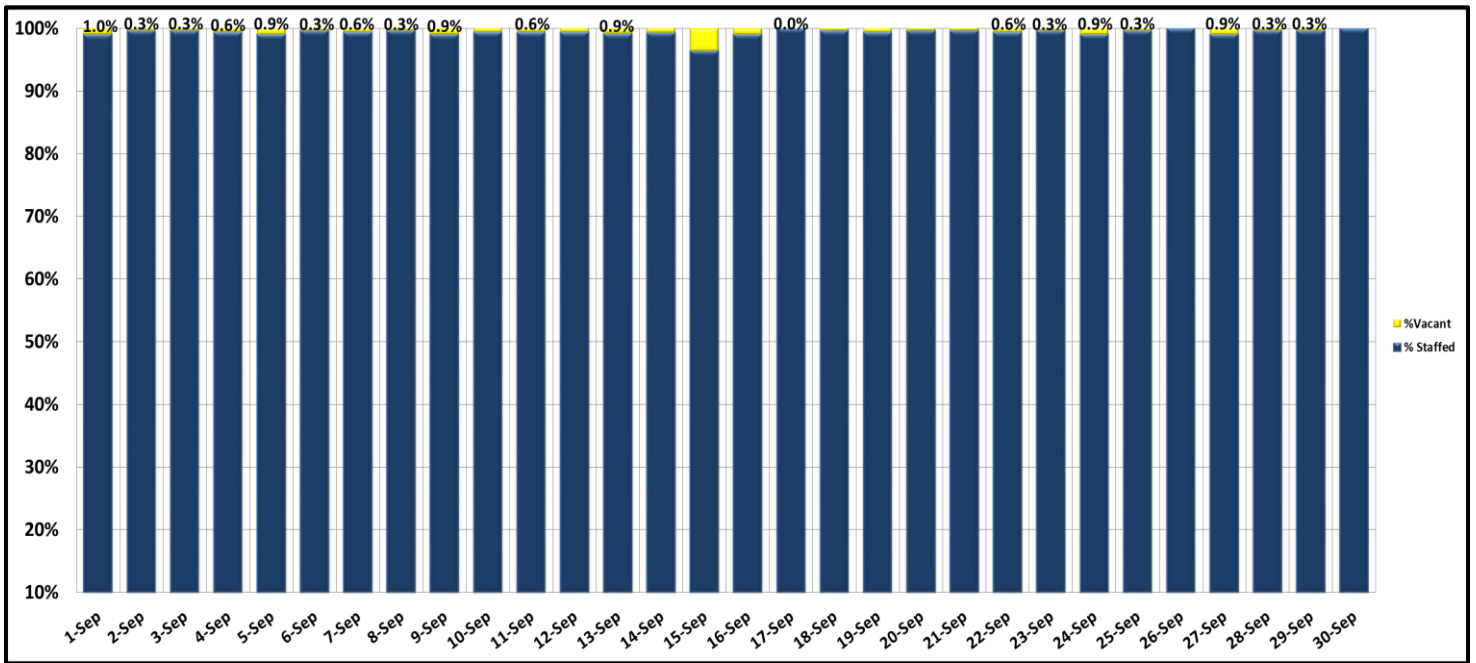
Percentage of Time Spent on the System as a Whole



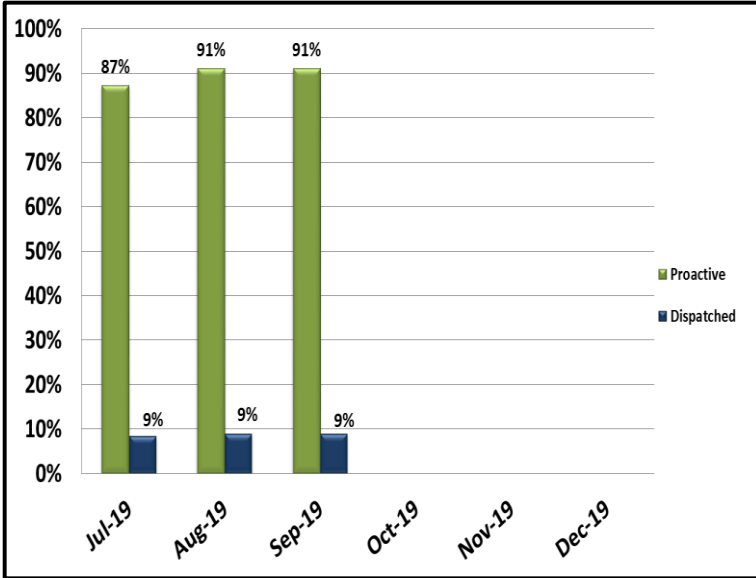
KEY PERFORMANCE INDICATORS

SEPTEMBER 2019

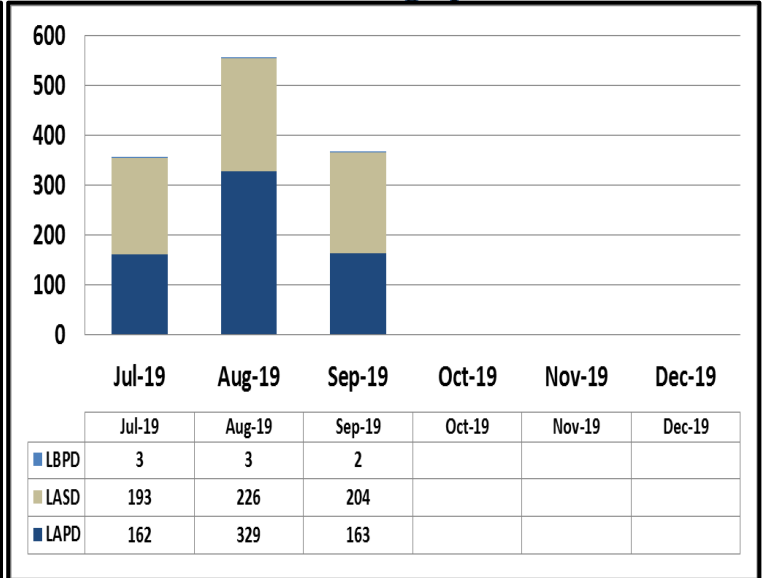
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations September:

1. Blue Line Stations (123)
2. Expo Line Stations (83)
3. Gold Line Stations (163)

Transit Police

Monthly Crime Report



Attachment D

	2018	2019
	September	September
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	1	0
Robbery	24	16
Aggravated Assault	27	19
Aggravated Assault on Operator	2	1
Battery	53	75
Battery Rail Operator	6	4
Sex Offenses	8	8
SUB-TOTAL	121	123
CRIMES AGAINST PROPERTY		
Burglary	0	2
Larceny	57	47
Bike Theft	13	7
Motor Vehicle Theft	4	2
Arson	0	0
Other	0	0
Vandalism	18	10
SUB-TOTAL	92	68
CRIMES AGAINST SOCIETY		
Weapons	2	5
Narcotics	21	16
Trespassing	2	9
SUB-TOTAL	25	30
TOTAL	238	221
ENFORCEMENT EFFORTS		
Arrests	225	418
Citations	1,801	4,504
Fare Checks	311,142	37,198
Calls for Service	984	1,404



Board Report

File #: 2019-0780, File Type: Program

Agenda Number: 32.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 21, 2019

SUBJECT: METRO BIKE SHARE PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Program Update.

ISSUE

The Metro Bike Share program (“MBS”) was launched in July 2016. The micro-mobility market is constantly evolving, and Metro needs to continue to assess its bike share program in relation to the goals of the program and the market changes. This report provides an annual update on the MBS.

BACKGROUND

In January 2014, the Board-approved Motion 58 by Directors Garcetti, Yaroslavsky, Bonin, Fasana, and Knabe authorized the CEO to procure, contract, and administer a countywide bike share program. With this Motion, Metro became the first transportation authority to launch a countywide bike share program. The business model approved by the Board was to implement bike share in a phased approach, with a single-point agency (Metro) to ensure inter-operability among the different jurisdictions and integration with the TAP card.

At that time, only the cities of Santa Monica and Long Beach had established publicly-owned bike share programs. In July 2016, the MBS Program officially launched Phase 1 in downtown Los Angeles with 1,000 bikes. In 2017, Phase 2 expansion of 700 bikes was launched in Pasadena, Port of Los Angeles, and Venice. In May 2018, Phase 3 expansion of 1,400 bikes was authorized for contiguous expansion of the downtown and westside Los Angeles and Venice service areas, including historically underserved communities as measured by the CalEnvironScreen metric. MBS currently has a total of 3,065 bikes, of which 353 are electric and 932 are smart bikes.

The business model also outlined a cost sharing formula for capital costs and operations and maintenance costs between Metro and the partner cities. Since the inception of the MBS, privately-owned bike share and electric scooter providers have emerged with a no-cost business model for the cities in the region. However, those programs have not provided a reliable and consistent first/last mile transit solution.

In order to respond to the competitive operating environment, staff developed a new MBS Business Plan ("Business Plan") (Attachment A) which was approved by the Board in May 2018. In September 2018, Board item No. 2018-0479 committed staff to provide an annual update on MBS including performance data under the new Business Plan authorized in May 2018.

Phase 3 expansion is now nearing completion with new stations added to downtown, central, and westside Los Angeles and a new service area in North Hollywood bringing public bike share for the first time to the San Fernando Valley. Most recently, the Culver City council also authorized the implementation of MBS during a special meeting on September 16, 2019.

DISCUSSION

Regional Vision & Current Status

The micro-mobility market is evolving rapidly in Los Angeles County. Less than two years ago, MBS was competing with private dockless bike share providers. Presently, most of the private bike share providers have transitioned to electric scooters (e-scooters). Other than MBS, there is only one private micro-mobility bike share provider (JUMP) and two municipal bike share programs (Santa Monica and Long Beach) available in Los Angeles County. MBS is the only bike share program available that serves across jurisdictional boundaries throughout Los Angeles County.

Consistent with MBS's role in leveraging the Metro transit system, there are also considerable efforts to recognize bike share systems as a public transportation service or transit facility. In July 2019, the Congressional Bike Caucus introduced The Bikeshare Transit Act of 2019 which defines bike share in US federal statute and makes bikeshare systems eligible to receive funding. This proposed statute represents broadened opportunities to fund bikeshare and to systematically plan and design for such transportation services.

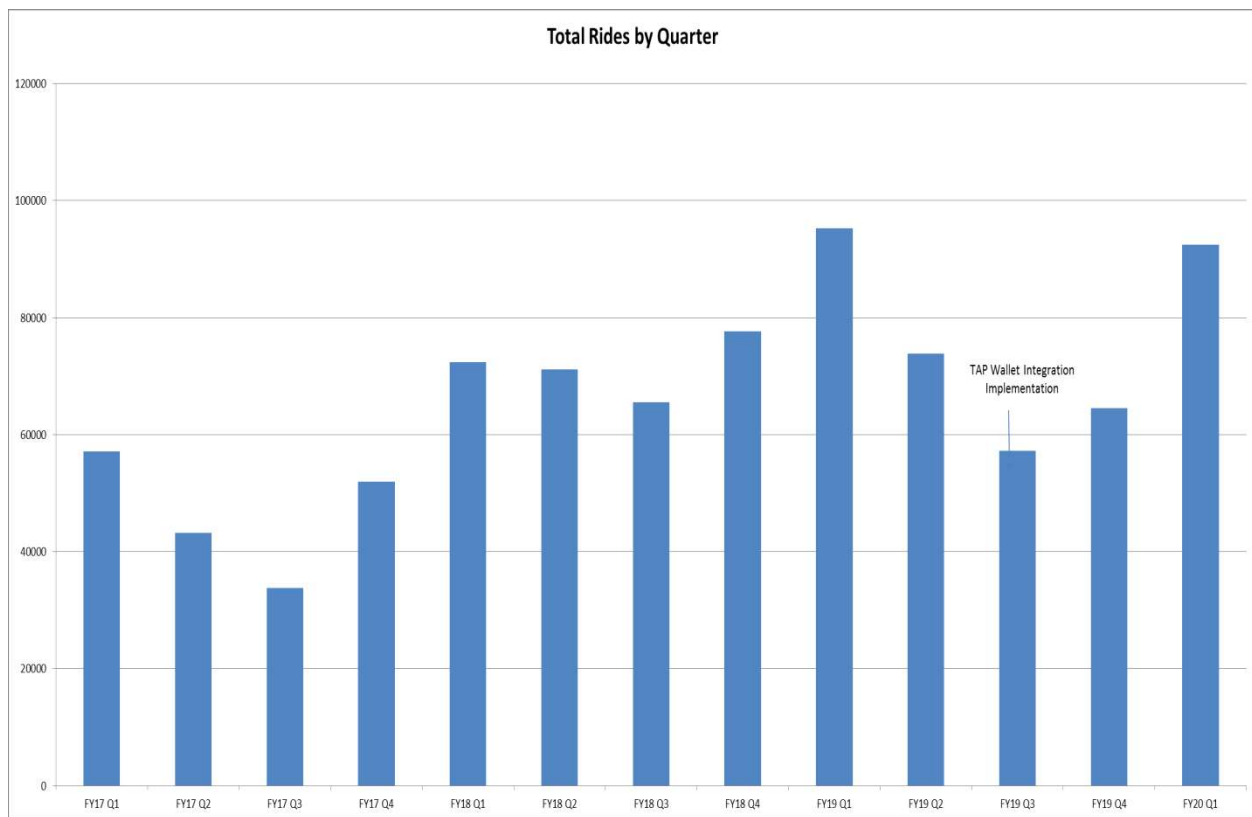
The continued progress of the MBS is attributed to the strategies adopted in the new Business Plan. Since May 2018, several enhancements have been initiated and implemented for the program including a new fare structure, performance measures, equity measures, new technology, a review of other potential revenue sources, marketing, and a review of cost efficiencies. Below is a discussion on the progress made on each of these items.

Performance Measures

As of September 2019, a total of 856,236 trips have been taken, more than 2.6M miles have been traveled, and 2.4M pounds of CO2 have been averted with MBS, which is equivalent to removing over 100 automobiles annually out of the congested traffic in Los Angeles County. The program continues to expand and position itself as public transit service.

Metro Bike Share (rides per quarter)

	FY17	FY18	FY19	FY20	Average
Q1	57,114	72,375	95,294	92,521	74,928
Q2	43,202	71,190	73,877		62,756
Q3	33,786	65,494	57,285		52,188
Q4	51,923	77,647	64,528		64,699
TOTAL	186,025	286,706	290,984		254,572



Planning Framework

Metro funds up to 50% of the total capital costs and up to 35% of the total operations and maintenance costs, with the local municipality partner funding the rest. Staff has received twenty-two (22) letters of interest from different jurisdictions, inquiring about more information and potential implementation of MBS. The communities that have submitted letters of interest are being evaluated and will ultimately be prioritized based on criteria established in the Business Plan. The prioritization list will inform potential future expansion in an operationally-sustainable manner consistent with Metro goals.

Evaluation Framework

A method for performance monitoring by actual ridership was defined in the Business Plan to ensure the program is operating in an efficient manner. Stations that have witnessed underperformance

have been optimized. For example, the redeployment of the Pasadena equipment to central Los Angeles has resulted in a 25% increase in usage. A comprehensive performance evaluation will be compiled upon the completion of the MBS Phase III expansion, which is currently ongoing. Metro staff will continue to identify lower performing stations and evaluate them for relocation to optimize equipment performance.

Equity

Progress has been made on several of the measures for implementing Metro's Equity Platform in the Business Plan. Below is a summary:

Define and Measure

- Developed and implemented an equity index, based on CalEnviroScreen scores, for prioritizing MBS expansion communities.
- Conducted annual customer survey to measure demographic and socioeconomic characteristics of users. Future surveys will include existing and potential users and will seek a diversified sample of Bike Share participants and non-participants.

Listen and Learn

- Presented program information to Neighborhood Councils to gather feedback on station siting. The MacArthur Park Community Council meeting included a bilingual presentation.
- Provided online community crowdsourcing maps that allowed the public to like/dislike and/or provide comments on each potential location. The central LA map (MacArthur Park, Koreatown, Silver Lake and Echo Park) was available in English, Spanish, and Korean. The North Hollywood map was available in English and Spanish.
- Over 90 flyers were posted throughout central LA in English, Spanish, and Korean directing locals to the crowdsourcing map URL and a phone number for those with limited internet access. Similar flyers were posted throughout other implemented areas, such as North Hollywood, in both English and Spanish.
- Annual customer surveys also provide constructive feedback that has been used to inform decisions with MBS including the desire to offer more payment and pass options.

Focus and Deliver

- The new fare structure was introduced in part by recommendations from a previous effort to listen and learn from partners working to improve the equity reach of MBS and be consistent with transit use.
- In March 2019, discounted Bike Share passes were made available for Reduced Fare TAP cardholders including seniors (62+ years old), students (16+ years old), and disabled patrons. Reduced Fares for MBS provides over 50% off of regular fares and is automatically applied at checkout.

- Similar discounts are currently being developed by TAP upon their recent completion of updates to the Low Income Fares are Easy (LIFE) program. Once complete, discounted MBS passes will be available for purchase for LIFE participants.
- Based on customer feedback, additional pass options were introduced for casual riders including the 24-Hour Access Pass which can now be purchased at kiosks.
- Additionally, allowing cash payments is being explored to serve those who do not have bank accounts. Although the payment infrastructure exists within the TAP Wallet, Metro needs to establish an alternate form of collateral to ensure users return bikes to the system.
- Over 80 stations were sited based on the community-driven process outlined above in the “Listen and Learn” section.

Train and Grow

- The following educational and outreach materials are being planned for areas in central Los Angeles with large concentrations of CalEnviroScreen scores above 40:
 - MBS safety classes and rides.
 - MBS safety educational material including handbooks and brochures.
 - MBS safety advertisements, including geotargeted social media and billboards.
 - MBS postcards with bicycle safety tips.
- Regular collaboration with Bicycle Education and Safety Training to offer classes and rides incorporating MBS.

Technology

Fleet Mix

- **Smart Metro Bikes:** Over the last two years, the transportation world has evolved rapidly with a wide array of bicycle and e-scooter choices that provide door-to-door transport for users. Based on recommendations in the Business Plan, smart bike technology that allows for this flexibility in trip making was incorporated into the MBS fleet for the westside and North Hollywood expansions. With the Smart Metro Bike, users have the option to end their trip outside of a station for a convenience fee. Smart Metro Bike stations utilize a smaller footprint or can be geo-fenced requiring less right-of-way. Since launching in March 2019, over 500 Smart Metro Bikes have been added to the fleet with over 15,000 trips taken.
- **Electric Metro Bikes:** Electric pedal-assist bikes provide greater accessibility to biking due to the extra boost. This makes biking more appealing for longer distances, hilly landscapes, and for people that want a low-effort ride. In May 2019, MBS launched Electric Metro Bikes in the downtown and central Los Angeles areas, as well as in the Port of Los Angeles. Approximately 350 Electric Metro Bikes have been added to the fleet with almost 50,000 trips generated since launch and an average of four rides per bike per day.

TAP Integration

In September 2018, MBS user registration, payment, and account information was integrated with TAP. This provided benefits toward a more seamless user experience for multimodal trips and

account management. A single TAP card can provide access for users to bike, bus, and rail and TAP Wallet provides users a central account to pay for and track their bike, bus, and rail passes.

This integration provided the ability to offer reduced fares across all modes. Once TAP approves a participant as a senior (62+ years old), student (16+ years old), or a disabled person, they are automatically recognized as a user eligible for reduced fares in the MBS; no additional registration is needed, and the discount automatically appears on the checkout page. Similar discounts will soon be available for low-income individuals through the LIFE program.

TAP integration is the first step toward implementing cash payments, TAP rewards program and integrating MBS into the upcoming TAP mobile app.

Metro Bike Share and TAP Marketing partnered to promote bike share integration with taptogo.net, including numerous advertisements on bus and trains in bike share service areas.

Mobile App

The MBS mobile app provides key features such as station mapping, real-time bike and dock availability, and customer support contacts. Most recently, mobile checkout has also been introduced to the app allowing more bike checkout options for patrons when kiosks are unavailable, or a TAP card is not on hand. The TAP mobile app is currently under development and will make it easier for users on the go to purchase passes and enroll.

Fare Structure

A pivotal program update was the change in price structure that brought MBS fares in alignment with the Metro bus and rail fare structure from \$3.50 per 30-minute ride to \$1.75 per 30-minute ride. This resulted in a more cohesive and consistent customer experience for transit riders. Comparing ridership before and after the same period (July to September) of 2017 and 2018, there was a 32% increase in ridership. MBS remains the most affordable option amongst the dynamic market of micro-mobility options available in Los Angeles County. Dockless scooters and e-bikes in Los Angeles County charge riders an average of \$2-3/mile (based on samples taken from Metro staff rides) while MBS charges riders an average of \$.60/mile.

The program has experienced high demand for Electric Metro bikes. In order to encourage use at its introduction, Electric Metro Bikes were offered at the same fare as regular Metro Bikes. However, electric bikes require additional operating resources to ensure the battery life is reliable. To offset these additional costs, a \$1.00 surcharge to unlock Electric Metro Bikes will be added to the fare structure for walk-up users in November. This fee will be waived for any pass-holders with 30-day or 365-day passes.

Smart Metro Bikes allow patrons the option to dock at locations without returning to a MBS station. With the option of parking and returning at non-designated locations, an additional \$2.00 fee (within the service area) or \$20.00 (outside the service area) will apply.

Additional Pass Options

- Reduced Fare Pass: \$5/month or \$50/year for eligible seniors, students, and

disabled/Medicare (coming soon for low-income individuals). Over 150 users have received these discounts.

- Bike Share for Business: \$10/month with three options for employee/employer cost sharing. Almost 500 business pass holders are currently active.
- Bulk Passes: Up to 50% off when single-ride passes are purchased in bulk. Over 200 passes have been sold in bulk.

Currently private micro-mobility providers offer a similar menu of discount options, but they are not transparently advertised on the platform like MBS.

Free transfers between MBS, bus, and rail will be facilitated through the forthcoming TAP Rewards program. MBS will be the first program to pilot TAP Rewards. Patrons will earn points with their pass purchases that can be used towards products across modes. This would facilitate cross-promotional opportunities between MBS, Metro bus, Metro rail, and other municipal transit services offered through TAP. This program is currently under development and is anticipated to launch in early 2020. Additional development to enable more seamless free transfers will continue to be explored.

Other Revenue Sources

The new Business Plan provided the added flexibility to consider non-title sponsorships. Several potential sponsorships have been considered over the past year but ultimately were deemed incompatible with Metro's mission. Additional opportunities will arise with the addition of new neighborhoods, corridors, and equipment being deployed under the ongoing system expansion. Metro will also explore partnering with Long Beach and Santa Monica bike share systems to make the system more attractive to corporate sponsorship. For example, New York Citibike, Portland Biketown, Boston Bluebikes, Philadelphia Indego and other public bike share systems have been successful in attracting sponsorship with regional coverage that includes access to all major attractors and destinations. In an effort to shed more light on the availability of sponsorship and advertising, MBS has also offered trial periods to several potential clients.

To help facilitate these additional opportunities, MBS's contract operator, Bicycle Transit Systems (BTS) has established a dedicated staff lead to coordinate locally in Los Angeles County. Metro staff have extended support of Metro Marketing's revenue advertising contractors, Intersection and Outfront, to explore their corporate rolodex for potential sponsors aligned with the MBS program. MBS has a growing social media presence on Twitter (10.3K followers), Facebook (9K followers), and Instagram (4.4K followers). The ability to partner and utilize this presence represents another creative sponsorship opportunity.

Bike Share Marketing

To date, several marketing campaigns and promotions have been implemented to message ongoing expansion efforts, TAP integration and first/last mile connectivity, and to emphasize the program's affordability. Over 1,300 users have signed up for 30-day passes with the "More Metro Bikes"

promotion. Additionally, MBS has participated in over 150 events since August 2018 with an estimated total attendance of almost 200,000 people. This includes the recent Heart of LA Open Streets event that generated over 2,300 rides in one day. Below are several key events for MBS.

Key Event	Estimated Attendance
Smorgasburg LA	8,000+
Ciclaviva Heart of LA	50,000
COAST	10,000
LA CoMotion	500+

In addition to the Bike Share for Business program, which encourages usage in partnership with nearby employers and their employees, MBS has launched incentive programs, including:

- The Pedal Perks program launched in January 2019 incentivizes users to ride more often to earn points towards limited-edition MBS gear. To date, almost 100 redemptions have been made (each requiring at least 50 rides per person) through Pedal Perks indicating high ridership amongst core users.
- A Rider of the Month program is anticipated to begin early 2020 and will highlight users with the highest usage to encourage healthy competition amongst members.

To continue effective marketing efforts, a Strategic Marketing Plan has been drafted. The Plan will ensure efficient use of resources, maximize retention efforts, and educate the public. Metro’s Communication staff are working with the Bike Share team to finalize this plan. Once final, it will establish measurable goals and objectives and distinguish MBS as a viable transportation option.

Cost Efficiencies

The MBS contract with Bicycle Transit Systems (BTS), the equipment provider and operator, is a fixed, firm price contract through July 2022 with pre-determined numbers of bikes and stations per phase. Program expenditures are shared between Metro and partner cities, and offset by program revenue and grant funding.

MBS has invested in a high-quality, long-term product. Other local public bike share programs have selected products that are now obsolete and they are no longer able to obtain parts to support ongoing operations. MBS’s capital equipment has a longer life span, requires less frequent fleet replacement and continues to have availability of replacement parts.

As of June 2019, the total cost for the program (Phases 1, 2 and 3) totals \$36.4M of which \$13.5M was allocated for capital expenditures, with \$9.1M of the total reimbursed by grants. The total cost for pre-launch activities, which includes station siting, installation, and marketing was \$5.3M. Operations and maintenance since inception of the program to June 2019 was \$17.5M. After cost reimbursement from the cities, Metro’s total investment to date on the Bike Share program has been approximately \$9.7M. See the following table for a summary of costs.

Phases I,II, III (as of June 2019)					
	Total	Grants	User Revenue/ Fare Box Recovery***	Cost Reimbursed from Partner Cities**	Metro Costs
Capital*	\$13,497,653	(\$9,083,425)		(\$2,030,499)	\$2,383,729
Pre-Launch	\$5,354,780			(\$3,480,607)	\$1,874,173
O&M	\$17,539,755		(\$1,969,269)	(\$10,120,816)	\$5,449,670
Total	\$36,392,189	(\$9,083,425)	(\$1,969,269)	(\$15,631,922)	\$9,707,573

*Includes one-time capital expenses for life of the program.

**Program expenses are offset by grants and user revenue. The net costs are split between partners and Metro per Board policy (50/50 Capital; 65/35 O&M).

***Includes bike replacement fees and one-time partner contribution, which are not used to offset shared costs.

There have been multiple cost efficiencies through grant opportunities and reallocations. For example, for a portion of the Phase 3 expansion, solar panels were utilized and allowed for reduction in capital infrastructure costs as well as eliminated ongoing utility costs. BTS also trained and certified their staff to install the equipment, providing additional cost savings that were not invoiced to the project.

There have also been other efficiencies introduced that will over time reduce operational and maintenance needs. This includes:

- Establishing a Standard Operating Procedures Manual to streamline customer service. The Manual is updated regularly with common scenarios and is used as a feedback mechanism for improvements to the customer experience.
- Automation of reporting through Tableau. This service ensures higher accuracy than manual reporting and provides easy access to the most up-to-date data.
- Additional digital marketing using grant funds to promote new stations and bike share safety to disadvantaged communities in central Los Angeles. This will include geo-targeted digital ads, email blasts, programmatic and native displays, paid search, and a new safety webpage.
- Refining service level agreements (SLAs) based on initial performance data to better fit observed needs. The SLAs for the Electric Metro Bike and Smart Metro Bikes were revisited several months after launch and adjusted to meet the needs based on actual usage data.

Bicycle Fleet Loss Prevention

Unlike bus and rail, bike share systems across the board are uniquely vulnerable to fleet theft. MBS is not immune to this issue, but has employed a multifaceted strategy to address bicycle loss. The total number of bicycles missing or stolen is 973 bicycles and 329 have been recovered based on the latest inventory report. Metro continuously works in partnership with law enforcement officials and our contractor to recover all missing or stolen bicycles. In anticipation of this issue, bike

replenishment is built into the operations and maintenance costs; including but not limited to the repair, safety evaluation, redeployment, and/or replacement of missing and stolen bicycles. These costs are offset by user fees collected for bicycles that go missing or are stolen due to improper docking or misuse. The program also has insurance coverage to cover any replenishment costs accumulated above the budgeted amount. Staff continues to coordinate with the MBS contractor, transit security, and LAPD on bicycle recovery and to enforce laws that protect bike share operations. This includes hardware and software enhancements, as well as marketing and communications strategies to prevent further abuse.

SCAG Analysis

Over the past year, the Southern California Association of Governments (SCAG) conducted an analysis of MBS and Santa Monica Breeze (Attachment B). The results of the study are intended to inform future system investments and new shared mobility programs in the region. This includes identifying the different needs that each type of system serves. From a regional context, MBS plays a critical role in leveraging the Metro transit system and providing a reliable commuter option while Breeze plays an essential role in filling mobility gaps at the local level and supporting a range of trip purposes.

Key findings for MBS survey respondents include:

- 97% average customer satisfaction rate
- Exceeded service target rates in 9 out of 9 metrics
- 40% respondents use MBS for commuting
- 50% respondents use MBS to connect to bus, train, or light rail
- 57% respondents decreased their use of personal vehicles
- 57% respondents increased their use of public transit because of Bike Share
- 51% respondents decreased their use of ride hailing services

In terms of preferred service improvements, the existing users noted that they preferred more stations, a larger service area, free or low-cost transfers, electric bikes and dockless stations.

Based on the SCAG evaluation study, 64% of MBS members are male and 55% of them have annual income over \$95,000 per year. It is a demographic identifier consistent with bicycle riders across the region. However, through Metro's equity effort, MBS will continue to focus on equitably delivering and promoting the program to more demographic groups.

Per the study recommendations, Metro should continue to prioritize the customer experience, remain nimble in this evolving market, and continue transit integration. Recommendations for additional steps include investing in equitable access, identifying additional revenue opportunities, incentivizing operators, updating system equipment, making streets safer, and integrating with mobility hubs. Many of these efforts are already underway.

Office of Extraordinary Innovation Assessment

The Office of Extraordinary Innovation (OEI) supports the SCAG study recommendation to continue

to operate and expand the MBS program. Based on the study's finding, Metro should continue to invest in the growth and development of MBS as it is a vital first/last mile option for our customers to access transit and for short trips. Additionally, the working group that Metro OEI will convene to develop a Regional New Mobility Roadmap for LA County will consider the challenges and opportunities associated with emerging new mobility systems, like dockless bikes, e-scooters and e-bikes, and what MBS' role is in leveraging the Metro transit system.

Policies and planning around MBS should be evaluated alongside the rapid proliferation of micro-mobility, such as dockless e-scooters and e-bicycles, in Los Angeles County. These services are heavily subsidized by venture capital, do not allow for a seamless mobility experience across city boundaries, and the management of these systems is resource intensive and has the potential to be a drain on city resources. There should be future exploration of how we can best partner with private firms to provide robust micro-mobility coverage across Los Angeles County.

If we are successful in right-pricing more mobility services in Los Angeles County, MBS will likely prove more popular and more financially sustainable. Approximately 80% of trips in LA County are made driving alone. Currently the price to drive alone does not account for the external costs of traffic, safety, and air pollution placed on others. If the true cost of driving alone was more accurately reflected in the price of tolls, gas, and parking, the price of alternatives to driving alone would be much more attractive. This right-pricing of driving alone will be further investigated in Metro's congestion relief pricing study.

MBS should be considered for investment and expansion in areas that are transit rich and can best serve as a quick, reliable, affordable, equitable, healthy connection to bus and rail transit. MBS and all micro-mobility maximize the return on Measure M and R capital investments by seamlessly connecting customers to transit stations.

Equity Platform

MBS provides an additional affordable mobility alternative, and a first and last mile option to connect with the Metro transit system. Metro will continue to solicit feedback from disadvantaged communities to determine the barriers to using MBS and make adjustments for it to be a more equitable system. Metro will continue to implement the program in disadvantaged communities and continue to work with the TAP team on participating in the LIFE fare program.

DETERMINATION OF SAFETY IMPACT

Providing an update on the MBS will not have any adverse safety impacts on Metro employees and patrons. Safety education is an existing part of MBS.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS supports the following Strategic Plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;

3. Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

Staff will continue their efforts to implement the new Business Plan including the following:

- Complete Phase III expansion and monitor ridership performance;
- Outreach with potential users in under-represented communities to better understand barriers to use;
- Continue exploring ways to offer free transfers with bus and rail;
- Offer discounts for low-income individuals and continue exploring ways to enable cash payments for those who do not have bank accounts;
- Pursue federal and state funding for MBS;
- Collaborate with other shared mobility programs to identify innovative solutions and potential future integration;

Staff will report back in 12 months.

ATTACHMENTS

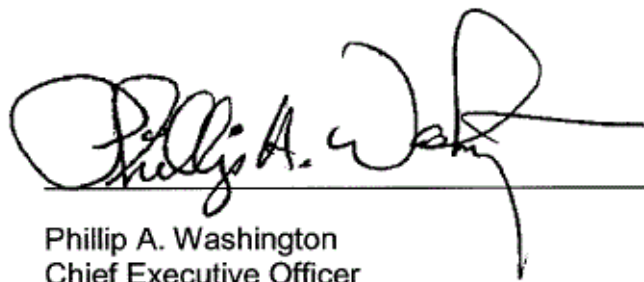
Attachment A - MBS Business Plan FY19-20

Attachment B - Bike Share in Los Angeles County - SCAG Evaluation Report

Attachment C - MBS Service Area Map

Prepared by: Carolyn Mamaradlo, Manager, Countywide Planning & Development, (213) 922-5529
Frank Ching, DEO, Transportation Demand Management, (213) 922-3033 Holly
Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand, 213-922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0780_Attachment_A_Metro_Bike_Share_Business_Plan.pdf

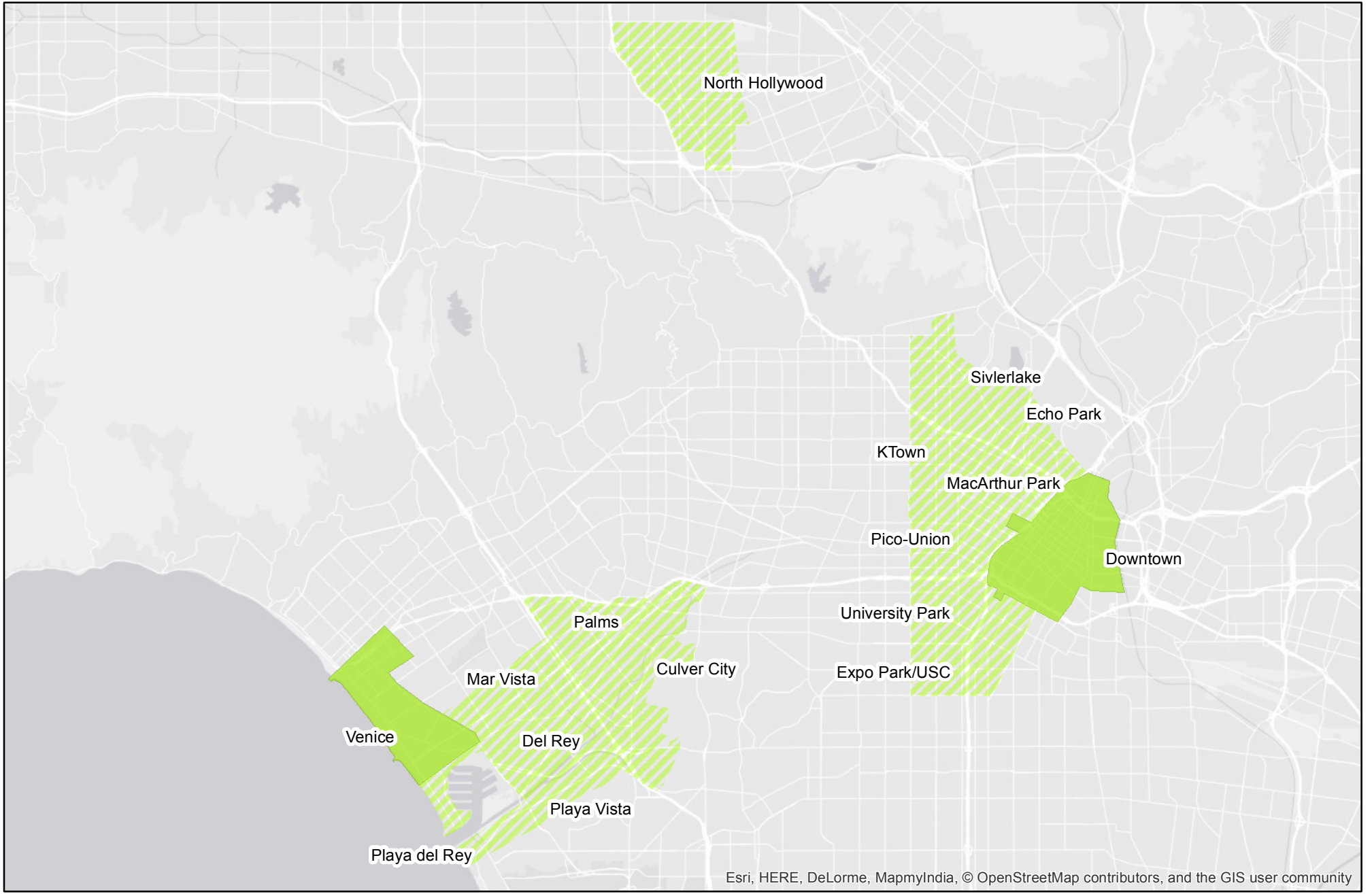
Attachment B

http://libraryarchives.metro.net/DB_Attachments/2019-0780_Attachment_B_Los_Angeles_BikeShare_Study_SCAG.pdf





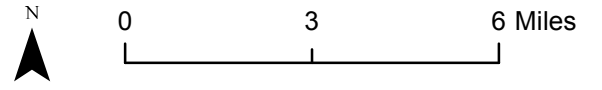
SHARE

METRO BIKE SHARE SERVICE AREA FY2020



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

-  Phase 3 Expansion
-  Service Area Prior to Expansion





Executive Management Committee
November 21, 2019
Legistar File 2019-0780

Metro Bike Share Program Update

Metro Bike Share Program Update

RECOMMENDATION

RECEIVE AND FILE report on Metro Bike Share Program Update.

ISSUE

The Metro Bike Share program was launched in July 2016. The micro-mobility market is constantly evolving, and Metro needs to continue to assess its bike share program in relation to the goals of the program and the market changes. This item provides an annual update on the MBS.





Metro Bike Share

July 2016 – November 2019

Total Trips



889,407

Passes Sold



74,584

Calories Burned



71,068,345

Miles Traveled



2,695,440

Emissions Reduced
Pounds of CO2



2,560,668

Ensuring Equity

- ✓ Equity Index for prioritizing communities
- ✓ Multilingual outreach on digital/non-digital platforms
- ✓ Reduced fares through TAP



Phases I, II, & III Expansions

DTLA/Central LA - launched July 2016
100+ Stations, up to 2,133 Bikes

Westside – launched September 2017
50+ Stations, up to 732 bikes

North Hollywood – launched July 2019
17+ stations, up to 200 bikes

Total Bikes: 3,065

Current Status

July 2016 - November 2019

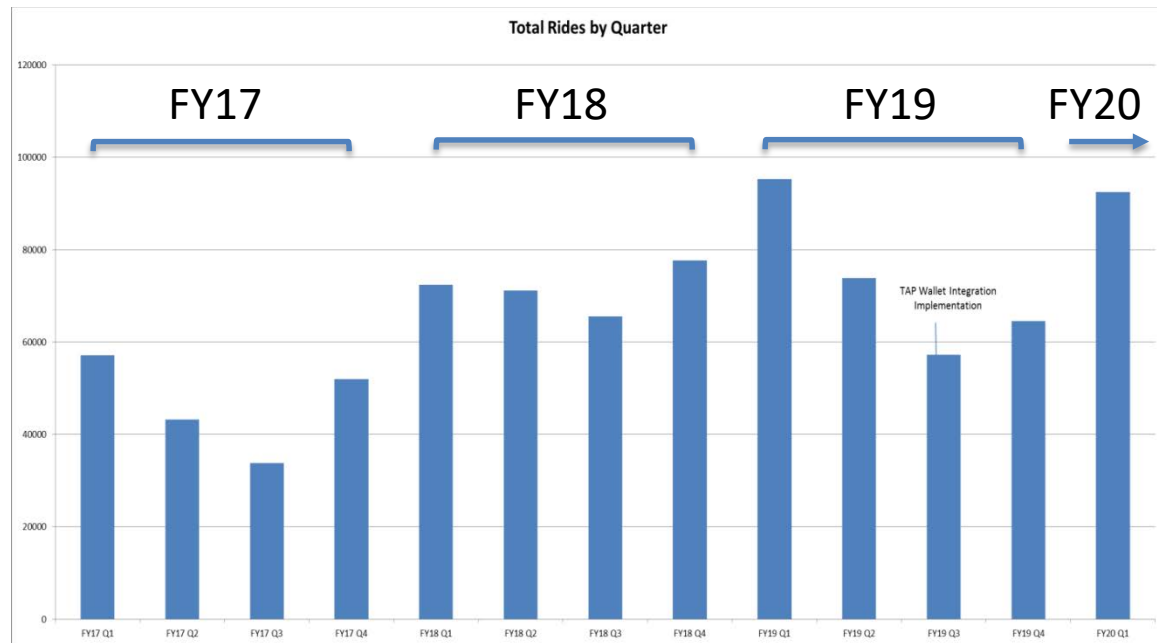
SCAG Study Findings

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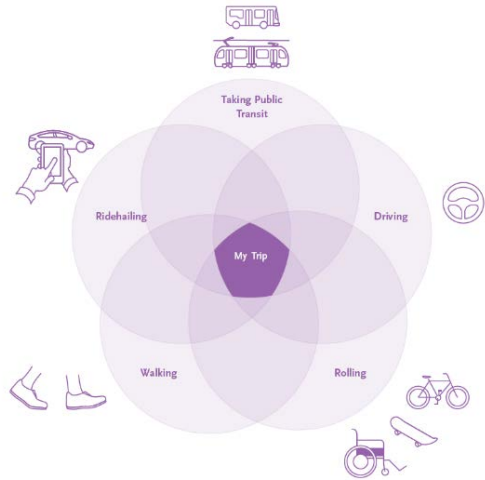


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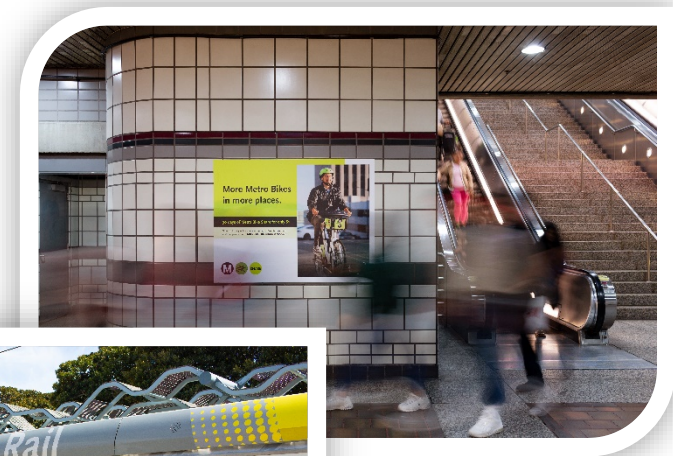
TAP Integration & Marketing



In the Works...

- Safety training & marketing campaign in disadvantaged communities
- Low-Income Fares are Easy (LIFE) discounts
- Cash payments
- TAP Rewards pilot

Key Event	Estimated Attendance
Smorgasburg LA	8,000+
Ciclaviva Heart of LA	50,000
COAST	10,000
LA CoMotion	500+



Cost Efficiencies, Sponsorships, & Other Opportunities

- New assets available through expansion (i.e. neighborhoods, corridors, and equipment)
- Growing social media assets
- Sponsorship trials
- New Partnerships Development Manager (recruited by contractor)
- Service level standards monitoring
- Loss prevention & asset management
- Customer Service Standard Operating Procedures
- Automated reporting
- Grant funding



Program Cost Summary

Phases I,II, III (as of June 2019)					
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***Includes bike replacement fees and one-time partner contribution, which are not used to offset shared costs.





Board Report

File #: 2019-0737, **File Type:** Program

Agenda Number: 33.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019

SUBJECT: FRAMEWORK FOR NEW MOBILITY REGIONAL ROADMAP FOR LOS ANGELES COUNTY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the:

- A. Responses to Board motion 32.3C [Explore Fees for Transportation Network Company (TNC)] by Directors Garcetti, Kuehl, Butts, Solis, and Hahn (Attachment A);
- B. Progress report on the Transformational Initiatives central to “The Re-imagining of LA County,” which includes new mobility fees (Attachment B);
- C. Response to Motion 47 (Los Angeles County Micro-Mobility Review) by Directors Garcia, Hahn, Solis, and Dupont-Walker (Attachment C);
- D. Draft framework for developing a New Mobility Regional Roadmap, which includes (Attachment D):
 - 1. Building a countywide coalition of city, county, council of governments (COG), community-based organizations (CBOs), and other municipal partners to evaluate a wide range of options related to collectively determine the best path forward for managing new mobility in Los Angeles County and achieving our regional mobility goals; and
 - 2. Engaging internal and external stakeholders and convening a working group to:
 - Identify challenges and opportunities around new mobility
 - Adopt guiding principles and shared goals around new mobility
 - Explore potential tactics for meeting shared goals
 - Commit to and coordinate roles and responsibilities

ISSUE

Private “new mobility” providers such as ride hailing, and bicycle and scooter sharing, continue to transform the urban transportation environment in Los Angeles, with both positive and negative results. Vision 2028 goal 1.3 states Metro will “begin looking at possible legislative and regulatory strategies for leveling the playing field to preserve competition, reduce negative impacts and ensure access” to private new mobility services.

On February 28, 2019, the Board passed Motion 32.3C (Garcetti, Kuehl, Butts, Solis, and Hahn) instructing staff to move forward with exploring fees for transportation network company (TNC) and micro-mobility trips in Los Angeles County (Attachment A).

Also on February 28, 2019, the Board approved staff recommendations to pursue the Transformational Initiatives that are central to the “Re-Imagining of LA County,” which includes exploring fees on new mobility services, including both transportation network companies (TNCs) and micro-mobility (Attachment B).

On June 27, 2019, the Board passed Motion 47 (Garcia, Hahn, Solis, and Dupont-Walker) instructing staff to return to the Board with responses to questions about the status of micro-mobility in Los Angeles County (Attachment C).

Informed by recent research and ongoing conversations with city, county and other regional stakeholders, staff proposes to address these motions holistically through the development of a New Mobility Regional Roadmap (Attachment D).

BACKGROUND

Metro proposes to expand engagement with external and internal stakeholders to establish meaningful dialogue and inclusive decision-making, culminating with the development of a New Mobility Regional Roadmap for Los Angeles County (Attachment D). The proposed Roadmap will include the following four elements:

- 1: Identify Challenges & Opportunities Around New Mobility
- 2: Adopt Guiding Principles and Shared Goals Around New Mobility
- 3: Explore Potential Tactics to Achieve Goals
- 4: Commit to and Coordinate Roles and Responsibilities

Metro can play an important role in this area by convening all stakeholders to explore best practices for managing new mobility. The power to regulate private mobility operators through tax, licensing, parking and other methods is dispersed amongst many different agencies at the state, city, and county level. Currently cities individually have the ability to regulate through parking and other curb management policies and the PUC at the state level has the ability to tax and license. This results in a confusing array of regulations that produce suboptimal outcomes in terms of equity, mobility, and the environment. Additionally, this results in policies that make it challenging to meet our environmental goals including SB375, and the emission standards set by regional air pollution control district (APCD) and air quality management district (AQMD) per the Federal Clean Air Act.

DISCUSSION

Status of Existing Publicly Owned Bike Share - Response to Motion 47

The questions in Motion 47 as they pertain to publicly owned bike share systems in Los Angeles County will be addressed in a separate November/December 2019 Board Report by the Planning Department. The report includes a Southern California Association of Governments (SCAG) Study of Metro Bike Share and Santa Monica Breeze Bike Share. Santa Monica Breeze Bike Share can serve as a proxy to Long Beach Bike Share since they both use the same bicycle technology, are both beach cities in Los Angeles County and have similar operating structures.

Survey of All Existing New Mobility in LA County - Response to Motion 47

The proposed New Mobility Regional Roadmap will respond to many of the questions asked in the motion in greater detail and depth than we can answer today. In response to the motion's request to provide a snapshot of new mobility in Los Angeles County, we have provided an initial inventory of existing systems to establish a baseline (Attachment E).

How Cities Should Manage New Mobility? - Response to Motion 32.3C & 47

The working group, which will include internal and external stakeholders, tasked with creating a New Mobility Regional Roadmap is best positioned to respond to this question.

DETERMINATION OF SAFETY IMPACT

The framework for a New Mobility Regional Roadmap will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

The cost center manager will be responsible for budgeting the funds to conduct the full scope of the Roadmap.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

To achieve the visionary outcome of doubling the percent usage of transportation modes other than solo driving, Metro has committed to the following from the Vision 2028 Strategic Plan:

- Metro and its partners will improve LA County's overall transit network and assets by improving connectivity to provide seamless journeys through the existence and quality of transportation infrastructure, such as sidewalks, bikeways, and drop-off zones that help facilitate access to transit - these efforts will build off Metro's current first/last mile and active

transportation planning work. (Goal 1.2)

- Metro and its partners will manage congestion and reduce conflicts between the movement of goods and people on streets and highways and will explore opportunities for expanding access to shared, demand-responsive transportation options for everyone. (Goal 1.3)
- Metro will begin looking at possible legislative and regulatory strategies around transportation network companies (TNCs) for leveling the playing field to preserve competition (with other public and private mobility operators), reduce negative impacts, and ensure access to a variety of transportation options for everyone. (Goal 1.3)
- Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan. (Goal 4.1)
- Metro will help drive mobility agendas, discussions, and policies at the regional, state, and national levels. With respect to new technologies that have yet to be regulated, such as connected and autonomous vehicles, Metro will work to help establish and enforce policies aimed at shaping their deployment in ways that advance the goals in this Plan and protect the public interest. (Goal 4.2)
- Metro will continue building coalitions with local and regional organizations to address common issues at the state and national levels.(Goal 4.2)

The proposed actions are fully consistent with Initiatives 1.2, 1.3, 4.1 and 4.2 of the Metro Vision 2028 Strategic Plan and will be utilized during the development of the New Mobility Regional Roadmap (Attachment D).

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommendation. However, this option is not recommended as it will delay progress on Vision 2028 goals.

NEXT STEPS

Internal and External Stakeholder Conversations and Consultation	July 2019 - Ongoing
Initiate procurement process to procure Consultant Services for Facilitation and Regulatory Cost/Benefit Analysis	December 2019
Convene Series of Working Group Meetings	December 2019 - Summer 2020
Progress Report to Board	Spring 2020
Report Back to Board on Roadmap Work	Fall 2020

ATTACHMENTS

Attachment A - Board Motion - Exploring fees for TNC's (Motion 32.3, C, February 2019)

Attachment B - The Re-Imagining of LA County: Mobility, Equity and the Environment

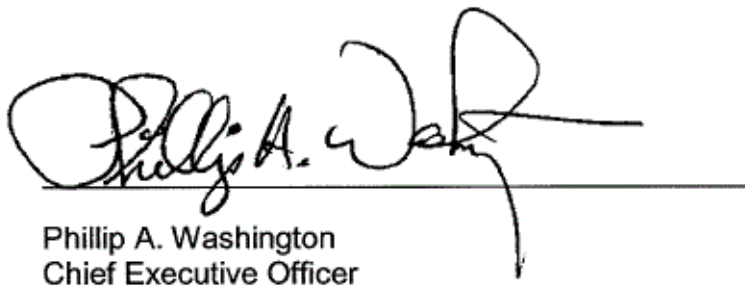
Attachment C - Board Motion - Micro-Mobility Review (Motion 47, June 2019)

Attachment D - New Mobility Regional Roadmap Framework

Attachment E - Chart of Existing New Mobility Systems and Programs in Los Angeles County

Prepared by: Emma Huang, Principal Transportation Planner OEI, (213) 922-5445
Avital Shavit, Senior Manager OEI, (213) 922-7518
Tham Nguyen, Senior Director OEI, (213) 922-2606

Reviewed by: Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #: 2019-0109, **File Type:** Motion / Motion Response

Agenda Number:

**REGULAR BOARD MEETING
FEBRUARY 28, 2019**

Motion by:

Garcetti, Kuehl, Butts, Solis and Hahn

Item 32.3: Congestion Pricing

As Los Angeles County continues to grow, the region should consider every strategy to provide accessible and affordable transportation for everyone. Congestion Pricing is a promising strategy to accomplish the region's mobility goals.

MTA must undertake a Congestion Pricing Feasibility Study that thoroughly and deliberately investigates all potential congestion pricing models and examines their effects on mobility, equity, and environmental sustainability, so that the Board has the information to make a fully informed decision.

Mobility and access to opportunity are fundamental to achieving social equity and fostering a thriving regional economy. It is important that MTA understand and prioritize the mobility benefits of congestion pricing and other traffic reduction strategies for our region. Accordingly, revenue generation should not be the primary reason to study congestion pricing.

SUBJECT: CONGESTION PRICING

APPROVE Motion by Garcetti, Kuehl, Butts, Solis and Hahn that the Board direct the CEO to:

- A. Move forward with a Congestion Pricing Feasibility Study entitled "The Re-Imagining of LA County";
- B. Ensure the Congestion Pricing Feasibility Study fully addresses and incorporates the parameters identified in the January 2019 Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts, Hahn), which include, but are not limited to, a detailed implementation timeline, cost estimates, sources of funding, and an equity strategy execution plan;
- C. Move forward to explore fees for Transportation Network Company (TNC) trips in Los Angeles County; and
- D. Report back on the all the above at the April 2019 Board cycle.

Metro



Board Report

File #: 2019-0105, **File Type:** Policy

Agenda Number:

REVISED
REGULAR BOARD MEETING
FEBRUARY 28, 2019

SUBJECT: THE RE-IMAGINING OF LA COUNTY: MOBILITY, EQUITY, AND THE ENVIRONMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE the staff recommendations to:

- A. PURSUE the Transformational Initiatives that are central to “The Re-Imagining of LA County;”
- B. CONTINUE work on the Twenty-Eight by '28 goal and accelerate the delivery of the remaining eight projects in every feasible way, and report progress to the Board on the acceleration efforts on a quarterly basis; and
- C. DEVELOP proposed funding and financing plans for the accelerated projects, and report back to the Board in ~~September~~ July 2019.

ISSUE

Metro staff proposes the pursuit of solutions to eradicate congestion in LA County, drastically reducing the region’s carbon footprint and combatting climate change, increasing transit frequency and capacity, dramatically improving transportation equity, and putting the County in a position to be the first major region in the world that could offer free transit services. This proposal has been branded as “The Re-imagining of LA County: Mobility, Equity, and the Environment.” This item asks the Board to approve staff recommendation to pursue the Transformational Initiatives to achieve “The Re-imagining of LA County.”

BACKGROUND

LA County is currently home to more than 10 million people and its population is projected to grow to 10.75 million by 2028. This means that an increasing volume of people and goods will need to travel on a transportation network that is already inadequately serving their needs. Overall consumption in the region is expected to intensify the conflicts between passenger and goods movement. Optimizing system capacity to accommodate new growth will be necessary to ensure that the region can meet

these new demands and remain economically competitive in the global marketplace. Significant investments are needed, both to shore up an aging system of roadway and transit infrastructure, as well as to expand and fully utilize available capacity to ensure continued delivery of safe and reliable transportation services.

Historically, transportation policies and investments in LA County have prioritized single-occupancy travel in private passenger vehicles at the expense of providing other high-quality travel alternatives. The result is an inequitable transportation system that exacerbates the divide between those who have the access and means to drive and those who do not, while providing inadequate options for both groups. This system is not sustainable from an economic or environmental perspective. As more people turn to driving alone for speed and convenience, mobility and air quality for all citizens suffers due to the inefficient use of existing roadway space. Changing this paradigm and raising the quality of multiple transportation options is essential to delivering a system that provides better mobility for everyone. This means investing in high-quality transit options that can carry more people in less space, creating incentives to reduce solo driving, and removing incentives that further exacerbate transportation inequities. Moving forward we must align Metro's policies and investments across its portfolio of programs and services to provide more high-quality transportation options for people and, equally important, effectively manage demand from all users.

Metro is considering several "Transformational Initiatives" that demonstrate significant potential to address the widely shared desire to eradicate congestion, improve mobility and air quality, realize equity, and ultimately provide a more sustainable and resilient LA County for all.

DISCUSSION

Metro is currently meeting or exceeding the Measure M schedule on all projects. However, as we complete construction on the first decade of Measure M projects, it is imperative to make concurrent efforts to improve mobility and equity by identifying ways to improve congestion throughout the County. The Transformational Initiatives described below represent bold and progressive ways to achieve a number of our public policy goals as we anticipate new projects coming on line.

Transformational Initiatives **Congestion Pricing**

The Congestion Pricing strategy proposes to investigate the feasibility and framework for conducting congestion pricing pilots with the intent to expand the program in the most traffic-clogged parts of LA County. Congestion pricing offers a compelling mobility solution that, when implemented thoughtfully, can significantly improve equity and reduce emissions by providing cleaner, more frequent and more reliable mobility options for the most vulnerable populations in LA County.

At the January 24, 2019 Board meeting, Motions 43.1 (Butts) and 43.2 (Solis, Garcetti, Dupont-Walker, Butts and Hahn) were presented and approved. Motion 43.1 asked Metro staff to respond to several questions, mostly related to scope and framework of a proposed Congestion Pricing Feasibility Study. Staff have prepared responses to the various parts of Motion 43.1 in a separate Board Receive and File report (File ID 2019-0083). The response includes a detailed plan for the feasibility study, should the Board approve pursuing this recommended strategy as part of the Re-Imagining LA County Plan. The contents of Motion 43.1 and the related response are provided in

Attachment A to this report.

Motion 43.2 focused attention on equity as it relates to the proposed Congestion Pricing Feasibility Study. The motion was comprised of five parts that asked staff to develop an Equity Strategy for the study, engage a variety of experts and stakeholders, and defer congestion pricing implementation until the feasibility study, including the Equity Strategy, is complete. The responses to Motion 43.2 are provided in a separate Board Receive and File report (File ID 2019-0055). The contents of Motion 43.2 and the related response are provided in Attachment B to this report.

Three different pricing models would be explored as part of the study: cordon, corridor, and vehicle miles traveled (VMT). The study will include extensive, comprehensive, and genuine community and public engagement throughout the feasibility study, as promised through the Equity Platform that the Board adopted nearly a year ago. As part of the engagement and technical support to the study, Metro intends to create an Advisory Council to inform the study, including subject matter experts in Equity. Staff will work with the Board to identify candidates for the Advisory Council.

The anticipated schedule to complete this feasibility study is 12-24 months. Staff expects to conduct this study through a consultant contract led by Metro. Staff anticipates addressing the following scope elements in the feasibility study:

- Equity strategy to address potential impacts to historically underserved populations (see Equity Strategy below)
- Research and analysis of three models: cordon, VMT, and corridor pricing
- Analysis of potential revenues
- Analysis of policy implications
- Selection criteria and process to identify potential pilot locations.
- Performance measures and desired outcomes of congestion pricing pilot
- Identification of transit service and improvements needed to provide mobility options in congestion pricing pilot area
- Review of research done to date, and determination of any key gaps in that research that bear on Equity issues.
- An assessment of the potential negative and positive impacts of a congestion pricing strategy on historically underserved populations, including low-income drivers and transit users, as it affects their mobility access to jobs, housing, and other opportunities.

A more detailed plan for a Congestion Pricing Feasibility Study is provided as part of the response to Motion 43.1, referenced as Attachment A to this report.

Equity Strategy for a Congestion Pricing Feasibility Study

Congestion pricing as a comprehensive transportation policy has both challenge and promise. Implementing congestion pricing at a scale that would be effective, even for a portion of Los Angeles County, would exert tremendous change on the transportation network and the people who use it. Thus, staff is very clear that a comprehensive and thorough feasibility study must be undertaken before any actions would be considered for implementation.

Equity must be front and center in a congestion pricing evaluation. The Board's adopted Equity

Platform provides a valuable framework to design an Equity Strategy integral to the Congestion Pricing Feasibility Study.

An equity-driven policy objective for any congestion pricing evaluation would be to improve such access for underserved populations. Data and metrics to evaluate that potential must be incorporated into the Equity Strategy scope of work within the CPFS. More details on an Equity Strategy for a Congestion Pricing Feasibility Study are provided in the response to Motion 43.2, referenced as Attachment B to this report.

New Mobility Fees

Staff proposes to explore the levying of fees for Transportation Networking Company (TNC) trips in Los Angeles County as a mechanism for managing demand on our streets and highways. The shared mobility device strategy also proposes looking at imposing fees on shared devices, such as scooters and bicycles, for the use of public rights-of-way.

Both of these proposals would require building support throughout the state for transferring regulatory and taxation authority from the California Public Utilities Commission (CPUC) to Metro. They would also require building support among cities within LA County for the regulatory authority to be with Metro.

Metro staff has developed a proposed plan to provide more detailed information regarding the timeline and key activities to pursue New Mobility service fees in LA County, if the Board approves these Transformational Initiatives for the Re-Imagining LA County Plan. The proposed plan is provided in Attachment C to this report.

DETERMINATION OF SAFETY IMPACT

This motion response has no direct impact on safety at this time. However, the approval of the Transformational Initiatives will support safe and reliable operations of the transportation system in the long-term.

FINANCIAL IMPACT

If approved to pursue the recommended Transformational Initiatives, funding will be identified to conduct the study and will be the responsibility of the lead department, in partnership with the Office of Management and Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed actions are fully consistent with Initiative 1.3 of Metro Vision 2028 plan to test and implement pricing strategies to reduce traffic congestion. Also, Initiative 1.3 commits to exploring opportunities for expanding access to shared, demand-responsive transportation options for everyone.

IMPLEMENTATION OF EQUITY PLATFORM

The Transformational Initiatives explicitly address approaches and priorities that would advance the

mobility needs of the County's most vulnerable populations. Managing congestion, particularly to ensure reliable operations for LA County's transit system, upon which many of our most underserved community members depend, enables economic mobility that can help those populations overcome historic disadvantages and disparities. In addition, strategies such as congestion pricing can enable benefits, such as free transit, to these same underserved communities in ways that are unimaginable with traditional approaches. The Metro staff and Board must remain committed to Equity as a key evaluative lens as we consider these progressive strategies for improving mobility, equity, and the environment.

ALTERNATIVES CONSIDERED

The Metro Board of Directors may decide not to approve the pursuit of the Transformational Initiatives to achieve The Re-imagining of LA County. This is not recommended, as this would take the LA region on a similar path followed in the past, without effectively addressing the problems we face even today.

NEXT STEPS

If the recommended actions are approved, Metro staff will return to Board to report on progress as follows:

April 2019 - Review scope for Congestion Pricing Feasibility Study

June 2019 - Award professional services contract to conduct Congestion Pricing Feasibility Study

September 2019 - Report on financing/funding plans for the accelerated projects

Quarterly - Progress reports on efforts to accelerate the eight remaining projects of Twenty-Eight by '28.

ATTACHMENTS

Attachment A - Motion 43.1 and Response to Motion 43.1 (File ID 2019-0083)

Attachment B - Motion 43.2 and Response to Motion 43.2 (File ID 2019-0055)

Attachment C - LA Metro New Mobility Service Fee Plan

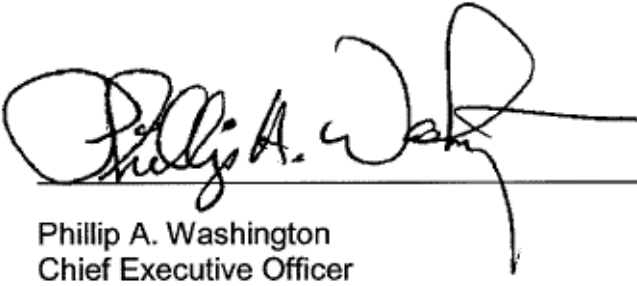
Prepared by:

Phillip A. Washington, Chief Executive Officer, (213) 922-7555

Nadine Lee, Interim Chief of Staff, (213) 922-7950

Reviewed by:

Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #: 2019-0520, **File Type:** Motion / Motion Response

Agenda Number: 47.

**REGULAR BOARD MEETING
JUNE 27, 2019**

Motion by:

Garcia, Hahn, Solis, and Dupont-Walker

Los Angeles County Micro-Mobility Review

Bike Share first came to LA County in 2015. Today, several cities across the county offer public bike share systems. The Metro Bike Share system is currently in the City of Los Angeles. The Cities of Santa Monica and Long Beach launched their own bike share systems separate from Metro Bike Share. Many cities now host private bike and scooter share programs, with varying strategies for regulation. Together, these micro-mobility services provide important first-/last-mile connectivity, mobility access to low income and historically disinvested communities, and access for visitors who otherwise might rent a car.

These micro-mobility services use different technology, different vehicles, different methods of payment, and different fare structures. Each program is funded through different means, especially in the case of private fleets. They also offer different service areas and discount programs for low income access.

To better understand how all of these micro-mobility services are working, and what new approaches may be necessary to build upon past successes and improve access to these important resources throughout LA County, Metro should assess all of LA County's micro-mobility programs.

SUBJECT: LOS ANGELES COUNTY MICRO-MOBILITY REVIEW

APPROVE Motion by Directors Garcia, Hahn, Solis and Dupont-Walker to direct the CEO to report back to the Board in 120 days on LA County's micro-mobility services, with the following information for each of the programs operating in LA County:

1. Program locations, as well as locations no longer being served, including demographics of populations served;
2. Discount programs and percentage of riders using each such program;
3. Methods of payment (credit card, cash, etc.);
4. How these programs are integrated into each other and into TAP;

5. Rider safety statistics (reported minor and severe injuries or fatal crashes);
6. System size (numbers of vehicles and coverage) and characteristics of the sponsoring agency (size of city or value of parent company, etc.);
7. Equipment lifecycle (lifespan of vehicles, rates of equipment loss through theft or vandalism, waste disposal practices, etc.);
8. For public systems: federal, state, and local funding sources available and their utilization;
9. Connectivity to bus and rail transit services; and,
10. Efforts by public agencies and private operators to launch public safety campaigns and encourage safe riding practices as it relates to bike and scooter share.

Framework for New Mobility Regional Roadmap

What is New Mobility?

For the proposed New Mobility Regional Roadmap, we initially define “new mobility” as all private transportation services beyond traditional buses and trains, including, but not limited to, ride-hailing, microtransit, private transit vehicles, car-sharing, scooter and bike share, and courier network services (like Postmates and Uber Eats). These services are unique in that they are newly emerging, utilize real-time communication and are disruptive to the region’s existing mobility ecosystems.

Vision

LA County’s transportation system is a complex network controlled by a patchwork of local, regional, state, and federal agencies. Metro is woven into this complex landscape as the regional transportation planner, coordinator, designer, builder, funder, and operator. By serving these multiple functions, Metro can support the region by convening internal and external stakeholders to work together towards policy outcomes that minimize the costs and maximize the benefits that private mobility operators (Lyft, Uber/Jump, Lime, Bird, and others) create for the region’s mobility ecosystem.

Problem:

Across LA County, private companies (like Lyft, Uber, Lime, Bird, Spin and others) have put shared bicycles, scooters, and cars on the streets with the expectation of using public rights of way to generate private benefit. While they have brought many mobility benefits, these companies have been able to grow market share and value from unchecked consumption of public investments in roads and infrastructure due to the region’s limited authority to manage the negative externalities. The power to regulate private mobility operators through tax, licensing, parking and other methods is dispersed amongst many different agencies at the state, city, and county level. Currently cities individually have the ability to regulate scooters and bikes through parking and other curb management policies and the Public Utilities Commission (PUC) at the state level has the ability to tax and license TNC’s. This results in a confusing array of regulations that produce suboptimal outcomes in terms of equity and mobility. Additionally, this results in policies that make it challenging to meet our environmental goals including SB375, and the emission standards set by regional air pollution control district (APCD) and air quality management district (AQMD) per the Federal Clean Air Act.

Congestion

While Transportation Network Companies (TNCs) may be a conduit towards car-lite behavior and enable people to rely less on private automobiles and shift to transit, emerging research demonstrates they are contributing to traffic congestion and pollution more than relieving it. Recent reports have found that, due to dead-heading (when drivers start or end their trips without customers) and a dearth of shared rides, TNCs are currently creating more vehicle miles traveled than they are replacing, and that in Los Angeles, they currently make up 2-3% of traffic ([August 6, 2019, Fehr & Peers](#)).

Competition for the Curb

Another challenge with respect to new mobility is availability of appropriate space for people to safely use and park shared or privately-owned scooters and bicycles, or to safely allow for pick-up and drop-off at the curb. Most of the recent friction in cities with private shared scooters is the result of the absence of a standardized parking method/placement (which can result in cluttered sidewalks) and users not having enough safe places to ride them (which can compel users to risk riding on the sidewalk, which is generally not permitted, and poses a hazard to pedestrians.). Currently, most street rights-of-way are designed to facilitate the fast movement and inexpensive storage of private automobiles.

Goal:

Work with cities, the County, the Council of Governments (COGs) and other regional stakeholders to develop a shared policy framework that will prioritize and incentivize micro-mobility (scooters & bicycles), and 2+ rides over drive alone rides in order to meet the Vision 2028 goal of doubling non-drive alone trips by 2028.

Stakeholder Input (in process):

In order to pursue this goal, Metro has already begun outreach to cities, the County, the COGs, Community-Based Organizations (CBOs) and other stakeholders to determine how Metro can be most helpful.

Based on stakeholder input thus far, staff identified the following key themes that have emerged around this discussion:

- Concern regarding the challenges of levying fees on TNCs and the equity of revenue collection/distribution.
- Desire for Metro to explore the following areas with city partners:
 - Legislation
 - Data Access & Standards
 - Currently, cities and transportation agencies alike struggle with comprehensively understanding the impact of micro-mobility services, such as Bird and Lime, and transportation network

companies (TNCs), such as Uber and Lyft, because of their refusal to share data with public entities. While the California Public Utilities Commission (CPUC) does require TNCs to report certain data, the CPUC does not share this information with other government entities. In order to secure a permit to operate, certain cities require micro-mobility providers to share data with them, such as the Mobility Data Specifications (MDS) platform from Los Angeles Department of Transportation (LADOT). However, this is not a county-wide or state-level policy.. Further, there is a cost borne by the cities to manage MDS in terms of staff expertise, capacity and budget.

- Resources and technology for Enforcement
 - Need for better curb inventory management as the first step towards better managing micro-mobility and TNC pick-up and drop-off, as well as urban goods movement.

In conversations with the Southern California Association of Governments (SCAG) and our other partner California Municipal Planning Organizations (MPOs), we identified several relevant parallel initiatives. Through a grant-funded project awarded by California Department of Transportation (Caltrans), the San Diego Association of Governments (SANDAG) has partnered with the Southern California Association of Government (SCAG) and the Metropolitan Transportation Commission (MTC) to conduct a large scale multi-jurisdictional survey of ride-hailing users, non-users, and drivers. They are incorporating questions about TNCs to their travel surveys in order to achieve representative TNC passenger behavior datasets for future transportation modeling and planning purposes. SCAG's current timeline to complete passenger data collection is January 2020. We will leverage the regional work conducted by SCAG and include them in our collaborative working groups.

Existing Initiatives

In the initial steps towards developing a Roadmap, Metro has identified existing initiatives that can serve as a foundation and as opportunities for collaboration.

These initiatives include, but are not limited to, the following:

Metro Initiatives

- Metro micro-mobility Parking Policy
- Metro Bike Share
- Goods Movement Strategic Plan
- LA Metro Curbside Asset Management Symposium
 - Through this effort Metro has identified new mobility as a part of a broader curbside mobility and access challenge, and that tackling the new mobility issues would merit from discussions and engagement of stakeholders who represent other elements of curbside mobility challenge.

- Incorporating micro-mobility into First-Last Mile Plans
- TAP lite and full integrations with private mobility operators
- MicroTransit Pilot and Metro's partnership with Via
- SB1376: 'TNCs for All' rulemaking Process with CPUC
- SCAG Countywide Bike Share Study

City/County Initiatives

- City of Los Angeles Development of the Mobility Data Specification (MDS) and Founding of the Open Mobility Foundation. Santa Monica and other North American and Global cities are members.
- City of LA, Long Beach, Santa Monica and other cities' adoption of Mobility Data Specification (MDS).
- County of Los Angeles Parking and Curbside Asset Management Plan
- City of West Hollywood Electric Bike Share Request for Proposals / Pilot
- City of West Hollywood Digital Curb Management Pilot

Next Steps: Roadmap Content Development

Metro will engage with diverse stakeholders and convene a working group of internal and external stakeholders to develop the content of the following suggested areas and initial proposed questions:

1: Challenges and Opportunities Around New Mobility

- What are the challenges and opportunities that the region's stakeholders face with regards to new mobility?
- What are the mobility benefits offered by these modes?
- What are the negative externalities and impacts?
- What information is needed to better identify and understand these challenges and opportunities?

2: Guiding Principles and Shared Goals Around New Mobility

- What are the guiding principles the working group will adopt as it works to identify a Roadmap?
- What existing, living documents that codify the region's mobility goals (i.e. First/Last Mile Plans, Metro Active Transportation Strategic Plan and stakeholder plans) are relevant and applicable?
- What have other regions done to manage new mobility? What can we learn from them? (i.e. [Emerging Mobility Evaluation Report](#) July 2018 from the San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMuni))

3: Explore Potential Tactics to Achieve Identified Shared Goals We plan to bring on new mobility experts to help navigate and facilitate this process.

- What are tactics that stakeholders can utilize to achieve the identified goals around new mobility?
- Who is best suited to implement and deploy these tactics?
- What legislation is needed to allow for these tactics?
- How can Metro help support implementation of these tactics?
- Will any of the following tactics be effective in achieving the shared goals?
 - Collect Data and Conduct Research
 - Regulate
 - Price
 - Curb management
 - Experimentation
 - Partnership/Integration
 - Design

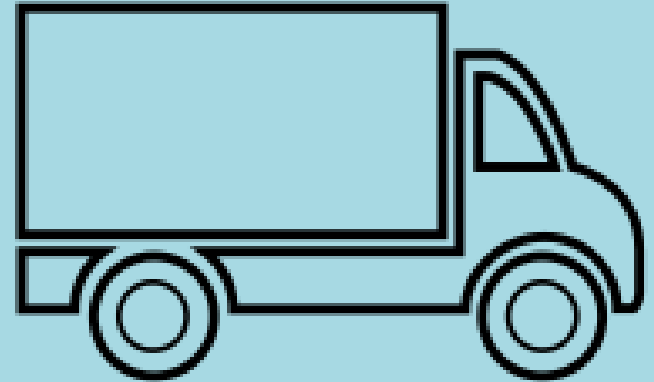
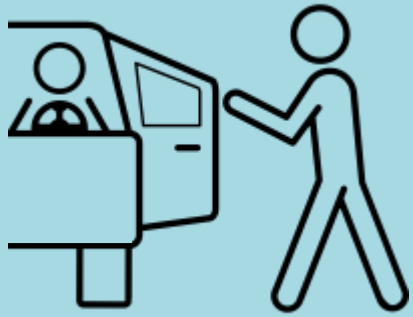
4: Commit to and Coordinate Roles and Responsibilities

- Which entity is best suited to take on which responsibility?
- Where can we partner?
- How can Metro help set stakeholders up for success?
- What mechanism can the working group utilize to adopt the Roadmap and commit the parties to implementation?

City / Agency	Permits Private Micro-Mobility (As of 9/2019)	Bans Private Micro-Mobility (As of 9/2019)	Neither permit nor ban (As of 9/2019)	Utilizes Mobility Data Specification (MDS)	Bike Share	Bike Share Business Model & Funding	TNC Partnerships	Other
Alhambra		x						
Artesia			x					
Azusa		x						
Baldwin Park		x						
Bellflower			x					
Beverly Hills		x						Ceased operating city funded bike share system in August 2019. Removed 75 Bike share bikes and sold them to Santa Monica and Long beach programs.
Burbank	Staff is working on proposal	x						
Calabasas		x (e-scooters)						
Compton			x					
Claremont			x					
County of LA (Unincorporated)	x			x				
Culver City	x				City Council just voted for Metro Bike Share		Developing Expo Culver City Station Microtransit Pilot with moovel	Had 18-month pilot interim operating agreement with micromobility providers
Downey	Considering after council motion				Zagster	Capital - ATP Grant funded. Operations - Cost neutral.		
Duarte		x						
El Monte		x						
El Segundo			x					Voted yes on a proposal by the SBCOG - but not enough cities supported it.
Gardena			x (City council is considering standards)					
Glendale	Limited depending on location.							
Hermosa Beach		x						Voted yes on a proposal by the SBCOG - but not enough cities supported it.
Huntington Park Beach		x						
La Canada Flintridge		x						
Lakewood		x						
La Mirada			x					
Lawndale		x						
Lomita			x					
Long Beach	x			x	Long Beach Bike Share	Capital - Call for Projects Grant. Operations - Locally funded.		
Los Angeles	x			x	Metro Bike Share	Capital - ATP / GGRF & Call For Projects grants	FlexLA (FAST, LA Metro, LACI, moovel, ButterFLi) and LAnow (DemandTrans)	
Lynwood		x						

Malibu		x						
Manhattan Beach		x						
Maywood			x					
Metro			x		x		Partnership with Via; developing MicroTransit Pilot	
Monrovia		x (e-scooters)					GoMonrovia (Lyft)	
Palmdale			x					
Pasadena		x						Removed ~30 Metro Bike Share stations in mid 2018
Port of LA				x	Metro Bike Share			
Redondo Beach		x	x					
Rosemead		x						
San Fernando		x (currently developing regulations)						
Santa Clarita		x (e-scooters)			Zagster			
Santa Monica	x			x	Breeze Bike Share	Capital - Call for Projects Grant -STP-TEA Federal Funds. Operations - Locally funded.	Blue at Night (Lyft) and MODE (Lyft)	
SGV COG Cities (including -- Arcadia, Baldwin Park, Claremont, Covina, Duarte, El Monte, La Verne, Monterey Park, Pomona, San Dimas, South El Monte; Unincorporated Areas of Los Angeles County (in San Gabriel Valley)					Gotcha - 840 bikes at approximately 200 stations in up to 15 cities in the San Gabriel Valley. 0. Launch in El Monte and South El Monte on October 26, 2019. Full program implemented by June 2020.	Capital - ATP Grant. Operations no cost to city.		
Temple City			x					
Vernon			x					
West Covina		x						
West Hollywood			x					Ceased operating city funded bike share system in August 2019. Removed 150 Bike share bikes and sold them to Santa Monica and Long beach programs.

Framework for New Mobility Regional Roadmap for Los Angeles County



Recommended Actions

A. RECEIVING AND FILING:

- Responses to Prior Board Motions
 - Responses to Feb. 2019 Board Motion 32.3C “Explore Fees on TNCs”
 - Progress report on the Transformational Initiatives central to “The Re-imagining of LA County”
 - Response to June 2019 Board Motion 47 “Los Angeles County Micro-Mobility Review”
- A Framework for a New Mobility Regional Roadmap

***New Mobility* includes, but is not limited to:**

- Ride-hailing (e.g. Uber and Lyft)
- Carsharing
- E-scooter and bike share (e.g. Jump and Bird)
- Courier network services (e.g. Postmates and Uber Eats)

Problem

- New Mobility services can provide improved access to opportunity and connections to transit.
- They also place unchecked costs on the transportation system including:
 - congestion
 - competition for the curb and sidewalk
 - inequitable access and pricing
 - conflicts with public transit
 - inadequate data sharing, and
 - impacts on safety
- New Mobility management is challenging because regulation is dispersed at the state, regional and local level, or is non-existent.

Vision and Goal of the New Mobility Regional Roadmap

Vision:

Better mobility can be achieved by having a comprehensive set of policies for all New Mobility providers. Metro would like to support cities as a convener and consensus builder in developing a unified approach.

Goal:

Work with cities, COG's, community-based organizations (CBO), private firms and other stakeholders to develop a unified vision and framework that will prioritize and incentivize non-drive-alone trips to achieve the Vision 2028 goal of doubling non-drive-alone trips by 2028.

Develop a New Mobility Regional Roadmap

Metro has already begun outreach to cities and other stakeholders to determine how we can be most helpful. Metro proposes to expand engagement with external and internal stakeholders to establish meaningful dialogue and inclusive decision-making, culminating with the development of a New Mobility Regional Roadmap for Los Angeles County.

The proposed Roadmap will include the following elements:

- 1: Identify Challenges & Opportunities Around New Mobility
- 2: Adopt Guiding Principles and Shared Goals Around New Mobility
- 3: Explore Potential Tactics to Achieve Goals
- 4: Commit to and Coordinate Roles and Responsibilities

**3rd Party
Facilitator**

Roadmap Development Timeline

Internal and External Stakeholder Conversations and Consultation	July 2019 – Ongoing
Initiate procurement process to procure Consultant Services for Facilitation and Regulatory Cost/Benefit Analysis	December 2019
Convene Series of Working Group Meetings	December 2019 – Summer 2020
Progress Report to Board	Spring 2020
Report Back to Board on Roadmap Work	Fall 2020

**Board Report**

File #: 2019-0722, **File Type:** Informational Report**Agenda Number:** 34.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019****SUBJECT: METRO WORKFORCE INITIATIVE NOW - LOS ANGELES (WIN-LA)****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE the status report on Metro Workforce Initiative Now - Los Angeles (WIN-LA).

ISSUE

The transportation industry is experiencing a gap in the demand for and supply of skilled workforce, making succession planning and workforce development crucial for Metro to deliver Measure M programs over the next 40 years and beyond. Metro is focused on meeting the workforce challenges through various systematic approaches outlined in Metro's Career Pathways (MCP), which include the transportation school, Workforce Initiative Now-Los Angeles (WIN-LA) along with the Project Labor Agreement/ Construction Careers Policy (PLA/CCP) and other initiatives. Furthermore, by harnessing Metro's investments in transportation infrastructure the creation of high-quality jobs through regional workforce development can build the industry's future labor force and improve equity outcomes for communities throughout Los Angeles County and the United States.

BACKGROUND

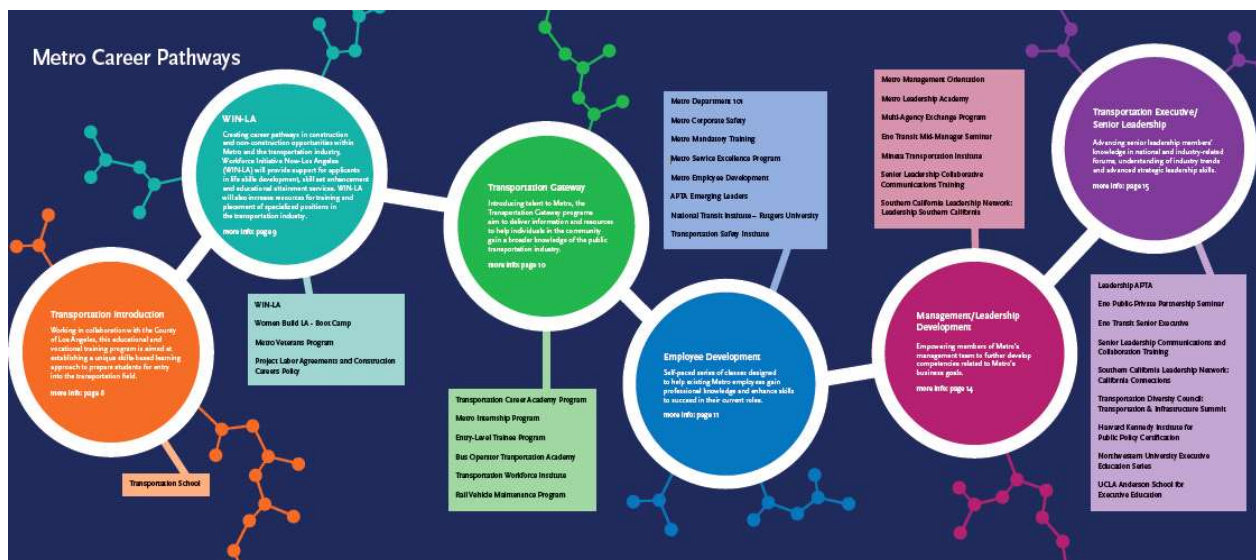
Metro formally announced WIN-LA on July 28, 2017 at a pledge event that convened members of Metro's Board of Directors, including members from the region's workforce development and community college sectors, prime contractors and the small business community including labor representatives and others. The pledge event showed commitment to supporting WIN-LA and the regional collaboration to deliver an employer driven workforce development program to identify, assess, train and employ the future transportation workforce. The pledge event also commemorated the regional collaboration between Metro, the City of Los Angeles Workforce Development Board, the County of Los Angeles Workforce Development Board, including the five consortia regional Workforce Development Boards (WDB), by signing of a ceremonial Memorandum of Understanding (MOU). Through concerted efforts the regional partnership was formalized in February 2018 through execution of MOUs with the City of Los Angeles WDB and the County of Los Angeles WDB followed by Pacific Gateway WDB and South Bay Workforce Investment Board (WIB) in 2018. As an employer

driven workforce development initiative delivered through a regional collaboration of partners, WIN-LA focuses on creating career pathways in the transportation infrastructure industry through the intentional outreach and inclusion of priority communities throughout LA County and beyond.

- > **Our Vision:** Metro’s infrastructure revolution is the pathway to better lives and sustained communities.
- > **Our Mission:** WIN-LA is Metro’s Commitment to attract, hire and grow a world-class transportation workforce from the communities of LA County.
- > **Our Core Objective:** To help people obtain the education and training they need to get jobs at Metro and within the transportation industry.

Furthermore, the formalization of WIN-LA is also through integration with the MCP; incorporation in Metro’s Vision 2028 Strategic Plan within Goal 3; and alignment with Metro’s internal recruitment and hiring processes including pilot application on designated procurements and contracts.

Figure 1. Metro Career Pathways



DISCUSSION

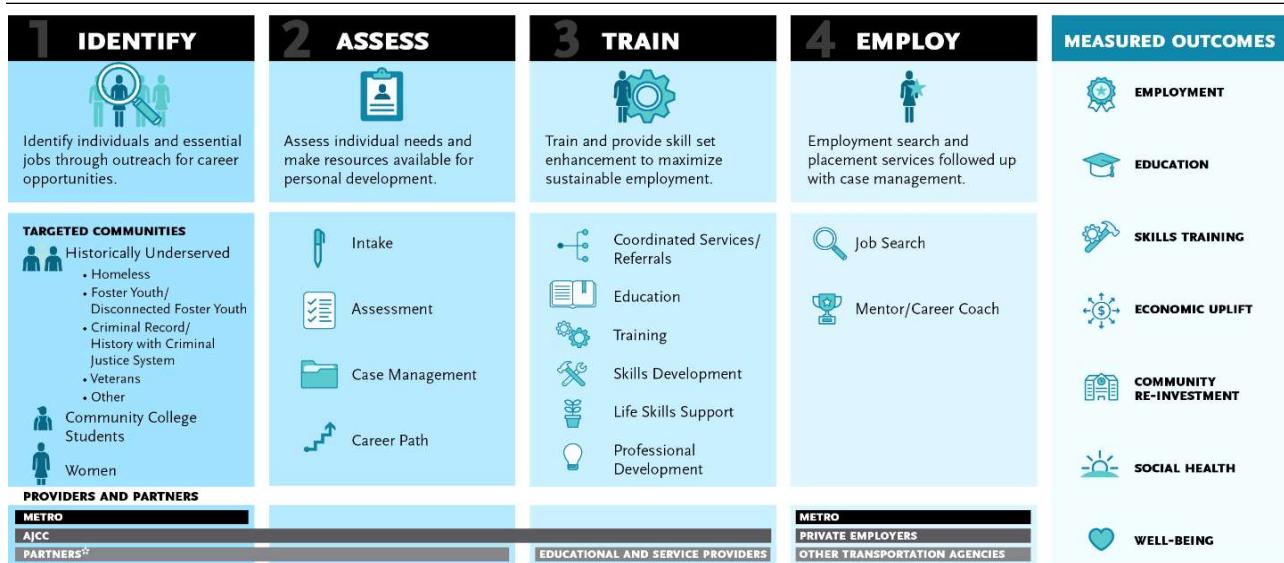
As Metro continues to lead the infrastructure, transportation and mobility transformation for the region, the need to build a responsive workforce is imperative. Concurrently, across the transportation industry, there is an aging workforce and generational shift impacting workforce capacity building and succession planning and an overall change in perceptions regarding skilled labor and workforce; hence, there is the potential for ongoing challenges and labor gaps in the years to come. As of September 2018, more than 40% of Metro’s workforce will be eligible for retirement over the next five years; 50% of Metro’s workforce will be eligible for retirement by 2024; and nearly 70% of employees are over the age of 40. Therefore, the shifts occurring nationally across the industry and those localized within Metro and other regional municipal transportation agencies further supports Metro’s mission to deliver an employer driven workforce development program such as WIN-LA.

Moreover, Metro’s Vision 2028 and the Program Management Plan inclusive of “Twenty-Eight by ‘28” Initiative outlines an aggressive infrastructure program that will deliver over twenty-eight highway and transit projects by 2028 and beyond. Consequently, the potential for an increased demand in skilled labor and a high-volume workforce for ongoing operations, maintenance and support services is likely, and the need to build the capacity and availability of the regional labor workforce is of utmost importance. This report provides a high-level update on the WIN-LA program framework and the phased implementation that commenced in summer 2018 through a soft-launch. This includes preparations for the program’s pilot implementation which leverages formalized commitments on Metro’s local funded procurements for the creation of high-quality jobs with private employers and supports industry-wide workforce capacity building.

I. WIN-LA Program Framework

Recognizing WIN-LA’s mission to “attract, hire and grow a world-class transportation workforce from the communities of Los Angeles County,” staff has developed a program framework as demonstrated in Figure 2 to identify and develop WIN-LA “job ready” participants for careers in the transportation and infrastructure industries. WIN-LA career pathways are comprised of construction, and non-construction opportunities in operations/maintenance including administration and professional services. The program framework engages regional partners and aligns resources to identify, assess and train historically underrepresented communities including community college students, women and others to gain access to transportation careers with focus on skilled, professional and hard-to-fill positions within Metro and the transportation industry.

Figure 2. WIN-LA Framework



*PHASE 1 PARTNERS: America's Job Centers of CA, LA Regional Community Colleges, Veteran Service Providers (CBOs), Foster System/Care Providers (CBOs) and others

The development, implementation and monitoring, and control of WIN-LA is spearheaded by staff within Diversity and Economic Opportunity (DEOD) unit of the Vendor/Contract Management Department. DEOD staff has led various activities and achieved momentous milestones for the phased implementation of WIN-LA with Phase I focused on internal Metro opportunities. Activities include:

- assessment of Metro and the industry’s hard-to-fill positions;
- analysis of workforce (e.g. hiring and retirement) projections;
- review of internal positions and career pathways;
- performance of strategic initiatives with focus on creating attainable career pathways for targeted populations;
- assessment of national workforce development and/or career development programs including best practices;
- commissioning of economic and workforce analysis leading to a comprehensive report of the demographics, economic conditions and characteristics of the LA County population and workforce;
- development of WIN-LA website and client management system/platform; and
- others.

In an effort to gain a greater understanding of the demographics, economic conditions and characteristics of LA County’s population and workforce, Metro staff commissioned the development of a comprehensive analysis and report. The report titled “Economic and Workforce Analysis for Workforce Initiative Now-Los Angeles (WIN-LA), Los Angeles Metro, (Report)” was developed by Madrid Consulting Group in February 2018. As outlined in the Report, demographic characteristics have a significant role in the growth and nature of the labor force and in-turn determine to a large

extent the growth potential of the local economy and future employment. Additionally, demographic characteristics such as ages, occupations and educational characteristics of the local population are key indicators of the labor force's capabilities. The Report highlights the following characteristics of LA County's (LACO) population which supports WIN-LA's mission for the intentional outreach and inclusion of priority communities:

- > 24% of LACO residents (25 years or older) have not obtained a high-school diploma or equivalent
- > 19% of LACO residents (25 years or older) have obtained some college
- > 28% LACO residents (25 years or older) have Bachelor's degree or higher
- > 31% of veterans in LACO have a Bachelors' Degree or higher
- > Nearly 1 out of 6 (16%) young people in LACO are considered disconnected youth (defined as teenagers and young adults between the ages of 16 and 24 who are neither in school nor working) with South Los Angeles having the highest concentration of disconnected youth
- > LACO has more than 47,000 homeless individuals.

As also highlighted in the Report, the transportation industry is burdened by a legacy and demographics that have presented challenges to recruit the next generation of the workforce. The Report highlights the following industry demographics which further supports the intentional outreach and inclusion of women and community college students as part of the priority communities:

- > The high level of gender parity in the transportation industry is a notable statistic;
- > 55% of the workforce is 45 years and older; and 28% is 55 years and older; and
- > 5.3% of workers in the transportation industry are 19-24 year of age.

Recognizing the demographic composition of the population and the industry including Metro's focus to lead through an equity lens; and Vision 2028 Strategic Plan Goal 3 "enhance communities and lives through mobility and access to opportunity," the agency's responsiveness to the current and future composition of the labor force includes outreach to hard-to-reach populations and "**priority communities**" identified for WIN-LA as:

- Individuals in economically disadvantaged areas (zip codes where median household annual income is <\$40,000)
- Homeless
- Single custodian parents
- Receiving public assistance
- Lacking a high school diploma or GED
- Criminal record or history with the criminal justice system
- Veterans
- Emancipated foster youth
- Chronically unemployed

Including:

- Community college students; and
- Women.

Metro is an Equal Opportunity Employer thus WIN-LA is also accessible to anyone interested in a career in transportation industry.

II. WIN-LA Regional Collaboration

The success of WIN-LA's integrated program framework and the desired measurable outcomes in support of economic uplift for priority communities relies upon the regional collaboration of partners and the aligned services of inter-agencies, service providers and community stakeholders. In recognition of desired measurable outcomes, Metro's collaborative of partners comprised of regional WDBs; California Community Colleges LA/OC Regional Consortium; Los Angeles Community College District (LACCD); and Transportation Workforce Institute (TWI) supports the leverage of resources available through state, federal and local programs such as the Workforce Innovation Opportunity Act (WIOA) and the Strong Workforce Program. Moreover, the collaborative includes the engagement of community-based partners, labor partners and others including private sector partners in support of delivering a strategic workforce development program that facilitates the intentional outreach and inclusion of priority communities and many others with the goal of helping them gain access to education, training and supportive services to become a part of the future job-ready workforce and talent pipeline for Metro and the transportation infrastructure industry. Following are the core principles of this first-ever regional collaborative:

- * Cross section of public and private sector partners
- * Shared values, goals and objectives
- * Enhanced access to education and training
- * Integrated and coordinated support services
- * Innovative strategies for outreach, identification and inclusion.

A. Advisory Committee

In effort to further strengthen the regional collaborative and bolster WIN-LA's goals and objectives, Metro staff convened a WIN-LA Advisory Committee in fall 2017. The advisory committee is comprised of leaders from community-based organizations such as The Weingart Center, Chrysalis, First Place for Youth and Alliance for Children's Rights; partnering workforce development agencies, academia including Metro's Faith Based Leaders Group and internal Metro partners such as Human Capital and Development (HC&D), Office of Civil Rights and others. The WIN-LA Advisory Committee serves to:

- * Provide insight and expertise in the development and implementation of WIN-LA program, career pathways and collaborative services
- * Inform best practices for workforce development and leveraging expertise of services providers with focus on priority communities

- * Enhanced access to education and training
- * Support in the identification of resources for regional impact.

B. Regional Career Service Centers

Leverage of the formal MOUs with the regional WDBs supported the selection of eleven (11) America Job Centers of California (AJCC) (formerly recognized as WorkSource Centers) to serve as WIN-LA Career Services Centers (CSC) to provide intake, assessment, case management including support services and career coaching for WIN-LA participants. A map outlining the CSC locations is provided as Attachment A. Individuals interested in pursuing a career in transportation may enroll in WIN-LA online at winla.metro.net and select a designated WIN-LA CSC. Participants enrolled in the program must successfully demonstrate the commitment to pursue a career through the program. The participants commitment is through the achievement of **key milestones** to demonstrated “job readiness” such as the completion of:

- Career pathway planning
- Transportation Workforce Readiness
- Customer service training
- Interview preparation, and
- Other foundational, training and/or supportive service milestones as assigned by the career coach.

Recognizing WIN-LA provides job-ready participants the opportunity to compete for jobs with Metro and other employers in transportation infrastructure industry, there is no guarantee of employment; hence the program provides participants with exposure to industry topics, education, training and skills including access to regional services that serve as an added value to participants in pursuit of a high-quality job and career.

C. Transportation Workforce Readiness

In recognition of the need to build the future job-ready talent pipeline and regional labor force not only for Metro but the transportation infrastructure industry at-large, the program includes the intentional integration of education into WIN-LA’s framework. Moreover, in keeping to WIN-LA’s objective to help people obtain the education and training they need for high-quality jobs supported by career pathways, Metro, in collaboration with the Los Angeles Community College Consortium, LACCD and TWI developed a non-credit certificate program by leveraging the Community Colleges Strong Workforce Program. The Non-Credit Certification program titled Transportation Workforce Readiness (TWR) includes two courses: Transportation Career Preparation and Customer Service and Success on the Job. The new certification program is comprised of learning modules related to work readiness

including a transportation industry overview, customer service, computer skills/technologies and other course offerings.

The non-credit certificate program serves as introduction for many WIN-LA program participants to post-secondary education, industry focused training and career development instruction. The Non-Credit TWR Certificate program has been approved by LACCD and is currently awaiting approval at the California Community College Chancellor’s Office. The formal approval of the certificate program will support the ongoing alignment of the region’s Strong Workforce Program to WIN-LA.

III. WIN-LA Implementation

The phased implementation of the program with initial focus on Metro internal career commenced with a soft-launch and will be followed by the pilot application on designated covered projects. This phased approach lends to the opportunity to assess the success of the program, identify opportunities for enhancement and gain insights from program participants and regional partners. Metro staff successfully hosted an inaugural cohort of program participants through the soft-launch in August 2018. The TWR course was delivered to WIN-LA’s inaugural cohort as part of the program soft-launch. The following chart summarizes milestone activities related to the soft-launch (**Phase I**) along with the participate count.

Table 1: Soft-Launch Summary Stats

Initial Outreach	Inaugural Orientation	Start of TWR	Completion of TWR	Deemed Job Ready
249	128	94	80	71
July 26, 2018	August 3, 2018	August 6, 2018	August 9, 2018	August 24, 2018

As of September 2019, twenty-seven (27) individuals have gained employment which represents 33% of the inaugural cohort who completed TWR. Participants of the inaugural cohort have successfully gained employment within the operations/maintenance and construction career pathway in positions such as: Bus Operator, Custodian, Service Attendant and first period apprentice with Laborers Union working on Metro’s Regional Connector Transit Rail Project. The WIN-LA Fact Sheet which highlights the measurable outcomes for the program from inception to CYQ2 2019 is provided as Attachment B.

Through the coordinated efforts of Metro staff and the collaborative of partners, various initiatives were implemented to further strengthen the program in the areas of outreach and inclusion, career pathway introduction including post-employment support and training in promotion of retention and professional development. Three impactful programs that were established through the soft-launch consist of the implementation Metro’s Fair Chance Program, the Laborers’ Local 300 Pilot Boot

Camp, and the WIN-LA Transit Professional Workshop.

a. Metro Fair Chance Program

Understanding that Metro is an Equal Opportunity Employer and WIN-LA is available to anyone interested in a career in the transportation industry, the program also strives to outreach and engage members of priority communities throughout LA County and beyond. The agency's responsiveness to fulfill this vision is further supported by the development of Metro's Fair Chance Program implemented in January 2019 through the coordinated efforts of Metro's DEOD and HC&D staff and the authorization of the Chief Executive Officer.

In response to the lessons learned and insights gained through WIN-LA's soft-launch, Metro staff in consultation with County Counsel established the agency's first-ever formal Fair Chance Program comprised of a comprehensive program and process that includes elements of an appeals process and a "Fair Chance Round Table" with representatives from HC&D, EEO and County Counsel. The Fair Chance Program has been established in compliance with Metro's processes, policies and procedures including federal and state employer labor statutes.

b. Laborers' Local 300 Pilot Boot Camp

The need to build a responsive workforce for Metro to deliver upon the commitments of Measure M and the "Twenty-Eight by '28" Initiative for the coming years and beyond includes that of skilled and non-traditional labor force. Metro's PLA/CCP and partnership with the LA/OC Building Trades provides a formal mechanism for building capacity within the construction career pathway. WIN-LA further complements the PLA/CCP by serving as another opportunity for Metro to outreach, engage and introduce men and women to careers in the construction pathway. In response to this complementary alignment of these workforce development programs, Metro staff collaborated with Laborers' Local 300 to offer the chance for WIN-LA inaugural cohort to explore a career in construction. In April 2019, Laborers' Local 300 hosted a construction orientation for select "job ready" WIN-LA participants followed by a boot camp. As a result, one WIN-LA participant gained employment on Metro's Regional Connector Transit Project.

c. WIN-LA Transit Professional Workshop

Metro staff established the WIN-LA Transit Professional Workshop as a training course for program participants to enroll upon gaining employment. The course is an opportunity to provide post-employment supportive services in promotion of retention, ongoing training and career development. The training course delivered in partnership with Metro's DEOD and Talent Development staff launched in June 2019. The course provides recently employed participants with tools and strategies for reflection and planning for their career pathway. Participants also engage in discussions with

Metro's senior leadership team, transportation leaders and others that serve as an introduction to the foundations and future of transportation industry.

Moreover, keeping to the vision to leverage the infrastructure transformation that Metro is leading as a pathway to better lives and sustained communities through linkages to high-quality jobs; and to build the labor force for Metro and the industry to deliver Measure M programs over the next 40 years and beyond, Metro will harness local investments in transportation infrastructure projects for the creation of high-quality jobs and improved equity outcomes for priority communities and others within Los Angeles County and throughout the United States. The Phase II implementation of WIN-LA is in recognition of the measurable impacts that transportation infrastructure has on local, state and national economies, thus the agency has established a formal process for the pilot application of WIN-LA on covered procurements funded through local investments. The desired results of the pilot application of WIN-LA on designated covered projects is the creation of high-quality jobs for program participants with Metro's prime contractors serving as private employers.

The application of the pilot is defined through WIN-LA Program Procedures and enforced in accordance to Metro's acquisition policy, processes and procedures. The following summarizes the standards for the pilot application of WIN-LA on designated Metro projects leading to a workforce commitment through goal setting on covered projects as part of **Phase II** implementation of WIN-LA:

- **Covered procurements:** procurements for the work of persons, firms and other entities that perform planning scheduling, design, environmental, geological, management or other work aligned to administration, operations, maintenance and/or professional services;
- **Procurement approach:** All Request for Proposal (RFP) for local funded covered projects with an independent cost estimate of \$5 million and above for a 1 year or beyond term;
- **Application:** All covered projects excluding Architectural and Engineering (A&E) and other excluded projects as defined;
- **Participation:** contractor participation is mandatory and evaluated in accordance with criteria and associated weights;
- **Evaluation Mechanism:** all RFPs for covered projects require proposers to submit as part of its proposal a WIN-LA Career Plan evidencing how it will achieve the commitment for the creation of high-quality jobs for WIN-LA program participants for the term of the contract;
- **Evaluation Criteria:** proposers' WIN-LA Career Plan will be evaluated based on the percent commitment of total project labor wages and benefits allocated for the creation of high-quality jobs for the employment of WIN-LA program participants; and the identification of job classifications, number of full-time equivalent (FTE) positions and the employment term; and WIN-LA plan elements (e.g. career development, work based training and/or post-employment

support services)

- **Evaluation Scoring:** proposers' WIN-LA Career Plan will be evaluated using weighted scoring (e.g. maximum 2% of the total 100%); and
- **Other provisions.**

The pilot application of WIN-LA on designated covered procurements including the enforcement elements were developed in consideration to other programs that leverage the agency's investments in transportation infrastructure projects such as the United States Employment Plan (USEP) and the Local Employment Plan (LEP), the PLA/CCP including the Contractor Outreach Mentoring Plan (COMP). The pilot application of the program will allow Metro staff to gain lessons learned, assess the measurable impacts and implement the program within the agency's authority through the application on local funded investments and ultimately pursue state and federal authorization in the future.

IV. Path Forward

Staff will continue to advance efforts for the implementation of WIN-LA through the phased approach which entails various activities and milestones to be achieved into next year and beyond such as:

- Formalization of Phase I through establishing a process within Metro's HC&D system for WIN-LA candidates apply for career opportunities with Metro;
- Collaborate with regional collaborative of partners to formalize the delivery and roll-out of Transportation Workforce Readiness to ensure long-term impact
- Implementation of Phase II by finalizing the WIN-LA Program Procedures for the pilot application on covered projects and contracts through workforce goal setting; and conform in Metro solicitations by Spring 2020;
- Establish formal MOUs with the additional regional WDBs comprised of Southeast Los Angeles WDB and Verdugo WDB;
- Advance a broad communications and outreach initiative in alignment to the phased implementation approach; and
- Continue to assess the effectiveness of the program and the demonstrated measurable outcomes of the program with focus on expanding it in the future on Metro's state and federal covered projects; and enlisting other transportation and municipal agencies into the regional collaborative.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The implementation of Workforce Initiative Now - Los Angeles (WIN-LA) aligns with strategic goal 3 -

enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

Staff will continue to advance efforts for the implementation of WIN-LA through the phased approach to achieve lasting impacts and measurable outcomes by harnessing Metro's investments in transportation infrastructure for the creation of high-quality jobs that can build the industry's future labor force and improve equity outcomes for communities throughout Los Angeles County and the United States.

ATTACHMENTS

Attachment A - WIN-LA Career Service Center Regional Partner Map

Attachment B - WIN-LA Fact Sheet

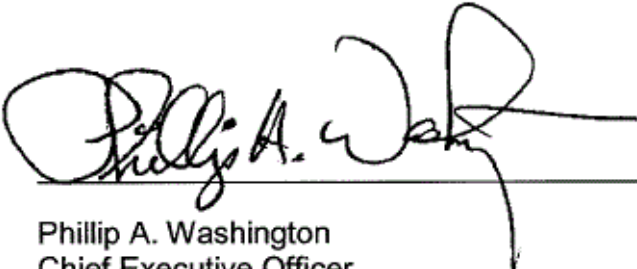
Prepared by: Shalonda Baldwin, Deputy Executive Officer, Project Management, Diversity and Economic Opportunity (213) 418-3265

Michael Flores, Manager, Diversity and Economic Opportunity, PLA/CCP and WIN-LA (213) 922-6387

Kyle Wagner, Principal, Diversity and Economic Opportunity Representative, WIN-LA (213) 418-3336












Miguel Cabral, Executive Officer, Diversity and Economic Opportunity (213) 418-3270

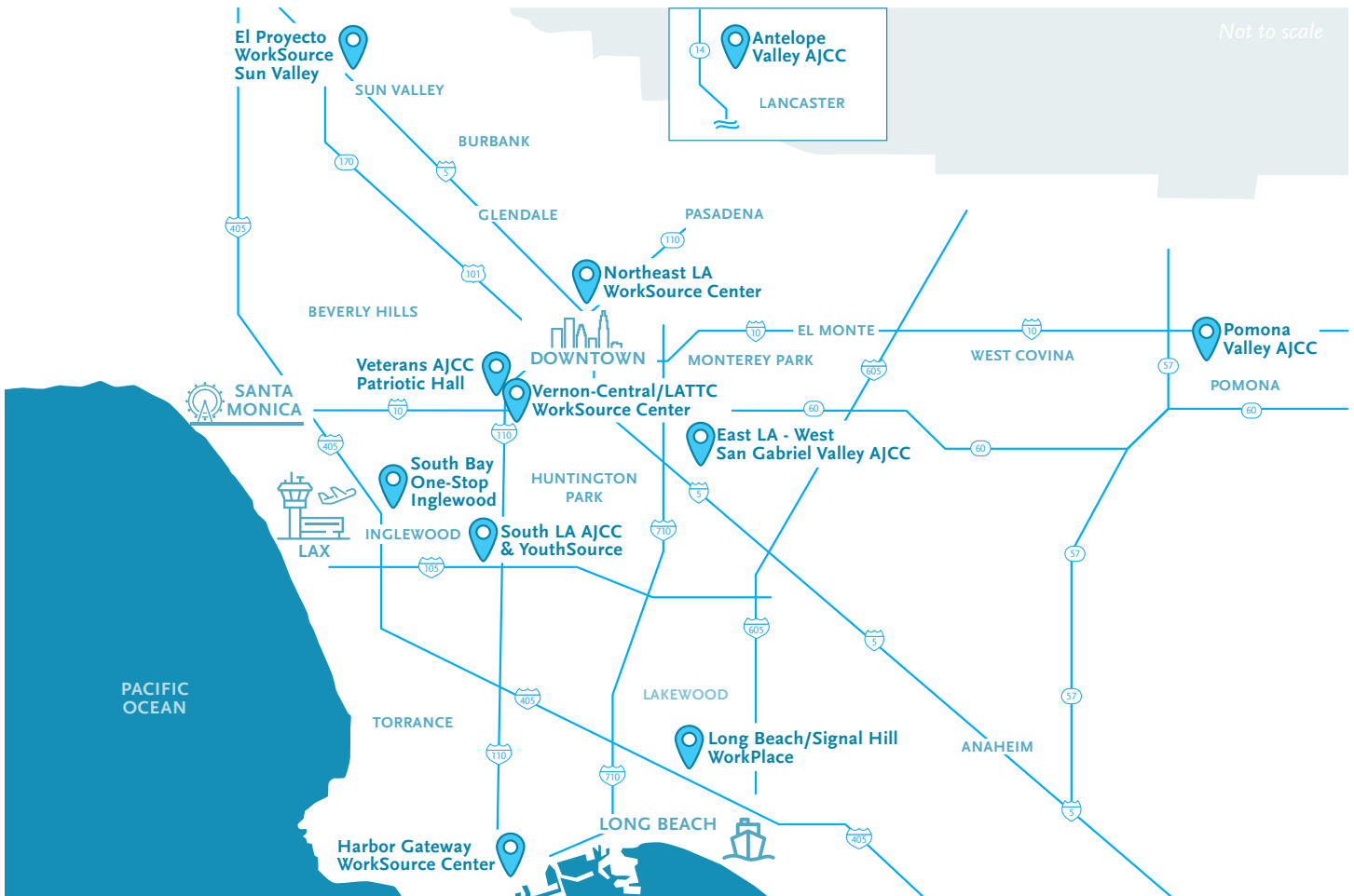
Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, Vendor/Contract Management, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

WIN-LA Career Service Centers

- 
Antelope Valley AJCC
 1420 W Av I
 Lancaster, CA 93534
- 
Long Beach/Signal Hill WorkPlace
 4811 Airport Plaza Dr
 Long Beach, CA 90815
- 
South LA AJCC & YouthSource
 1600 W Imperial Hwy
 Los Angeles, CA 90047
- 
East LA - West San Gabriel Valley AJCC
 5301 Whittier Bl
 East Los Angeles, CA 90022
- 
Northeast LA WorkSource Center
 342 N San Fernando Rd
 Los Angeles, CA 90031
- 
Vernon-Central/LATTC WorkSource Center
 400 W Washington Bl
 Los Angeles, CA 90007
- 
El Proyecto WorkSource Sun Valley
 9024 Laurel Canyon Bl
 Sun Valley, CA 91352
- 
Pomona Valley AJCC
 264 E Monterey Av
 Pomona, CA 91767
- 
Veterans AJCC Patriotic Hall
 1816 S Figueroa St, 4th Floor
 Los Angeles, CA 90015
- 
Harbor Gateway WorkSource Center
 222 W 6th St, Suite #410
 San Pedro, CA 90731
- 
South Bay One-Stop Inglewood
 110 South La Brea Av
 Inglewood, CA 90301



Metro

WIN-LA provides participants with opportunities to compete for open and available jobs with Metro. However, there is no guarantee of employment. Metro is an Equal Opportunity Employer.

WIN-LA

WORKFORCE INITIATIVE NOW
METRO LOS ANGELES



Register online at winla.metro.net.

For more information, please contact
us at winla@metro.net.



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Program Overview

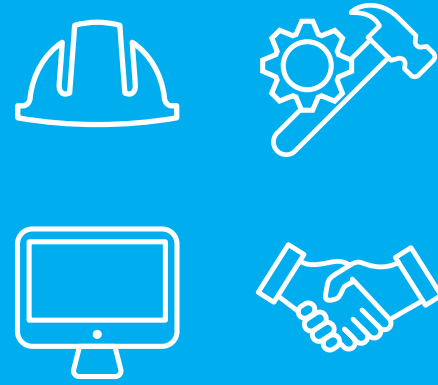
Workforce Initiative Now – Los Angeles (WIN-LA) is Metro’s workforce development program established to focus on creating career pathways in the transportation industry.

The core objective of WIN-LA is to help people obtain the education, training and support services needed to prepare them for opportunities within the transportation industry and within Metro.

WIN-LA isn’t just about a job, it’s about a career in transportation, one of the most dynamic and impactful industries in our country. One can seek an entry-level, mid-level or professional career. WIN-LA guides one’s steps to a career pathway through training and support.

WIN-LA career pathways consist of:

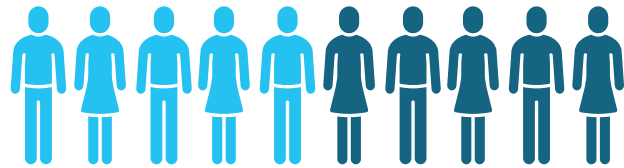
- > Construction
- > Operations/Maintenance
- > Administration
- > Professional Services



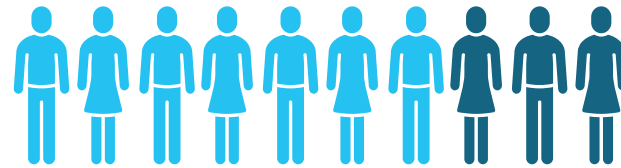
Purpose and Need

Metro needs a qualified workforce to build and maintain our infrastructure investment program over the coming decades.

AS OF SEPTEMBER 2018:



50% of Metro’s workforce will be eligible for retirement by 2024



69% of Metro’s employees are 40 or over

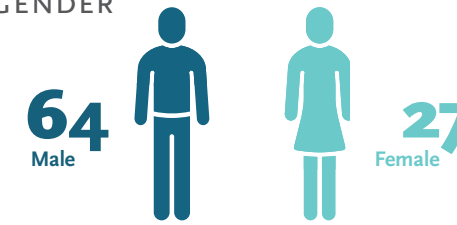
WIN-LA Collaborative

WIN-LA is delivered through established regional partnerships between Metro, regional Workforce Development Board consortium, including the Los Angeles Regional Community College Consortium and the Transportation Workforce Institute, and community-based organizations.

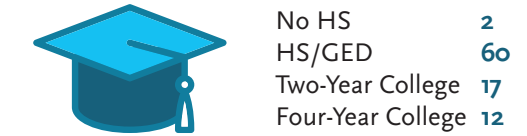
WIN-LA Participant Data AS OF CY 2019 Q2

WIN-LA PARTICIPANT DEMOGRAPHIC INFORMATION

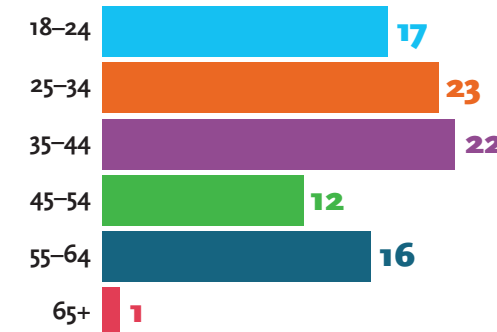
GENDER



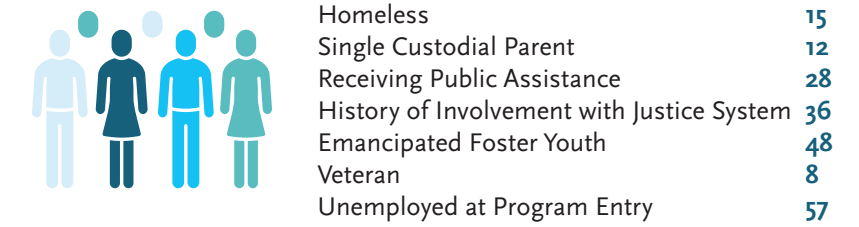
EDUCATION LEVEL



AGE RANGE



PRIORITY COMMUNITIES



WIN-LA participants represent and embody the diverse communities of LA County. WIN-LA increases opportunities for residents by inclusion of priority populations from historically underrepresented communities that have met challenges. WIN-LA also targets outreach to community college students and women. Participants may be counted across multiple priority categories.

CAREER PATHWAY MILESTONES: STATS AT A GLANCE

20 in Career Pathway Guidance

50 deemed Job Ready

21 Employed

GOALS AND MEASURE OF EFFECTIVENESS

GOAL	MOE	ACTUAL	TARGET
Promote diversity and inclusion reflective of communities of LA County.	MOE – Percent who gained employment who are from priority communities	75%	85%
	MOE – Percent of women enrolled in WIN-LA	30%	50%
Create career pathway opportunities through coordinated access to education and training services.	MOE – Participant completion rate of Transportation Workforce Readiness	80%	85%
	MOE – Percent of job-ready participants meeting minimum qualifications for Metro’s featured positions	80%	78%
Ensure workforce development aligns to transportation industry demand.	MOE – Job retention rate post six months of employment (Based on 10/15/18 hire cohort – total of nine)	100%	100%
	MOE – Job retention rate post one year of employment	Actual not yet available	100%
Provide a support network, while increasing opportunities for participants’ development and success.	MOE – Percent of job-ready participants with a favorable program satisfaction rating	Actual not yet available	95%
Implement a core competency-focused approach to drive workforce readiness for participants.	MOE – Percent of participants who completed Transportation Workforce Readiness that are deemed job ready	75%	89%

WIN-LA

WORKFORCE INITIATIVE NOW
METRO LOS ANGELES



Metro

Item #34
Executive Management Committee
November 21, 2019

Step up to a winning career in transportation.

Our Mission: WIN-LA is Metro's commitment to attract, hire and grow a world-class transportation workforce from the communities of LA County.

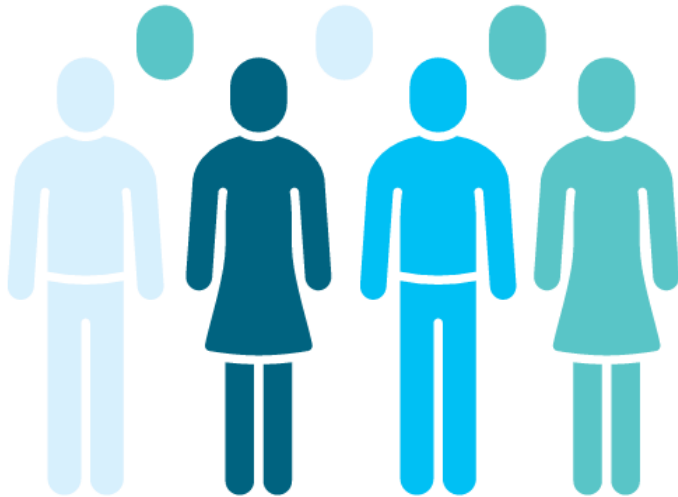
Collaborative Action

- WIN-LA Advisory Committee
- Transportation Workforce Readiness
- Fair Chance Program
- WIN-LA Transit Professional Workshop



Inaugural Cohort

Priority Communities



Homeless	10
Single Custodial Parent	11
Receiving Public Assistance	23
Involvement w/ Justice System	31
Emancipated Foster Youth	46
Veteran	7
Unemployed	46

Participants may self identify across multiple categories

Inaugural Cohort

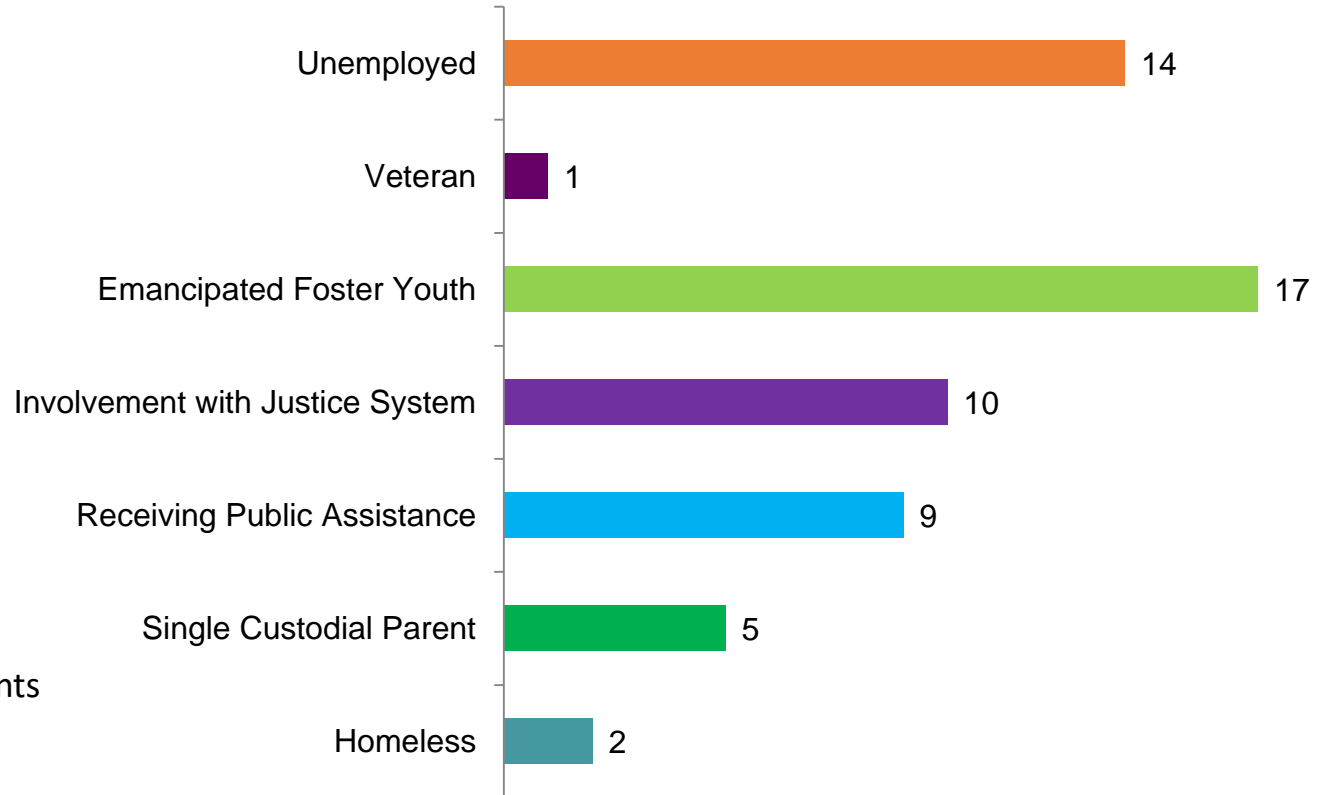
28

Total
Hires

39%

“Job Ready” Participants
Employed

Employed Participants



Participants may self identify across multiple categories



Creating Opportunities

“WIN-LA gave me the opportunity I needed to start my career in transportation. My mother is a single parent raising five kids by herself and now I’m able to help my family by working at Metro as a Service Attendant. I take a lot of pride in my work and working for Metro allows me to serve my community in a new way.”

**David Godoy, Service Attendant
On Board 2018**



Inaugural Cohort

6

Total
Promotions

21%

*Employed Participants
Promoted*

Initial Position

- > Bus Operator – 2
- > Construction – 1
- > Custodian – 1
- > Service Attendant – 24

Promotive Position/ Career Advancement

- > Bus Operator to Service Attendant – 1
- > Construction to Service Attendant – 1
- > Custodian to Service Attendant – 1
- > Service Attendant to Rail Technical Training
Apprenticeship – 3

Making an Impact

“Through WIN-LA, I have met a lot of great people that I keep in touch with including one woman who also works in my division. Working in transportation has provided me with a sense of confidence. I am a Service Attendant now, but I started as a Bus Operator. I can drive a bus! For anyone interested in WIN-LA, I would say to go for it. I am thankful for WIN-LA as I have met friends and have a great job.”

**Kara Freiborg, Service Attendant
On Board 2018**



WIN-LA Pilot Framework

GOAL 3: Enhancing communities and lives through mobility an access to opportunity.

1 Identify covered project for competitively negotiated procurements	2 Establish procurement approach to leverage investments in infrastructure projects	3 Application	4 Evaluate workforce elements in support of high quality jobs supported by training and career pathways	5 Evaluation Factor
<p>Procurements for the work of persons, firms and other entities that perform planning, scheduling, design, environmental, geological, management, or other work aligned to administration, operations, maintenance and professional services.</p>	<ul style="list-style-type: none"> • Request for Proposals • Value \$5M or more • Term >1 YR • Local funded 	<ul style="list-style-type: none"> • Professional Services (PS) • Operation & Maintenance (O&M) • Design/Build (DB) • Public Private Partnership (P3) <i>*Excludes A&E</i> 	<ul style="list-style-type: none"> • Recruit /hire program participants • Positions (jobs) with career pathways • Career development program • Work-based training • Post-employment support services 	<ul style="list-style-type: none"> • % Commitment of total wages & benefits • # of FTE positions • Other workforce elements

Thank you





Board Report

File #: 2019-0798, File Type: Contract

Agenda Number: 35.

EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019

SUBJECT: FINANCIAL ADVISORY SERVICES: PRE-PROCUREMENT AND PROCUREMENT FOR THE SEPULVEDA TRANSIT CORRIDOR PRELIMINARY DEVELOPMENT AGREEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 2 to Task Order No. PS51074-3049000 with Ernst & Young Infrastructure Advisors, LLC, (EYIA) to continue support for development and execution of a contract for a pre-development agreement (PDA) for the Sepulveda Transit Corridor project through contract award, in the amount of \$539,575 increasing the not-to-exceed Task Order value from \$1,099,280 to \$1,638,855; and
- B. INCREASE Contract Modification Authority (CMA) by \$227,915 from \$100,000 to \$327,915 in support of any unforeseen additional level of effort.

ISSUE

Task Order No. PS51074-3049000 currently provides for P3 Financial Advisory Services for the development and execution of a contract for a PDA for the Sepulveda Transit Corridor project. Staff is requesting a modification in the amount of \$539,575 for Task Order No. PS51074-3049000, to support Metro’s current procurement and execution schedule, with appropriate schedule contingency. Staff is requesting an increase in CMA by \$227,915 to account for any additional unforeseen expenses or required level of effort, to be utilized with appropriate justification.

DISCUSSION

A PDA is a form of early contractor involvement in project development for a capital construction project. The goal of a PDA is to drive value in project design through early contractor input into approach, constructability, performance, risk, cost, and schedule, with incentives to drive innovation throughout the project’s lifecycle.

A PDA of the type that Metro determined to pursue draws on lessons learned and best practices for early contractor involvement from around the world. However, a PDA of this type and nature is without meaningful precedent in the US, and the procurement process and form of contract that Metro ultimately developed is more complex than anticipated when the task order was scoped and awarded.

Further, after engagement of EYIA, Metro staff determined that it was in Metro's interest to allow for award of up to two PDA contracts, contributing additional complexity to the proposal evaluation process.

Due to these two factors, the level of effort required to execute the solicitation process, including financial advisory support for review and assessment of proposals, has increased. An increase in CMA will give staff appropriate contingency budget for any unforeseen additional level of effort.

FINANCIAL IMPACT

This Task Order is included in the FY20 Budget in Cost Center 2031 - Public Private Partnerships, account 50316, and project 405701. To date in FY 2019, \$10,250,735.98 has been encumbered and \$3,845,260.98 has been expended, with \$4,239,264.02 remaining in the budget.

Since this is a multi-year contract, the cost center manager and Deputy Executive Officer, Innovation, will be accountable for budgeting the cost in future fiscal years.

ALTERNATIVES CONSIDERED

Staff considered reducing the complexity of the proposal evaluation approach. However, this would have led to a less thorough and competitive process for determining recommendation for contract award.

Staff also considered utilizing in-house resources to provide financial assessment, however Metro staff generally do not have the qualification to provide complex P3 financial analysis.

Staff's assessment indicated that none of these options were a cost-effective or prudent option for Metro.

STRATEGIC PLAN

The Metro Vision 2028 Strategic Plan identifies five goals to guide Metro's work and initiatives. This modification supports the following goals.

- ***Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.***
Metro's PDA delivery model for the Sepulveda Transit Corridor is focused on delivering maximum project performance at the earliest possible date, within Metro's financial constraints. A robust procurement process with a thorough evaluation of all responsive and responsible proposals is a critical part of delivering on this value proposition.
- ***Goal 2: Deliver outstanding trip experiences for all users of the transportation system.***
A key benefit of PDA delivery is higher optimizing project performance over the project lifecycle (reliability, safety, cleanliness, etc.).

-
- **Goal 5. Provide responsive, accountable, and trustworthy governance within the Metro organization.**

The integrity of Metro's procurement process is one of the most important factors in achieving responsive, accountable, and trustworthy governance. Including sufficient technical support for a process with high integrity supports this goal.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to Task Order No. PS51074-3049000 with Ernst & Young Infrastructure Advisors, LLC, to continue support for development and execution of a contract for a PDA for the Sepulveda Transit Corridor project, through contract award.

ATTACHMENTS

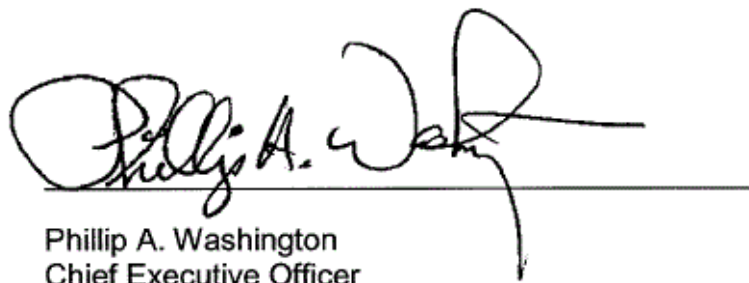
Attachment A - Procurement Summary

Attachment B - Task Order Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Colin Peppard, Senior Director, Special Projects, (213) 418-3434

Reviewed by: Joshua Schank, Chief Innovation Officer, (213) 418-3345
Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**FINANCIAL ADVISORY SERVICES: PRE-PROCUREMENT AND PROCUREMENT
FOR THE SEPULVEDA PASS TRANSIT CORRIDOR PRELIMINARY
DEVELOPMENT AGREEMENT/PS51074-3049000**

1.	Contract Number: Task Order No. PS51074-3049000		
2.	Contractor: Ernst & Young Infrastructure Advisors, LLC		
3.	Mod. Work Description: Continue support for development and execution of a contract for a PDA for the Sepulveda Transit Corridor project, through contract award.		
4.	Task Order (TO) Work Description: Financial Advisory Services: Pre-Procurement and Procurement for the Sepulveda Pass Transit Corridor Preliminary Development Agreement.		
5.	The following data is current as of: 10/24/19		
6.	TO Completion Status		Financial Status
	TO Awarded:	3/19/18	TO Award Amount: \$1,000,000
	Notice to Proceed (NTP):	3/19/18	Total of Modifications Approved: \$99,280
	Original Complete Date:	2/28/21	Pending Modifications (including this action): \$539,575
	Current Est. Complete Date:	2/28/21	Current TO Value (with this action): \$1,638,855
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Colin Peppard		Telephone Number: (213) 418-3434

A. Procurement Background

This Board Action is to approve Modification No. 2 to Task Order No. PS51074-3049000, under Contract No. PS2210-3049-G-06, to continue support for development and execution of a contract for a PDA for the Sepulveda Transit Corridor project, through contract award.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The contract/task order type is firm fixed price. All other terms and conditions remain in effect.

On March 19, 2018, Task Order No. PS51074-3049000 in the amount of \$1,000,000 was issued to Ernst & Young Infrastructure Advisors LLC (EYIA), under the Public-Private Partnership Technical Bench, Discipline 6 (Financial Analysis) for Financial Advisory Services: Pre-Procurement and Procurement for the Sepulveda Pass Transit Corridor Preliminary Development Agreement.

One modification has been issued to date. Refer to Attachment B – Task Order Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. Metro's ICE underestimated the level of effort required from senior level staff to conduct the PDA for the Sepulveda Transit Corridor project. All labor rates remain unchanged from the original task order.

Proposal Amount	Metro ICE	NTE Negotiated Amount
\$539,575	\$475,000	\$539,575

**TASK ORDER MODIFICATION/CHANGE ORDER LOG
PUBLIC-PRIVATE PARTNERSHIP TECHNICAL BENCH /
TASK ORDER NO. PS51074-3049000
TASK ORDER LOG VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Preparation of additional RFP documentation and Preliminary Development Agreement contract language.	Approved	10/7/19	\$99,280
2	Continue support for development and execution of a contract for a PDA for the Sepulveda Transit Corridor project, through contract award.	Pending	12/5/19	\$539,575
	Task Order Modification Total:			\$638,855
	Original Task Order Amount:		03/19/18	\$1,000,000
	Total:			\$1,638,855

DEOD SUMMARY

**FINANCIAL ADVISORY SERVICES: PRE-PROCUREMENT AND PROCUREMENT
FOR THE SEPULVEDA PASS TRANSIT CORRIDOR PRELIMINARY
DEVELOPMENT AGREEMENT/PS51074-3049000**

A. Small Business Participation

Ernst & Young Infrastructure Advisors, LLC (EYIA) made a Small Business Enterprise (SBE) participation commitment of 12.11% for this Task Order contract. The project is 83% complete. EYIA has a current SBE participation of 8.27%, which represents a 3.84% shortfall.

As reported by EYIA and confirmed by Metro's Project Manager, SHA Analytics LLC was originally slated to provide risk analysis services and support the development of a project risk register for the Sepulveda PDA procurement. However, as the project progressed, Metro determined that these services would not be required, and likely could not be performed, for another 1-2 years after the project becomes more defined (EYIA will seek approval to terminate given this de-scoping). EYIA also reported that while the scope of services required for this task order is more directly related to the services provided by Ross Infrastructure Development LLC, EYIA projects that it will still meet its individual commitment to System Metrics Group, as well as its overall Task Order SBE commitment, by the end of contract term.

Notwithstanding, Metro Project Managers and Contract Administrator will work in conjunction with DEOD to ensure that EYIA is on schedule to meet or exceed its SBE commitment. If EYIA is not on track to meet its small business commitment, Metro staff will ensure that EYIA submits an updated mitigation plan.

Small Business Commitment	12.11% SBE	Small Business Participation	8.27% SBE
----------------------------------	-------------------	-------------------------------------	------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	System Metrics Group	3.04%	0.00%
2.	SHA Analytics LLC	7.03%	0.00%
3.	Ross Infrastructure Development LLC	2.04%	8.27%
	Total	12.11%	8.27%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0725, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 38.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 21, 2019**

SUBJECT: 2020 LEGISLATIVE PROGRAM

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2020 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2020 State Legislative Program as outlined in Attachment B.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the Vision 2028 Plan, we will continue to evaluate and consider long term goals for the agency as outlined in the plan. Specific activities related to the longer term Vision 2028 plan are incorporated into the goals and activities for the upcoming state and federal legislative sessions. We will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and

Washington, D.C. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials. The Legislative Program directs staff to monitor and engage in a number of legislative and advocacy efforts. The Government Relations Legislative Matrix, (Attachment C) which is updated and presented to the Board monthly, highlights a number of bills of interest to the agency.

Federal Recap

In 2019, our agency continued to pursue our Board-approved federal legislative priorities in Washington, DC. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. While the FAST Act is authorized through September 30, 2020, the White House and the U.S. Congress had hoped last year to craft and adopt into law a bold new national infrastructure proposal that would serve to modernize America's surface transportation networks - both rail and highways. Much of this effort followed the framework set out in 2018 by the White House to inject over \$1 trillion in funding into infrastructure investments that also included infrastructure outside of the scope of surface transportation investments. The political barriers that largely prevented a deal between the White House and Congress in 2018 also remained the primary reason an infrastructure package agreement was not reached in 2019. Notwithstanding the ongoing gridlock on a new infrastructure package, we are encouraged by the fact that in the two-year budget deal struck by Congress and the White House that set spending levels for domestic and non-domestic spending, funding for U.S. Department of Transportation programs received a boost above what was authorized in the FAST Act. This welcome development resulted in additional funding being distributed nationwide through formula grant programs that directed additional resources to priorities such as state of good repair and bus infrastructure.

On the topic of the surface transportation reauthorization legislation, the Chair of the House Transportation and Infrastructure Committee - Peter DeFazio (D-OR), took over the Committee at the beginning of 2019 with the goal of working with the White House on an agreement for a revenue source to fund a large increase in transportation infrastructure investments. Since no agreement has been reached with the White House, Chairman DeFazio has not yet started a detailed discussion with respect to reauthorizing the current surface transportation bill, the FAST Act. On the Senate side, one committee, the Environment and Public Works Committee, has approved a five-year authorization bill for federal highway spending that largely leaves in place the same programs currently authorized under the FAST Act. The remaining three Senate Committees with jurisdiction over the next surface transportation bill - Banking, Commerce, and Finance - have yet to begin work on their sections of a reauthorization bill. Many in Washington, DC believe that if Congress does not move to pass a reauthorization bill in the first few months of 2020, the issue will likely be put on the "back burner" until after the 2020 Presidential Election. If Congress is unable to approve a new reauthorization bill, it is likely that a continuing resolution of the FAST Act will be approved for a period that allows lawmakers to revisit the issue sometime in 2021. Adopting a continuing resolution is viewed by some as an undesirable outcome and one that is counter to the primary messaging

points made to Congress by transit agencies - that by not approving long-term authorization bills, Congress and the Administration are increasing uncertainty that negatively impacts the delivery of large transportation projects that require multi-year funding and planning.

Among the challenges that have carried over from the previous year, the U.S. House of Representatives and U.S. Senate continued to disagree on annual appropriation bills to fund the various federal agencies and programs. Despite the two-year budget deal that many had hoped would smooth the path to passage of annual appropriations bills, Congressional action on spending measures has been inconsistent. While the U.S. House of Representatives did approve all twelve of their annual appropriations bills, the U.S. Senate was only able to move a few bills through the Senate Appropriations Committee by the end of the Federal Fiscal Year 2019. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through November 21, 2019. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro worked hard in Washington, DC to successfully advance our capital projects through discretionary federal grant programs. With regards to Section 3 of the Westside Purple Line Extension, we continue to be engaged directly with the Federal Transit Administration (FTA) and the U.S. Congress to ensure that the project remains on a timeline that will allow for revenue service before the 2028 Olympic Games. Metro will continue to work closely with the FTA and Congress to gain final approval of a Full Funding Grant Agreement for the Westside Purple Line Extension (Section 3).

In January 2020, Congress will begin the second session of the 116th Congress. Metro will continue to work closely with the Trump Administration, USDOT and Congress to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2019 Federal Legislative Plan is outlined in Attachment A.)

State Recap

During the first year of the 2019-2020 State Legislative Session, the California Legislature and Governor Newsom faced a number of legislative proposals that focused on that state's climate change goals, transportation projects and funding. A number of proposals focused on revisiting the implementation of Senate Bill 1 funding programs. Senate Bill 1 was passed in 2017 after years of work and compromise to bring over \$5 billion in new transportation funding to the state. California's highway system, its local streets and road system and its public transit system have suffered from the inability of the state to address basic state of good repair needs, and SB 1 is the legislature's commitment to prioritizing these growing needs. The California Transportation Commission (CTC)

and California State Transportation Agency (CalSTA) are each charged with allocating and programming SB 1 funding throughout the state.

This legislative session, our advocacy efforts focused heavily on a number of proposals that would have negatively impacted a number of Metro's programs and projects. One proposal was introduced to change how the state's Active Transportation Program was administered. Senate Bill 152 (Beall) was introduced in an effort to shift Active Transportation discretionary funding from a competitive to a formula based program. Pursuant to the 2019 State Legislative Program the Board communicated the need to preserve the funding programs established under SB 1 and ensure that Los Angeles County received its fair share of funding. Los Angeles County has a disproportionate share of disadvantaged communities as well as an immense need for investments in active transportation. Supporters of SB 152 (Beall) intended to shift the programming authority away from the CTC in response to the CTC prioritizing funding for a number of projects in disadvantaged communities. Metro staff communicated the Board's proposed amendments to SB 152 and ultimately the bill was held in the Appropriations Committee and did not move forward.

One key priority for Metro's ongoing advocacy efforts was and continues to be privacy issues related to Metro's tolling authority and Express Lanes program implementation. Privacy issues will continue to be of central concern to the Legislature overall and this issue will continue to be a cross-cutting concern across Metro's services and programs.

Senator Ben Allen authored SB 664, proposing policy changes that would clarify certain provisions in statute related to Metro's operations of the ExpressLanes. These policy changes sought to create stronger privacy protections for toll customer data, clarify provisions related to interoperability among toll operators, and improve certain aspects related to citations and toll collection. The 2019 State Legislative Program Goals provided staff with the direction to support legislation that enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy. The Board has also directed staff, through the adoption of the 2019 State Legislative Program goals to support legislation that amends the CA Streets and Highways Code that impact Metro's interoperability with other California Toll agencies. The bill was amended significantly by the Assembly Transportation Committee and Committee on Privacy and Consumer Protection. The bill has been assigned to be heard by the Committee on Privacy and Consumer Protection and the Judiciary Committee. We will continue to work to advance this measure. In doing so we will work with the all of the tolling agencies in California, the Chairs of the respective committees, leadership and the Los Angeles County Delegation to ensure that accurate information is available to decision makers and to ensure that we are able to maintain interoperable programs while protecting travelers' personally identifiable information.

Our work with the Los Angeles County Legislative Delegation has borne fruit with the Governor's appointment of two new Los Angeles-based Commissioners to the California Transportation

Commission (CTC). We will continue to work with the delegation to ensure that Los Angeles County receives a proportionate share of state transportation funds.

SB 277 (Beall) - Senator Jim Beall authored SB 277, which included provisions that would change how the state administers the Local Partnership Program. This program funds road maintenance, rehabilitation and other transportation improvement projects. In 2018, Metro received \$80 million in SB 1 funds through the competitive process of the Local Partnership Program for Soundwalls in La Cañada-Flintridge and for the Metro Orange Line Improvements Project. SB 277 would have shifted program funding from a competitive and formula split to a majority formula allocation. The Self Help Counties Coalition proposed amendments related to the funding formula and submitted a letter of support for the legislation. Pursuant to the Board-adopted 2019 State Legislative program goals - staff will work to ensure that SB 1 funding for Los Angeles County is preserved. The bill was vetoed by the Governor.

AB 752 (Gabriel) - Assemblymember Jesse Gabriel introduced AB 752, legislation that would require that lactation rooms be made available for patrons at certain transit facilities throughout the state. Pursuant to Board direction, staff has worked with the author and the coalition of California Transit Association members to prepare amendments to the legislation to ensure for safety, security and minimal operational impacts. LA Union Station has been identified as a station that would be required to have a lactation facility on the premise. The bill was signed into law by the Governor.

AB 784 (Mullin) - Assemblymember Kevin Mullin authored AB 784, legislation that would exempt certain public agencies from state sales tax on the sale, storage and use of zero emission buses. The bill includes provisions that protect revenues generated by local sales tax measures. The exemption from state sales tax would sunset in January 2024. The bill also provides that the Legislative Analyst's Office will review the effectiveness of the sales tax exemption program as it relates to transit agencies transition to zero-emission fleets. Metro successfully advocated for the bill's passage. The bill was signed into law by the Governor.

AB 1560 (Friedman) - Assemblymember Laura Friedman authored AB 1560, legislation that would clarify the definition of "bus rapid transit" and "major transit stop" in the statute that outlines the state's CEQA process and protections. Staff worked with the author and bill supporters to provide technical feedback on the provisions outlined in the bill. The bill was signed into law by the Governor.

An additional priority for Metro's ongoing advocacy efforts include the need to provide certainty and stability to our power supply as we work to meet the agency's ambitious Zero-emission Bus Plan.

During next year's legislative session, we will continue to monitor efforts to jeopardize funding authorized under SB 1. We will also be working to ensure that the gubernatorial administration addresses the need for critical transportation infrastructure and housing policies that help LA County to address our long term sustainability goals.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program, Vision 2028, 28 by 2028, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2020 State Legislative Program is outlined in Attachment B). These include but are not limited to:

Clarifying Metro's procurement statutes;

Expanding Metro's authority to install forward-facing cameras on its bus fleet to enforce bus-only lanes;

Clarifying the process by which CEQA is implemented with respect to Metro's transit and affordable housing development projects;

Clarifying statutes related to Metro's Express Lanes program implementation and tolling authority;

Exploring how Enhanced Infrastructure Financing District authorization and other value capture strategies can be leveraged as a funding tool for Metro's projects;

Implementation of AB 5 (Gonzalez) and evaluating its potential impacts on Metro's programs;

Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;

Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Order on Sustainability and the federal SAFE Vehicle Rule do not jeopardize funding for Metro's projects; and

Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to continuing to be an active stakeholder as Congress takes action on reauthorizing surface transportation programs beyond 2020, when the FAST Act is set to expire. Metro has played an active role in shaping

preliminary discussions on a new surface transportation bill and will forcefully advocate for our Board-approved Rebuilding America initiative to be embedded in any new transportation bill or infrastructure stimulus measure.

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

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to a number of transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

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

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

The second year of the 2019-2020 State Legislative Session will commence on January 6, 2020. The U.S. House of Representatives and U.S. Senate are scheduled to return from their winter recess in January 2020 to convene the final year of the 116th Congress.

ATTACHMENTS

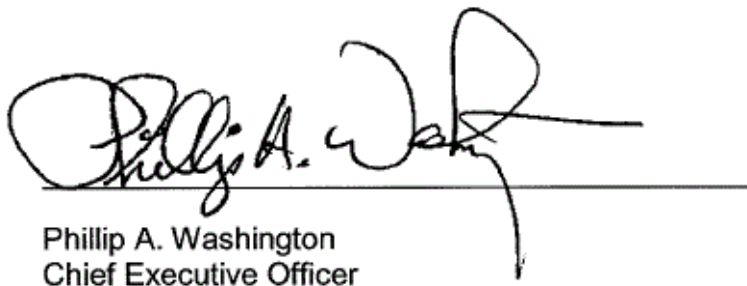
Attachment A - 2020 Federal Legislative Program

Attachment B - 2020 State Legislative Program

Attachment C - Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations (213) 922-2122
Raffi Hamparian, Senior Director, Government Relations, Federal Affairs (213) 922-3769
Michael Davies, Senior Manager, Federal Affairs, (202) 248-5426
Desarae Jones, Senior Manager, Government Relations/State Affairs (213) 922-2230
Alex Amadeo, Government Relations Officer, State Affairs (213) 922-2763

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

2020 FEDERAL LEGISLATIVE PROGRAM

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

Proposed Activities:

Support federal legislation that embraces our Rebuilding America initiative that sets forth five key goals for Congress and the Trump Administration to adopt in order to strengthen federal transportation programs. These five goals are:

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

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

Proposed Activities:

Continue to work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to bolster funding for the federal Capital Investment Grant program (CIG). Congress has voted to fully fund the program and included instructions to continue to advance new transit projects. Metro has and will continue to partner with the Administration to approve a Full Funding Grant Agreement in the near future for Westside Purple Line Extension (Section 3). The CIG program is vital in assisting Metro to build new high capacity transit projects throughout the region. Metro currently receives funding through this program for the Regional

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

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

Proposed Activities:

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

GOAL #4: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

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

GOAL #5: CONTINUE TO SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

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

GOAL #6: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

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

GOAL #7: CONTINUE TO SEEK FUNDING FOR THE PROJECTS IN THE GOODS MOVEMENT ACTION PLAN

Proposed Activities:

Continue to work with Ports of Long Beach and Los Angeles and other key stakeholders to seek funding for projects within the Goods Movement Action Plan.

GOAL #8: SEEK RESTORATION OF TAX BENEFITS ELIMINATED BY THE PASSAGE OF H.R.1 – TAX CUTS AND JOBS ACT

Proposed Activities:

Work with key local, regional and national stakeholders to restore the Advance Refunding Bonds, commuter tax benefit, and the alternative fuel tax credit provisions.

GOAL #9: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR U.S. DOT GRANT PROGRAMS

Proposed Activities:

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

GOAL #10: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY IMPROVE HOMELESSNESS

Proposed Activity:

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

GOAL #11: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN

Proposed Activities:

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

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

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

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws.
2. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
3. Work to advocate for all Metro discretionary grant applications which include funding for such programs as transit-oriented communities, safety and innovation;
4. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
5. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;

6. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro.
7. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations.
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding.

2020 STATE LEGISLATIVE PROGRAM GOALS

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

Proposed Activities:

Protect Metro's key fund sources;

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

Support and preserve key funding sources under Senate Bill 1;

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

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

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

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

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

Proposed Activities:

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

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

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

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

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

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

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

Proposed Activities:

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

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

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

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

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

Proposed Activities:

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

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

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

Proposed Activities:

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

Advocate for increased and sustained funding for transit under the State's Cap & Trade program categories.

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

Proposed Activities:

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

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

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

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

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

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

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

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

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

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

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

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

Proposed Activities:

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

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

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

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

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

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

Support any legislation or statewide ballot measure which seeks to constitutionally protect transportation revenues for transportation infrastructure only. We strongly support protections that prohibit using transportation dollars for other purposes;

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

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

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

Proposed Activities:

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

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

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

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

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

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

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

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

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

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

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

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

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

Proposed Activities:

Support legislation that:

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

Oppose legislation that would:

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

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

Proposed Activities:

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

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

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

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

GOAL #11: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

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

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

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

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

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

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

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

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

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

Proposed Activities:

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

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

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

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

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #13: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

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

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

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

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

GOAL #14: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO’S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY’S FIVE-POINT PLAN AND THE ‘28 BY 2028’ INITIATIVE

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

Metro’s Five-Point Plan outlines how Metro’s programs and initiatives aim to:

- Implement Mobility Innovation

- Capture the Hearts and Minds of the People
- Embrace Equity
- Foster Continuous Improvement
- Step into Leadership Voids

Proposed Activities:

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028; and

Monitor legislation that would impact Metro's ability to implement the aspects of the Five-Point plan.

GOAL #15: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES INCLUDING ADVANCING THE 28 BY 2028 INITIATIVE

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

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

Explore legislation that would clarify provisions of CEQA to enhance Metro's ability to deliver Measure M, Twenty-Eight by 2028 and affordable housing projects.

Proposed Activities:

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

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

Attachment C

http://libraryarchives.metro.net/DB_Attachments/2019-0725_Attachment_C_LA_Metro_Legislative_Matrix.pdf