

# **Metro**

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



## **Agenda - Final**

**Thursday, May 18, 2017**

**11:30 AM**

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

### **Executive Management Committee**

*John Fasana, Chair*

*Eric Garcetti, Vice Chair*

*James Butts*

*Sheila Kuehl*

*Mark Ridley-Thomas*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

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

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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

**CALL TO ORDER****ROLL CALL****APPROVE on Consent Calendar Item: 12, 21, 22 and 23.****Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.**CONSENT CALENDAR

- 12 RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2017.** [2017-0244](#)

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [PLA CCP Report Data through March 2017](#)

**(ALSO ON CONSTRUCTION COMMITTEE)**

- 21 APPROVE amendment of the existing repayment schedule agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the State Route 126/Commerce Center Drive Interchange Improvement Project STP-L fund exchange, as shown in Attachment A. [2017-0245](#)

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Amendment to Exchange Agreement](#)

[Attachment B - 2011 Exchange Agreement for the SR-126 Commerce Center D](#)

- 22 AUTHORIZE the Chief Executive Officer to execute a **five-year lease agreement (Lease Agreement) for the property located at 203 E. College Street, Los Angeles (Property, APN# 5409-014-906) with California Drop Forge, Inc. (Lessee) in the amount of \$7,890.84 monthly with an annual increase of four percent.** [2017-0260](#)

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Drop Forge Inc. Plat Map and Aerial Photo](#)

- 23 RECEIVE AND FILE **State and Federal Legislative Report.** [2017-0297](#)

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [May 2017 Legislative Matrix](#)

NON-CONSENT

24 ADOPT staff recommended positions: [2017-0302](#)

- A. **SB 268 (Mendoza)** - Los Angeles County Metropolitan Transportation Authority **OPPOSE**
- B. ~~**SB 775 (Wieckowski)** - California Global Warming Solutions Act of 2006: Market Based Compliance Mechanisms~~ **WORK WITH AUTHOR**
- C. ~~**SB 657 (Bates)** - California Public Records Act: Reverse Public Records Actions~~ **OPPOSE**
- D. **AB 1479 (Bonta)** - Public Records: Custodian of Records: Civil Penalties **OPPOSE**
- E. ~~**AB 302 (Gipson)** - South Coast Air Quality Management District: Fleets~~ **WORK WITH AUTHOR**

**Sponsors:** Board of Directors - Regular Board Meeting

**Attachments:** [Attachment A - SB 268 Mendoza](#)  
[Attachment D - AB 1479 Bonta](#)

25 AUTHORIZE: [2017-0255](#)

- A. the Chief Executive Officer to execute Modification No. 2 to the **Labor Compliance Bench (the Bench) Contracts Numbers PS-21307700 A-J, for labor compliance monitoring services**, to exercise the second and third year options, extending the contract term from July 1, 2017 to June 30, 2019, increasing the total authorized not-to-exceed amount by \$4,000,000 (\$2,000,000 for each option year) from \$15,056,648 to \$19,056,648; and
- B. the Chief Executive Officer to award and execute task orders for a not-to-exceed total authorized amount of \$19,056,648.

**Sponsors:** Board of Directors - Regular Board Meeting

**Attachments:** [Attachment A - Procurement Summary](#)  
[Attachment B - List of Consultants](#)  
[Attachment C - Contract Modification-Change Order Log](#)  
[Attachment D - List of Project Task Orders & Paid-to-Date Values](#)  
[Attachment E - DEOD Summary](#)

11 APPROVE: [2017-0183](#)

- A. a new low income fare subsidy program to replace the Rider Relief Transportation Program (RRTP) and Immediate Needs Transportation Program (INTP), with an estimated year one budget of \$14 million, and;
- B. the Title VI Analysis for the new program.

Attachments: [A-Title VI Environmental Justice evaluation](#)

[B-Description of Current Subsidy Programs](#)

(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)

26 CONSIDER: [2017-0141](#)

- A. AUTHORIZING the implementation of the **Parking Management Pilot Program at the Metro Gold Line Monrovia Station with a public shared parking program during non-peak transit hours;**
- B. AUTHORIZING the implementation of the **Parking Management Pilot Program at the Metro Green Line Crenshaw Station;**
- C. AMENDING Metro's Parking Rates and Fee Resolution (Attachment A) in support of the implementation of the Parking Management Pilot Program and Shared Public Parking Pilot Program at the Monrovia and Crenshaw Stations; and
- D. APPROVING Contract Modification Authority (CMA) to Contract No. PS6264800 with L&R Group of Companies dba Joe's Auto Parks in the amount of \$1.3 million, increasing the total CMA amount from \$838,827 to \$2,138,827 to provide additional parking management services at two (2) locations and improved functions for all 15 Metro parking facilities.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Metro Parking Fee Resolution](#)

[Attachment B - Letter from the South Bay Regional Service Council](#)

- 32 AUTHORIZE the Chief Executive Officer to negotiate and execute a performance-based Contract Modification to **Cubic Transportation Systems Inc. Contract No. OP02461010 to extend the base contract through December 2024 for no upfront cost of development for Nextlink, a cloud-based connection system that will link the legacy TAP system to programs and services such as the TAP mobile payment app, Bike Share, fare subsidy programs, parking, ride-hailing services and more**, in exchange for sales transaction fees of 0.5-3.0%, based on use of mobile app and retail fare sales for five (5) years of operation after development.

[2017-0272](#)

**Sponsors:** Finance and Budget and Audit Committee

**Attachments:** [Attachment A - Regional Account Integration Architecture](#)  
[Attachment B - Procurement Summary.pdf](#)  
[Attachment C - Contract Modification & Change Order Log.pdf](#)  
[Attachment D - DEOD Summary Cubic](#)

**(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)**

- 16 APPROVE a **phased approach to art asset management in response to October 2015 Board Motion** (Attachment A).

[2017-0013](#)

**Attachments:** [Attachment A - October 2015 Board Directive](#)  
[Attachment B - Metro Public Art Collection 05.18.17](#)  
[Attachment C - Examples Metro Public Art Collection 05.18.17](#)  
[Attachment D - Art Asset Management Board Report Presentation](#)

**(ALSO ON SYSTEM SAFETY, SECURITY AND OPERATION COMMITTEE)**

- 28 RECEIVE oral update from **Transportation Business Advisory Council**.

[2017-0323](#)

**Sponsors:** Board of Directors - Regular Board Meeting

## Adjournment

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



**Board Report**

**File #:** 2017-0244, **File Type:** Informational Report

**Agenda Number:** 12

**CONSTRUCTION COMMITTEE  
EXECUTIVE MANAGEMENT COMMITTEE  
MAY 18, 2017**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)  
REPORT (DATA THROUGH MARCH 2017), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers Policy programs through the quarter ending March 2017.**

**ISSUE**

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

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

The attached report provides the current status of construction projects subject to the PLA/CCP through March 2017.

**DISCUSSION**

There are nine active construction contracts and eleven completed contracts with the PLA/CCP program requirements as of March 2017. The following provides updated information regarding these currently active and completed contracts, the female utilization participation, the Pilot Local Hire Initiative and Metro outreach efforts.

**Currently Active Contracts:**

As of the report period, eight of the nine active construction projects have contractors that are



exceeding the 40% Targeted Worker goal; six contractors are exceeding both the 20% Apprentice Worker goal and the 10% Disadvantaged Worker goal. The following table represents the active construction projects.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category *
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.00%	21.18%	12.40%	36.83%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.36%	18.21%	8.30%	56.14%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	66.87%	16.87%	7.87%	64.39%
Universal City Pedestrian Bridge	Griffith Company	38.34%	27.63%	12.55%	48.46%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	59.02%	24.04%	12.01%	100.00%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	50.51%	22.16%	12.74%	68.46%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	53.59%	31.12%	16.16%	83.01%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	76.46%	21.26%	42.56%	6.48%
Patsaouras Plaza Busway Station	OHL-USA, Inc.	44.07%	2.73%	4.19%	0.00%

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

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

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

Crenshaw/LAX Transit Corridor  
Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project Contractor has completed 68.27% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 59.00%, Apprentice Worker Goal at 21.18%, Disadvantaged Worker goal at 12.40% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 3.16%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Regional Connector Transit Corridor  
Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor project Contractor has completed 20.94% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 58.36% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 18.21%, the 10% Disadvantaged Worker goal at 8.30% or the 6.90% Female Participation goal at 2.89%. The attainment for the 20% Apprentice Worker goal is based on total apprenticeable hours.

The Contractor is currently in the process of updating its Employment Hiring Plan to address compliance with the PLA/CCP workforce goals. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

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

The Westside Subway Extension Project, Section 1 project Contractor has completed 13.93% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 66.87% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 16.87%, the 10% Disadvantaged Worker goal at 7.87% or the 6.90% Female Participation goal at 4.44%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has submitted an Employment Hiring Plan which states compliance with the

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PLA/CCP workforce goals will be met Mid-2018. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

Universal City Pedestrian Bridge

Prime: Griffith Company

The Universal City Pedestrian Bridge project Contractor has completed 98.99% of the estimated construction work hours on this project. The Contractor is currently exceeding the Apprentice Worker goal at 27.63%, Disadvantaged Worker goal at 12.55% and the minority participation percentage goals; however, not meeting the 40% Targeted Worker goal at 38.34% or the 6.90% Female Participation goal at 1.57%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Staff assessed liquidated damages based on the Targeted Worker non-compliance attainments to date. The assessed liquidated damages were used as a credit for Metro as part of the contract negotiations.

Metro Blue Line Pedestrian and Swing Gates

Prime: Icon-West

The Metro Blue Line Pedestrian and Swing Gates project Contractor has completed 79.12% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 59.02%, Apprentice Worker goal at 24.04%, Disadvantaged Worker goal at 12.01% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 0.32%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Division 16 - Southwestern Yard

Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard project Contractor has completed 12.01% of the estimated construction work hours on this project. The Contractor is currently exceeding the Local Targeted Worker goal at 50.51%, Apprentice Worker goal at 22.16%, Disadvantaged Worker goal at 12.74% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 5.49%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle. This contract falls under the U.S. DOT's Local Hire Pilot Program.

MRL Pershing Square Canopy Addition and Escalator Replacement

Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement project Contractor has

completed 83.65% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 53.59%, Apprentice Worker goal at 31.12%, Disadvantaged Worker goal at 16.16% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 1.62%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Patsaouras Plaza POV Relocation, Pavers and Storm Drain Repairs  
Prime: AP Construction

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project Contractor has completed 99.31% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 76.46%, Apprentice Worker goal at 21.26%, Disadvantaged Worker goal at 42.56% and the minority participation percentage goals; however, not meeting the 6.90% Female Participation goal at 3.91%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has met the PLA/CCP workforce provisions for this reporting cycle.

Patsaouras Plaza Busway Station  
Prime: OHL-USA, Inc.

The Patsaouras Plaza Busway Station project Contractor has completed 15.33% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 44.07% and the minority participation percentage goals; however, not meeting the 20% Apprentice Worker goal at 2.73%, the 10% Disadvantaged Worker goal at 4.19% or the 6.90% Female Participation goal at 5.31%. The attainment for the 20% Apprentice Worker is based on total apprenticeable hours.

The Contractor has submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in November 2017. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

**Completed Contracts:**



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

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



Crenshaw Advanced Utility Relocation Project

Prime: Metro Builders

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

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

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

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

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

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

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

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

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

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

Division 13 CNG Fueling Facility, Design/Build/Operate

Prime: Clean Energy

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

Metro Blue Line Station Refurbishments

Prime: S.J. Amoroso

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

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)

Prime: W.A. Rasic

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

Metro Rail Security Kiosks

Prime: Icon-West

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

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

Westside Extension Project Advanced Utility Relocation (La Cienega)  
Prime: Bubalo Construction

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

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

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

**FEMALE UTILIZATION UPDATE:**

Provided in the following table is the female utilization participation report on Metro's PLA/CCP projects. As requested by the Board in July 2015, the table reports the number of cumulative female workers on active PLA/CCP projects within the last three months of FY17.

Project Name:	Prime Contractor:	No. of Female Workers January 2017	No. of Female Workers February 2017	No. of Female Workers March 2017
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	92	95	99
Regional Connector Transit Corridor	Regional Connector Constructors, JV	25	26	26
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	31	31	31
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Metro Blue Line Pedestrian and Swing Gates	Icon-West	2	2	2
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	6	6	7
Metro Red Line Pershing Square Canopy Addition & Escalator Replacement	Clark Construction	4	5	5
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	2	2	2
Patsaouras Plaza Busway Station	OHL, USA, Inc.	1	1	1

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 3.21% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following

efforts:

- The Metro “Women Build METRO LA” Committee presented a symposium on the Transportation Industry on March 10, 2017. It presented opportunities for women in the transportation industry with special focus on the Construction Trades. The event was held at East Los Angeles Community College.
- The Committee hosted a tour on April 7, 2017 of several Apprenticeship Training Centers to provide a personal experience of what is required in order to be a member of a Trade Union.
- The Committee is planning several outreach initiatives, with one of the upcoming events being a volunteer service activity planned in conjunction with Habitat for Humanity and our partner Women in Non-Traditional Employment Roles (WINTER).
- The Committee will host another symposium and outreach event in the Long Beach area in the summer.
- DEOD Outreach staff will coordinate a breakfast meeting with Metro’s mega prime contractors and District 4, LA County Board Supervisor, Janice Hahn in June 2017. The meeting will be an opportunity to discuss female participation on construction projects.
- DEOD staff will continue to monitor and support the graduates of the boot camp which Metro co-hosted with LA Trade Technical College.

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

### **PILOT LOCAL HIRE INITIATIVE**

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub-recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative was carried out as a pilot program for a period of one year, which was extended through March 6, 2017, under the FHWA and FTA’s existing Authorities. On January 18, 2017, the Federal Register published a notice from U.S. Transportation Secretary Anthony Foxx announcing that the Local Hire Pilot Program will be extended for five years through March 6, 2022. The pilot initiative may be implemented immediately on federally funded Construction projects.

While Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, there are two awarded construction projects subject to the US DOT Pilot Local Hire Initiative as of this quarterly reporting period. The awarded construction projects are:

- C0991 Division 16 - Southwestern Yard (contract amount of \$172M)
- C1120 Westside Purple Line Extension Project - Section 2 (contract amount of \$1.3B).

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This initiative will also be included in the solicitation for the Westside Purple Line Extension Section 3 design-build contracts. Staff is continually monitoring federally funded PLA/CCP covered projects awarded during the “Pilot Local Hire Initiative” implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

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

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

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

Proposers that volunteer to participate in Metro’s Local Employment Program and who commit to new local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirements are a condition for receiving preferential scoring points but are not a condition of award.

The Board has now approved four Rolling Stock projects that contain the new LEP, the A650 Red Line and P2000 Light Rail Vehicle Overhaul contracts, and the New Heavy Rail Car contract. Combined these three projects will create new jobs in Los Angeles County totaling over \$43.6 million in wages and benefits over the next seven years. This local jobs program will create an estimated 67 new jobs for the base and option contract periods for these three projects.

Award recommendations for the 600 40-foot CNG buses, 400 60-foot CNG buses, and up to 200 40-foot and 60-foot electric buses will be presented to the Board in the spring and summer of 2017.

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

## **OUTREACH**

In efforts to attain the highest percentages of Targeted, Apprentice and Disadvantaged Workers on PLA/CCP projects, DEOD staff continuously seeks opportunities to keep the community informed of opportunities. The contractors and DEOD participated and/or coordinated the following outreach

efforts during this reporting period:

- Daily/weekly/bi-weekly meetings with outreach teams, contractors, elected staffers and/or community representatives.
- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Participated in Word of Encouragement Community Church Job Resources event on November 1, 2016.
- Participated in the Metro "Women Build METRO LA" informative symposium event on March 10, 2017.
- Participated in the Construction Careers Awareness Day in partnership with LAUSD and the Los Angeles Trade Tech College (LATTTC) on March 23, 2017.
- Participated in the spring into Summer Job Fair event hosted by Chair of the LA County Board of Supervisors, Mark Ridley-Thomas Office on April 12, 2017.
- DEOD staff also participated as an Advisory Council member to Flintridge Center, a non-profit organization helping individuals start a career in the construction industry.

## **NEXT STEPS**

DEOD staff will continue to monitor and assist Metro's Contractors with hiring efforts, enforce compliance as necessary and seek new initiatives and outreach efforts to promote awareness, engagement and participation in construction career opportunities.

## **ATTACHMENTS**

A. PLA/CCP Report, Data through March 2017

Prepared by: Keith Compton, Director, PLA/CCP  
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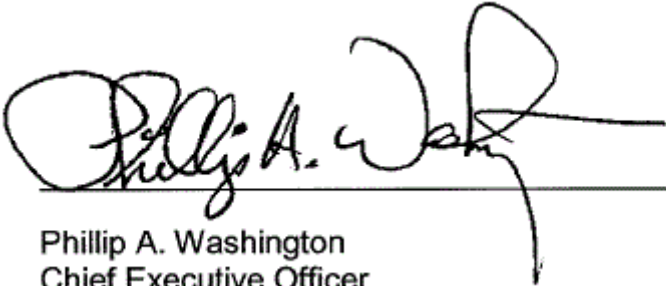
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(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer



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

**Report Data Through  
March 2017 Reporting Period**

# Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,956,452.22	59.00%	21.18% Based on Total Apprenticiable Work Hours	12.40%

Percentage Project Complete Based on Worker Hours: 68.27% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
2,956,452.22	13.13%	1.02%	22.98%	57.99%	1.19%	3.71%	73.33%	3.16%



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

# Regional Connector Transit Corridor Project

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

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
687,968.57	58.36%	18.21% Based on Total Apprenticesable Work Hours	8.30%

Percentage Project Complete Based on Worker Hours: 20.94% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
687,968.57	7.42%	0.64%	29.66%	59.20%	0.73%	2.35%	67.99%	2.89%



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

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

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

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
453,611.99	66.87%	16.87% Based on Total Apprenticeable Work Hours	7.87%

Percentage Project Complete Based on Worker Hours: 13.93% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
453,611.99	9.12%	1.34%	20.21%	65.24%	0.22%	3.87%	75.92%	4.44%



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

# Universal City Pedestrian Bridge

**PLA Targeted Worker Attainment: Prime: Griffith Company**

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
108,889.09	38.34%	27.63% <small>Based on total Apprenticeable Work hours</small>	12.55%

**Percentage Project Complete Based on Worker Hours: 98.99% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
108,889.09	8.51%	4.11%	22.26%	61.79%	0.62%	2.72%	75.03%	1.57%



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

# Metro Blue Line Pedestrian & Swing Gates

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

### Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
39,464.00	59.02%	24.04% <small>Based on Total Apprenticesable Work Hours</small>	12.01%

Percentage Project Complete Based on Worker Hours: 79.12% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
39,464.00	4.75%	0.00%	16.68%	74.64%	0.00%	3.94%	79.39%	0.32%



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

# Division 16: Southwestern Yard

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

## Report Data Through March 2017

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,980.55	50.51%	22.16% Based on Total Apprenticesable Work Hours	12.74%

**Percentage Project Complete Based on Worker Hours: 12.01% (rounded)**

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,980.55	9.09%	0.04%	29.78%	52.64%	0.21%	8.25%	61.98%	5.49%



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

# MRL Pershing Square Canopy & Escalator Replacement

PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
15,474.75	53.59%	31.12% Based on Total Apprenticeable Work Hours	16.16%

Percentage Project Complete Based on Worker Hours: 83.65% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
15,474.75	7.24%	2.77%	39.10%	46.66%	1.64%	2.58%	58.31%	1.62%



**Metro**

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



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

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,173.22	76.46%	21.26% <small>Based on Total Apprenticesable Work Hours</small>	42.56%

Percentage Project Complete Based on Worker Hours: 99.31% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,173.22	6.96%	0.35%	3.31%	89.06%	0.00%	0.33%	96.37%	3.91%



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

# Patsaouras Plaza Busway Station

**PLA Targeted Worker Attainment:** Prime: OHL-USA, Inc.

## Report Data Through March 2017

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,275.00	44.07%	2.73% <small>Based on Total Apprenticesable Work Hours</small>	4.19%

Percentage Project Complete Based on Worker Hours: 15.33% (rounded)

## Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,275.00	11.23%	1.04%	20.00%	67.42%	0.00%	0.30%	79.69%	5.31%



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

# Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

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

# Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

# Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

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

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

Percentage Project Complete Based on Worker Hours: 100%

## Executive Order 11246 Demographic Summary

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



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

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

# Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

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

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

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

## Executive Order 11246 Demographic Summary

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



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

# CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

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

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

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

## Executive Order 11246 Demographic Summary

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



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

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

PLA Targeted Worker Attainment: Prime: Clean Energy

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

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

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

## Executive Order 11246 Demographic Summary

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



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



# Metro Blue Line Station Refurbishments

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

## Report Data Through June 2015 (FINAL)

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

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

## Executive Order 11246 Demographic Summary

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



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

# Westside Subway Extension Project AUR (Fairfax Station)

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

## Report Data Through December 2015 (FINAL)

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

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

## Executive Order 11246 Demographic Summary

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



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

# Metro Rail Security Kiosks

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

### Report Data Through March 2016 (FINAL)

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

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

## Executive Order 11246 Demographic Summary

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



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

# Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

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

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

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

## Executive Order 11246 Demographic Summary

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



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

# MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

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

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

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

## Executive Order 11246 Demographic Summary

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



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



## Board Report

File #: 2017-0245, File Type: Project

Agenda Number: 21

### EXECUTIVE MANAGEMENT COMMITTEE MAY 18, 2017

**SUBJECT: FEDERAL FUNDING EXCHANGE WITH LOS ANGELES COUNTY ON STATE ROUTE 126/COMMERCE CENTER DRIVE INTERCHANGE**

**ACTION: AMEND EXISTING REPAYMENT SCHEDULE WITH COUNTY OF LOS ANGELES OF FEDERAL FUNDS EXCHANGED WITH NON-FEDERAL FUNDS**

#### **RECOMMENDATION**

**APPROVE amendment of the existing repayment schedule agreement between the County of Los Angeles (County) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the State Route 126/Commerce Center Drive Interchange Improvement Project STP-L fund exchange, as shown in Attachment A.**

#### **ISSUE**

The County is requesting to amend the repayment schedule for the balance remaining from the exchange of federal Surface Transportation Program-Local (STP-L) funds with non-federal funds for the State Route 126/Commerce Center Drive Interchange Project. Board approval is required in order to amend the existing agreement repayment schedule.

#### **DISCUSSION**

On October 27, 2011, the Board approved an agreement (Agreement) between the County and LACMTA for the exchange of STP-L funds with non-federal funds. The Agreement (Attachment B) allowed the County to use up to \$41 million of STP-L funds for the State Route 126/Commerce Center Drive Interchange Improvement Project. This in turn allowed Metro to negotiate agreements to exchange the non-federal funds as they become available with participating local agencies. This Agreement was developed to benefit smaller local agencies that can more efficiently and expeditiously utilize more flexible non-federal transportation funding, and to ensure that the County is able to draw down as much of the available STP-L funding as possible. The County agreed to repay \$13 million on July 1, 2014 and up to \$28 million on July 1, 2016.

On June 18, 2014, due to a project delay resulting from bird nesting season, the Board approved the County's request to amend the repayment schedule for the \$13 million from July 1, 2014 to June 30, 2015, and up to \$28 million from July 1, 2016 to June 30, 2017. To date, the County has remitted \$13 million and carries a balance of up to \$28 million. Due to delays encountered during the construction

phase including the contractor's need to replace a steel rebar subcontractor, the County may not incur all costs by June 30, 2017 as described in the Exchange Agreement. The County subsequently requests to split the remaining payment of up to \$28 million into a \$16 million payment due by July 1, 2017 and a payment up to \$12 million due by July 1, 2018.

The State Route 126/Commerce Center Drive Interchange Improvement Project is designed to improve the flow of traffic at the intersection of State Route 126 and Commerce Center Drive, located northwest of the City of Santa Clarita in unincorporated Los Angeles County. The project includes a grade-separated interchange with on-ramps and off-ramps at Commerce Center Drive and Henry Mayo Drive, installation of new traffic signals, widening of SR-126, and realignment of Henry Mayo Drive along the Santa Clara River. Construction began in August 2013; completion is expected in April 2017, to be followed by project closeout. The project is constructed in partnership with the Los Angeles County, Metro, and Caltrans.

### **DETERMINATION OF SAFETY IMPACT**

Amending the Agreement will not have any adverse safety impacts on Metro's employees or patrons.

### **FINANCIAL IMPACT**

Federal STP-L funds are suballocated funds based on population and are administered through Caltrans. The funds are not part of the LACMTA budget nor are they available for LACMTA capital or operating uses. As federal funds, STP-L dollars are subject to strict programming and administrative requirements from the Federal Highway Administration and Caltrans.

Funds received from the County are placed in an interest-bearing account for pass-through allocations to participating local agencies for STP-L-eligible projects, with a two percent (2%) administrative fee assessed by LACMTA. If no funds are received, no exchanges are made. Accordingly, slower repayment by the County will simply defer LACMTA's ability to offer pass-through allocations to participating local agencies. No other impacts are expected.

### **Impact to Budget**

Amending the Agreement will have no impact to the current Metro budget. The 2% administrative fee budgeted for staff allocation in the fiscal year 2018 requested budget will draw down existing administrative fees accrued from past exchanges.

### **ALTERNATIVES CONSIDERED**

The Board of Directors may choose not to approve the recommended funding exchange. However, we do not recommend that alternative because that would bring the County of Los Angeles into default with outstanding payments subject to withholding by LACMTA from the County's Proposition A local return funds, then from Proposition C local return funds, then from Measure R local return funds, and then from any unobligated STP-L balance funds, as per the Agreement. We also do not recommend that alternative because local agency transportation projects would not be expedited with non-federal funds, and local agencies may run the risk of having their STP-L funds lapse.

## **NEXT STEPS**

With Board approval, staff will execute an Amendment to the Agreement with the County for the balance of exchanged STP-L funds. The County will take the Agreement to the County Board of Supervisors for approval.

As the County funds are repaid, staff will also continue to negotiate and execute agreements with eligible participating local agencies, so as to ensure that the unrestricted funds being made available are properly administered and used on STP-L-eligible projects in a timely fashion.

## **ATTACHMENTS**

Attachment A - Amendment to Exchange Agreement

Attachment B - 2011 Exchange Agreement for the SR-126/Commerce Center Drive Interchange Project

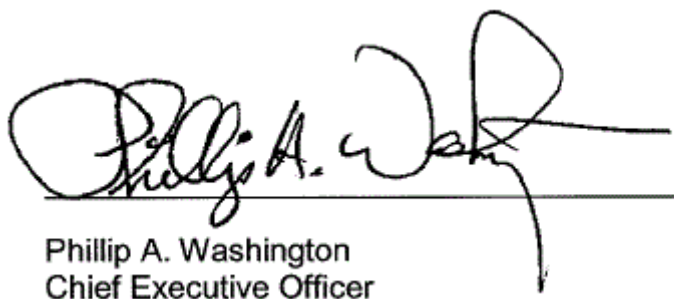
Prepared by: Doreen Morrissey, Principal Transportation Planner, Countywide Planning & Development, (213) 922-3704

Kalieh Honish, DEO, Countywide Planning & Development, (213) 922-7109

Wil Ridder, EO, Countywide Planning & Development, (213) 922-2887

David Yale, SEO, Countywide Planning & Development, (213) 922-2469

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



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Phillip A. Washington  
Chief Executive Officer



AMENDMENT NO. 1 TO  
EXCHANGE AGREEMENT

This AMENDMENT NO. 1 to EXCHANGE AGREEMENT (this "AMENDMENT"), is dated as of May \_\_, 2017 by and between County of Los Angeles, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

## RECITALS:

A. COUNTY and LACMTA entered into an Exchange Agreement dated October 31, 2011 (the "Existing Agreement"), which Existing Agreement provides for the exchange of federal funds for non-federal funds in connection with the State Route 126/Commerce Center Drive Interchange Improvement Project ("the Project"). COUNTY's repayment of the exchanged funds would occur on two specified dates: July 1, 2014 and June 30, 2016.

B. In June 2014, the LACMTA Board approved amending the repayment schedule so the first payment would be changed from July 1, 2014 to June 30, 2015, and the second payment would be changed from July 1, 2016 to June 30, 2017, however this was not documented in an amendment.

C. To Date, COUNTY has remitted and LACMTA received the first payment of \$13 million due under the Existing Agreement.

D. COUNTY and LACMTA desire to amend the Existing Agreement for the new payment dates as provided herein.

## AGREEMENT:

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. Section 2d is hereby amended by deleting it in its entirety and replacing it with the following:

In consideration for the \$41 million in STP-L funds provided by LACMTA, to pay LACMTA an amount equal to the total amount of STP-L funds used by COUNTY as follows: on June 30, 2015, payment of the sum of \$13.0 million, on July 1, 2017, payment of the sum of \$16.0 million and on July 1, 2018, an amount to make up the remaining balance owing up to \$12.0 million. The final payment of up to \$12.0 million on July 1, 2018 to LACMTA will be equal to the total Federal funding utilized and reimbursed from the \$41.0 million in STP-L funds less the \$13.0 million payment made by the COUNTY on June 30, 2015 and the \$16.0 million payment made by the COUNTY on July 1, 2017.

2. Except as set forth above, the terms and conditions of the Agreement will remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No.1 to be duly executed and delivered as of the above date.

LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Phillip A. Washington  
Chief Executive Officer

Date: \_\_\_\_\_

APPROVED AS TO FORM:

MARY C. WICKHAM  
County Counsel

By: \_\_\_\_\_  
Deputy

Date: \_\_\_\_\_

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

By: \_\_\_\_\_  
Name  
Title

Date: \_\_\_\_\_

MOU.STPL8099

**EXCHANGE AGREEMENT**

This Exchange Agreement ("AGREEMENT"), made and entered into as of October 31, 2011 by and between the County of Los Angeles, a political subdivision of the State of California (hereinafter referred to as "COUNTY") and the Los Angeles County Metropolitan Transportation Authority, the regional transportation planning authority for the County of Los Angeles (herein after referred to as "LACMTA").

**WITNESSETH**

WHEREAS, COUNTY desires to perform the grade-separated interchange at the SR-126/Commerce Center Drive intersection, widening of SR-126, and realignment of Henry Mayo Drive (hereinafter referred to as "PROJECT"); and

WHEREAS, COUNTY is willing to perform or cause to be performed, all work necessary to construct PROJECT; and

WHEREAS, COUNTY is further willing to administer PROJECT with federal funds, in accordance with all requirements and restrictions related to those funds; and

WHEREAS, PROJECT total construction cost is currently estimated to be \$55,000,000, of which \$9,200,000 is funded with a Proposition C 25% grant through the LACMTA Call for Projects (Project ID 8099) and the remaining \$45,800,000 will be ultimately financed with Westside Bridge and Major Thoroughfare Construction Fee (B&T) District funds as fees are collected; and

WHEREAS, COUNTY desires to exchange \$41,000,000 of COUNTY funds for \$41,000,000 of Federal Surface Transportation Program-Local (STP-L) funds to be programmed by LACMTA for transportation purposes; and

WHEREAS, the LACMTA Board has authorized the transfer of STP-L funds with COUNTY in exchange for an equal amount of COUNTY funds; and

WHEREAS, In exchange for the STP-L funds, the COUNTY has agreed to pay to LACMTA an amount equal to the total amount of STP-L funds used by COUNTY as follows: \$13.0 million on July 1, 2014, and a final payment to make up the remaining balance owing up to \$28.0 million on July 1, 2016.

WHEREAS, COUNTY's final payment on July 1, 2016 to LACMTA will be equal to the total Federal funding utilized and reimbursed from \$41.0 million in STP-L funds towards the eligible construction costs of the PROJECT less \$13.0 million payment made by the COUNTY on July 1, 2014. ; and

WHEREAS, current PROJECT schedule estimates advertising for construction bids in November 2011. The construction is anticipated to take approximately two years to complete; and

WHEREAS, an exchange of funds as proposed herein is beneficial to and in the general interest of COUNTY and LACMTA, as well as other local agencies within the County of Los Angeles.

NOW THEREFORE, in consideration of the mutual benefits to be derived by COUNTY and LACMTA and of the promises contained herein contained, it is hereby agreed as follows:

(1) LACMTA AGREES:

To program STP-L funds to the COUNTY in the amount of \$41,000,000 in exchange for the COUNTY's payment to LACMTA of an amount equal to the amount of STP-L funds County actually receives under this Agreement ("COUNTY Funds"). LACMTA shall program the COUNTY Funds for transportation purposes. LACMTA shall complete such programming upon full execution of this AGREEMENT.

- a. To accept COUNTY's payment of COUNTY Funds, in the manner specified in Paragraph (2) below.
- b. To make the COUNTY Funds available to agencies for qualifying transportation projects and administrative expenses.

(2) COUNTY AGREES:

- a. To accept LACMTA's programming of STP-L funds, to take all steps necessary to draw down on the STP-L funds, and to expend the STP-L funds in accordance with the STP-L expenditure guidelines pursuant to Title 23, Section 133 of the SAFETEA-LU or subsequent reauthorizations, including STP-L fund lapsing policy. COUNTY understands the STP-L funds can only be used towards eligible construction costs of the PROJECT. COUNTY understands that STP-L funds are contingent upon availability from the Federal Government.
- b. To notify LACMTA of the obligation of STP-L funds by means of submitting a copy of the State of California Department of Transportation (Caltrans) approval (E76 form, or other official Caltrans notification of approval and obligation) upon receipt from Caltrans.
- c. To notify LACMTA of the actual amount of STP-L funds used by COUNTY. If COUNTY does not use the entire \$41 million STP-L fund allocation, COUNTY shall "timely deobligate" such unused portion so that LACMTA can reprogram such unused allocation to other project sponsors. For purposes of this Agreement, "timely deobligate" shall mean the FHWA date of deobligation, as documented and reported by Caltrans, is at least nine (9) months before the date such funds are scheduled to lapse or otherwise expire.

d. In consideration for the \$41 million in STP-L funds provided by LACMTA, to pay LACMTA an amount equal to the total amount of STP-L funds used by COUNTY as follows: on July 1, 2014, payment of the sum of \$13.0 million and on July 1, 2016, an amount to make up the remaining balance owing up to \$28.0 million. The final payment of up to \$28 million on July 1, 2016 to LACMTA will be equal to the total Federal funding utilized and reimbursed from the \$41.0 million in STP-L funds less \$13.0 million payment made by the COUNTY on July 1, 2014.

(3) IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

a.. DEFAULT: A Default under this Agreement is defined as any one or more of the following: (i) COUNTY fails to pay the scheduled payments described in section 2(d) above, ; (ii) COUNTY fails to cause Caltrans to “timely deobligate” any unused portion of the STP-L funds; or (iii) COUNTY fails to otherwise perform its obligations set forth in this Agreement.

b. REMEDIES: In the event of a default by COUNTY, LACMTA shall provide written notice of such Default to COUNTY with a 30-day period to cure the Default. In the event COUNTY fails to cure the Default, or commit to cure the Default and commence the same within such 30-day period the satisfaction of LACMTA, LACMTA shall follow the remedy procedure set forth in Section 3(i) below, and if, after following such procedure, LACMTA still has not received the full annual payment due in a fiscal year, LACMTA and Authority shall have any and all rights and remedies against COUNTY which may now or hereafter be available to it in law or in equity as set forth in Section 3(ii) below.

(i). In the event of a default by COUNTY, then COUNTY authorizes that such outstanding payments due to LACMTA (either the amount due from County’s failure to meet the payment schedule set forth in Section 2(d) or the amount COUNTY has failed to “timely deobligate” calculated at the time of default) shall be paid from and hereby authorizes LACMTA to withhold the following COUNTY funds in the following priority: First, from the COUNTY’s Proposition A local return funds, then from Proposition C local return funds, then from Measure R local return funds, and then from any unobligated STP-L balance funds. After LACMTA has withheld and offset the applicable amount of funds to satisfy COUNTY’s outstanding obligation, LACMTA shall transfer the balance of such local return funds and/or unobligated STP-L balance funds to the COUNTY in accordance with the applicable state laws or ordinances.

(ii) The remedies described herein are non-exclusive. LACMTA and COUNTY shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

c. In the event that there is any legal court (e.g., Superior Court of the State of California, County of Los Angeles, or the U.S. District Court for the Central District of California) proceeding between the parties to enforce or interpret this AGREEMENT, to protect or establish

any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney's fees.

d. COUNTY shall fully indemnify, defend and hold LACMTA and its officers, agents and employees harmless from and against any liability and expenses, including, without limitation, defend costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property and environmental obligations, any legal fees and any claims for damages of any nature whatsoever arising out of (i) a breach of COUNTY's obligations under this Agreement or (ii) any act or omission of COUNTY or its officers, agents, employees, contractors or subcontractors in the performance of the Project or the work described herein;

e. LACMTA shall fully indemnify, defend and hold COUNTY and its officers, agents and employees harmless from and against any liability and expenses, including, without limitation, defend costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property and environmental obligations, any legal fees and any claims for damages of any nature whatsoever arising out of (i) a breach of LACMTA's obligations under this Agreement or (ii) any act or omission of LACMTA or its officers, agents, employees, contractors or subcontractors in the performance of the Project or the work described herein;

f. This AGREEMENT may be amended or modified only by mutual written consent of LACMTA and COUNTY.

g. Any correspondence, communication, or contact concerning this AGREEMENT shall be directed to the following:

COUNTY:

Ms. Gail Farber  
Director of Public Works  
County of Los Angeles  
P.O. Box 1460  
Alhambra, CA 91802-1460

LACMTA:

Mr. Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952  
ATTN: FRANK FLORES

Executive Officer

h. This AGREEMENT constitutes the entire understanding between the parties with respect to the subject matter herein.

i. This AGREEMENT shall be governed by California law.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed by their respective officers, duly authorized, by the Los Angeles County Metropolitan Authority on October 31, 2011, 2011, and by the County of Los Angeles on 10/19/11, 2011.

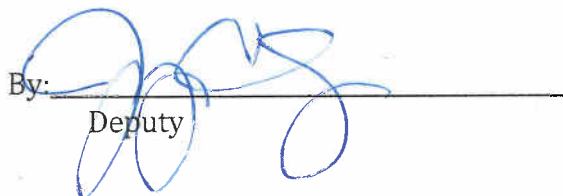
LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:   
Arthur T. Leahy  
Chief Executive Officer


APPROVED AS TO FORM:

Andrea Sheridan Ordin  
County Counsel

By:   
Deputy

COUNTY:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

By:   
Patrick V. DeChellis  
Deputy Director

**Board Report**

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**File #:** 2017-0260, **File Type:** Contract**Agenda Number:** 22

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**EXECUTIVE MANAGEMENT COMMITTEE  
MAY 18, 2017****SUBJECT: LEASE OF INDUSTRIAL PROPERTY TO CALIFORNIA DROP FORGE, INC.****ACTION: APPROVAL OF 5-YEAR LEASE AGREEMENT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a **five-year lease agreement (Lease Agreement) for the property located at 203 E. College Street, Los Angeles (Property, APN# 5409-014-906) with California Drop Forge, Inc.** (Lessee) in the amount of \$7,890.84 monthly with an annual increase of four percent.

**ISSUE**

Lessee and Metro desire to enter into a new lease that will replace and supersede all prior agreements and understandings between the parties. The existing lease, with a current rent of \$2,904 monthly, expired at which time the agreement reverted to a month-to-month tenancy and the new rent of \$7,890.84 was put in place during the negotiation.

**DISCUSSION**

On June 9, 1970, Fansteel, Inc. entered into a lease for the then vacant Property with lessor, Catellus, Inc., Metro's predecessor in interest. Over the interceding years, Fansteel and Catellus amended and supplemented their lease. Fansteel constructed certain improvements to the Property, including without limitation, a building, parking lot and fencing (Existing Improvements). After Fansteel declared bankruptcy in November 2003, California Drop Forge was assigned the existing lease in bankruptcy proceedings, thereby assuming the lease obligations of Fansteel. California Drop Forge has been using the Property and Existing Improvements since then.

The Property is used to support the foundry next door and is located adjacent to the Los Angeles Union Station rail yard. The Property was included in Metro's purchase of Union Station from Catellus, Inc. It consists of approximately 21,919 square feet of land, improved with a metal industrial building containing approximately 5,200 square feet and fully enclosed by fencing. (See Attachment A)

**Findings and Considerations**

Based on the Metro appraisal report, Metro staff and consultants have negotiated a new base rent for



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the land of \$7,890.84 monthly with annual increases of 4%. This lease payment is consistent with the results of a fair market value land appraisal prepared for the negotiations by Integra Realty Resources.

### **DETERMINATION OF SAFETY IMPACT**

The proposed lease will have no impact on safety.

### **FINANCIAL IMPACT**

Adoption of the proposed lease would generate \$512,872 in general fund revenue over the five-year term of the lease.

#### **Impact to Budget**

Adoption of the recommended action will have no impact on the FY18 budget for bus or rail operations.

### **ALTERNATIVES CONSIDERED**

The Board may choose to disapprove the Lease Agreement. Staff does not recommend this since it would leave the Property vacant with no income. The Board may instead decide to go to the open market to find an alternate tenant. This is not recommended for a couple of reasons. The Property is a small, irregularly configured parcel in a secondary location. Its highest value is for continued use by the adjacent Drop Forge site. Also, this Property may be needed for the proposed Link US Project in the future which precludes offering a more lucrative long-term lease.

### **NEXT STEPS**

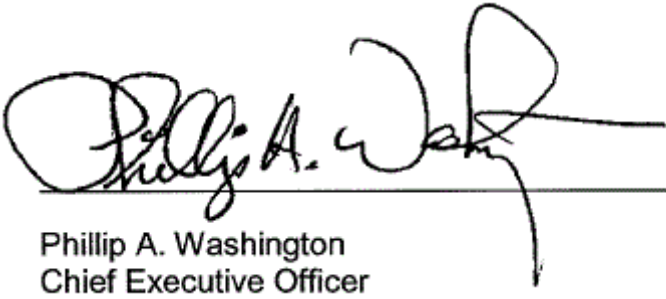
The proposed terms and conditions of the Lease Agreement have been negotiated, approved by County Counsel and approved by Lessee. The remaining step is approval by the Metro Board of Directors.

### **ATTACHMENTS**

Attachment A - Drop Forge, Inc. Plat Map and Aerial Photo

Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288  
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

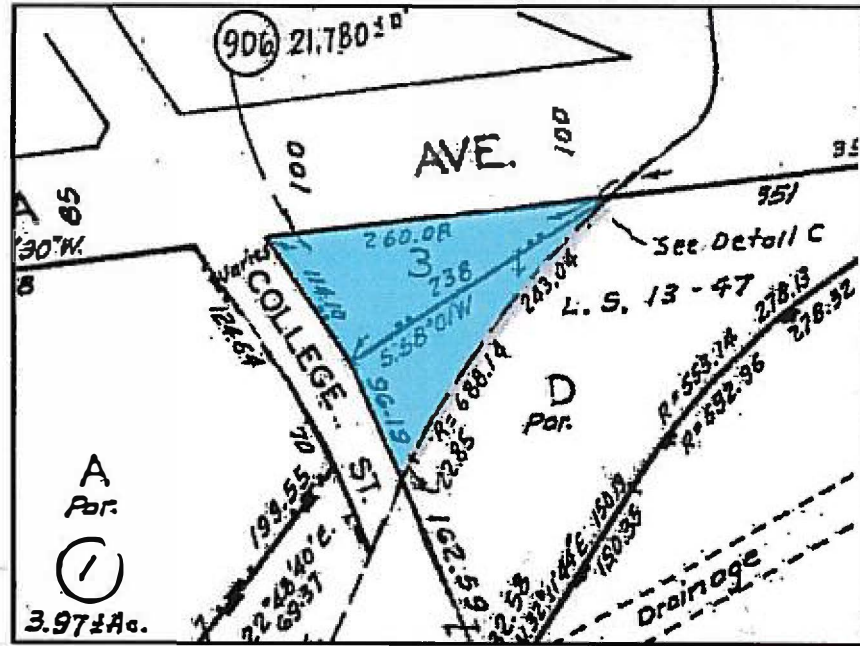
Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**DROP FORGE, INC. PLAT MAP AND AERIAL PHOTO**

Plat Map



Subject Aerial Photo





**Board Report**

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**File #:** 2017-0297, **File Type:** Informational Report

**Agenda Number:** 23

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**EXECUTIVE MANAGEMENT COMMITTEE  
MAY 18, 2017**

**SUBJECT: STATE AND FEDERAL REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

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

**DISCUSSION**

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on May 4, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on June 15, 2017.

**Trump Infrastructure Plan**

President Trump has announced plans to make public, this month, his plan to invest \$1 trillion in America's infrastructure. As we have shared previously with the Board, our agency has and will continue to work with the White House and Congressional stakeholders to ensure that our Board-approved priorities are reflected in any infrastructure plan advanced by the Trump Administration and then considered by the 115th Congress. We believe that with the passage of both Measures R and M, Metro is smartly positioned to benefit from most any infrastructure plan put forward by the Trump Administration and considered by Congress later this year.

**Federal Budget for Fiscal Year 2018**

Later this month, the President's Office of Management and Budget (OMB) is expected to release the Trump Administration's Fiscal Year 2018 Federal Budget recommendations to Congress. Earlier this year, the OMB issued what was popularly known as a "skinny" budget - that offered a broad outline of the Administration's Fiscal Year 2018 priorities. We are deeply concerned that the budget blueprint outlined in the "skinny" budget specified that the Administration is proposing to eliminate funding for

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the Federal Transit Administration's Capital Investment Grant Program and the popular TIGER Grant Program. Metro has and will continue to work with our Congressional Delegation, Members of Congress, and stakeholders to build support to oppose cuts to these important programs.

### **Federal Grants for Fiscal Year 2017**

We are continuing to await the Trump Administration's decision as to how they will handle the FASTLANE Grant Program which was created as part of the freight focused funding section of the FAST Act. Metro's FASTLANE grant applications were submitted prior to December 15, 2016 - consistent with the USDOT's stated deadline. Because Congress did not appropriate a full year of funding for transportation projects and programs last year - this second round of FASTLANE grant funding was put on hold. Metro's Government Relations team is continuing to work with our Planning Department to advocate for the applications that were submitted. We expect USDOT Secretary Elaine Chao to make a decision on FASTLANE grants in the coming weeks.

Most recently, the USDOT has announced a new federal funding opportunity - through the FTA - for \$55 million in competitive grant funds through Low or No Emission (Low-No) Bus Program. According to the FTA, "the Low-No program supports projects sponsored by local transit agencies to bring advanced, American-made bus technologies such as battery electric power and hydrogen fuel cells into service nationwide." We will, as we do with all federal grant opportunities, vigorously compete for these valuable federal funds.

### **Federal Appropriations for Fiscal Year 2017**

This week both the House and Senate adopted a bill funding the federal government, including the USDOT, through the balance of Federal Fiscal Year 2017 (ending September 30, 2017). We are pleased that this federal spending bill includes \$100 million for the Regional Connector, \$100 million for Purple Line Extension (Segment 1), and \$100 million for Purple Line Extension (Section 2). The Appropriations process for Fiscal Year 2018 is not expected to begin until later this month - after the Trump Administration releases its formal budget.

### **Conclusion**

Mr. Chairman - we will expand on this report at the Executive Management Committee meeting with any new developments that occur in the next month.

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

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Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of state matters of interest to our agency. This report was prepared on May 4, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on May 18, 2017.

### **Governor signs transportation funding proposal into law**

Governor Edmund G. Brown, Jr., signed a landmark road repair and transportation investment package to fix roads, freeways and bridges and to also provide funding for transit and safety projects in communities across California into law on April 28, 2017. This package will generate up to \$52.4 billion over a 10 year period for these transportation programs, including many of Metro's major funding priorities for transit, highway repair and local streets and roads maintenance.

Staff are reviewing the contents of this proposal and will identify the benefits of this legislative initiative to Metro and more broadly - to Los Angeles County. There will be significant follow up at the State level regarding implementation of SB 1.

### **Legislation to extend the State's Cap-and-Trade program is introduced**

The California Senate has introduced a proposal, Senate Bill 775 (Weickowski), to revamp and extend the State's Cap-and-Trade program. Due to recent years of low auction proceeds, the cap-and-trade program has drawn some criticism regarding the program implementation and effectiveness at reaching GHG reduction targets. The proposal under SB 775 would extend the program, eliminates free credit allowances that are currently available and creates a price ceiling for permits. The bill would reprogram funds to support climate change research, consumer rebates and infrastructure investment. This bill would require a two-thirds vote in the legislature.

There is also legal uncertainty whether ARB has the authority to operate the cap-and-trade program beyond 2020 and whether extending the authority to auction allowances beyond 2020 would require a two-thirds vote. The Governor's budget includes provisions that propose to continue authorizing spending in Cap-and-Trade funding beyond 2020. The broader discussion about the Cap-and-Trade program will continue throughout the legislative session.

### **California State Legislative Process Update**

May 12th is the deadline for policy committees to hear non-fiscal bills. The committees are working to hear the thousands of bills that have been introduced. During this period spot bills will continue to be amended so that they can be considered. Metro staff have been tracking amendments to identify any issues that could affect the agency.

### **Key State Budget Issues**

Additionally key budget issues will soon be in development and under review. There have been a number of bills relating to the State's funding allocations under Senate Bill 1 and Cap and Trade programs. These bills are expected to work their way through the policy committee process and will be merged during the budget negotiations.

## Conclusion


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

## ATTACHMENTS

Attachment A - May 2017 - Legislative Matrix

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

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



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Phillip A. Washington  
Chief Executive Officer

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

**STATE LEGISLATION**

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



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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 17 Holden D</a>  Transit Pass Program: free or reduced-fare transit passes.	5/3/2017-A. APPR. SUSPENSE FILE 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.	Support	

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<p><b>AB 28</b> <u>Frazier D</u></p> <p>Caltrans: NEPA Delegation Authority</p>	<p>3/29/2017- A. CHAPTERED 3/29/2017- Signed by the Governor.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>SUPPORT</p>	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><a href="#">AB 46</a> <a href="#">Cooper D</a></p> <p>Employers: wage discrimination.</p>	<p>4/20/2017- A. APPR. 4/20/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 19). Re-referred to Com. on APPR.</p>	<p>Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.</p>		<p><b>Labor And Employment (text 12/5/2016) Support</b> American Federation of State, County and Municipal Employees, Local 2620 California Employment Lawyers Association California Federation of Teachers</p> <p><b>Oppose</b> None</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><a href="#">AB 52</a> <a href="#">Cooper D</a></p> <p>Public employees: orientation and informational programs: exclusive representatives.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E.,R. &amp; S.S. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>(1)Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 65</a> <a href="#">Patterson</a> R  Transportation bond debt service.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.		
<a href="#">AB 66</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: reports.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.		<b>Transportation (text 12/13/2016)</b> <b>Support</b> Honorable Clint Olivier, Council President, District 7, City of Fresno Monte Verde Ranch Tos Farms, Inc. Transportation Solutions Defense and Education Fund <b>Oppose</b> California Labor Federation State Building and Construction Trades Council of California Council of California

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 69</a> <a href="#">Allen, Travis</a> R  State highways: roadside rests.	12/16/2016- A. PRINT 1/4/2017-Read first time.	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 73</a> <a href="#">Chiu D</a>  Planning and zoning: housing sustainability districts.	5/2/2017-A. APPR. 5/3/2017-Re-referred to Com. on APPR.	Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department.		<b>Natural Resources (text 3/28/2017)</b> <b>Support</b> California Apartment Association LeadingAge California <b>Oppose</b> American Fire Sprinkler Association Independent Roofing Contractors of California, Inc. Judicial Council of California Plumbing-Heating-Cooling Contractors of California San Diego, Southern California, and Central California Chapters of Associated Builders and Contractors Sierra Club California Western Electrical Contractors Association

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 87</a> <a href="#">Ting D</a>  Autonomous vehicles.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 91 Cervantes D</a>  High-occupancy vehicle lanes.	3/20/2017-A. APPR. 4/5/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	OPPOSE	Transportation (text 3/22/2017) Support None Oppose Riverside County Transportation Commission

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 151</a> <a href="#">Burke D</a>  California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	5/2/2017- A. APPR. 5/3/2017-Re-referred to Com. on APPR.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.		<b>Natural Resources (text 3/2/2017)</b> <b>Support</b> Agricultural Council of California California Building Industry Association California Business Properties Association California Business Roundtable California Council for Environmental and Economic Balance California Farm Bureau Federation California Manufacturers and Technology Association Western States Petroleum Association <b>Oppose</b> Asian Pacific Environmental Network California Environmental Justice Alliance Center for Community Action and Environmental Justice Center on Race, Poverty & the Environment Central Coast Alliance United for a Sustainable Economy Communities for a Better Environment Environmental Health Coalition Friends of the Earth Leadership Counsel for Justice & Accountability People Organized to Demand Environmental and Economic Rights Physicians for Social Responsibility – Los Angeles Strategic Concepts in Organizing and Policy Education

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<a href="#">AB 161</a> <a href="#">Levine</a> D  Department of Finance: infrastructure investment.	3/29/2017- A. APPR. 4/26/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.		<b>Public Employees, Retirement And Social Security (text 1/13/2017) Support</b> Coalition for Adequate School Housing (CASH) State Building and Construction Trades Council of California <b>Oppose</b> None
<a href="#">AB 174</a> <a href="#">Bigelow</a> R  California Transportation Commission: membership.	5/4/2017- A. THIRD READING 5/4/2017-Read second time. Ordered to third reading.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.		

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<a href="#">AB 179</a> <a href="#">Cervantes</a> D  California Transportation Commission.	5/4/2017- A. THIRD READING 5/4/2017-Read second time. Ordered to third reading.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.		
<a href="#">AB 188</a> <a href="#">Salas</a> D  Vehicle retirement.	3/28/2017- A. APPR. 4/26/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.		<b>Transportation (text 1/19/2017)</b> <b>Support</b> Valley CAN <b>Oppose</b> None
<a href="#">AB 195</a> <a href="#">Obernolte</a> R  Local initiative measures: ballot printing specifications.	4/20/2017- S. DESK 4/20/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them specified text relating to the proposed ordinance and dictates placement of that text. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative measure. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program.		<b>Elections And Redistricting (text 3/14/2017)</b> <b>Support</b> California Taxpayers Association Mayor Albert Robles, City of Carson <b>Oppose</b> None

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<a href="#">AB 215</a> <a href="#">Rodriguez D</a>  Metro Gold Line Foothill Extension Construction Authority.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.		
<a href="#">AB 221</a> <a href="#">Gray D</a>  Workers' compensation: liability for payment.	2/6/2017-A. INS. 5/3/2017-In committee: Set, first hearing. Failed passage.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch	<b>Insurance (text 1/25/2017)</b> <b>Support</b> California Applicants' Attorneys Association CALPASC Construction Employers' Association (CEA) Teamsters <b>Oppose</b> California Labor Federation California Medical Association California Professional Firefighters California Society of Industrial Medicine and Surgery (CSIMS)

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<a href="#">AB 239</a> <a href="#">Ridley-Thomas D</a>  California Environmental Quality Act: urbanized areas.	2/6/2017-A. NAT. RES. 4/24/2017-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines the terms “urban area” and “urbanized area” to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	Watch	<b>Natural Resources (text 1/30/2017) Support</b> California Association of Realtors California Chamber of Commerce California Housing Consortium California State Association of Counties Los Angeles County Board of Supervisors (sponsor) Los Angeles-Ventura Chapter of the Building Industry Association of Southern California, Inc. Rural County Representatives of California (RCRC) Urban Counties of California <b>Oppose</b> California League of Conservation Voters Sierra Club California

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<a href="#">AB 241 Dababneh D</a>  Personal information: privacy: state and local agency breach.	3/15/2017-A. APPR. 4/5/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill contains other related provisions.	Watch	<b>Privacy And Consumer Protection (text 1/30/2017) Support</b> Association of California Life and Health Insurance Companies California Bankers Association California Business Properties Association California Cable and Telecommunications Association (CCTA) California Chamber of Commerce California Grocers Association Computing Technology Industry Association – CompTIA Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) Personal Insurance Federation of California San Diego Court Employees San Luis Obispo County Employees <b>Oppose</b> California State Association of Counties League of California Cities Urban Counties of California

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 262</a> <a href="#">Bonta D</a>  Public contracts: lowest responsive bidder: eligible materials.	4/25/2017- A. APPR. 4/25/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 24). Re-referred to Com. on APPR.	The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the material extraction and processing, transport to the manufacturing site, and the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, or other similar life-cycle assessment method as provided, for that type of product. The bill would require an awarding department to use a method developed by the Department of General Services to take into account, during project bid review and award, greenhouse gas emissions of eligible materials to be used in a project, with the intent of reducing greenhouse gas emissions along the supply chain. The bill would require the Department of General Services to publish in the State Contracting Manual a method to allow an awarding	Watch	<b>Natural Resources (text 3/27/2017)</b> <b>Support</b> 1 Individual 350 Sacramento American Lung Association of California APEN BlueGreen Alliance Breathe California California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Californians Against Waste Central Concrete Supply Company Clean Water Action Climate Earth Coalition for Clean Air Communications Workers of America, AFL-CIO District 9 Environment California Filipino/American Coalition for Environmental Solidarity (FACES) Gerdau Steel Natural Resources Defense Council (NRDC) Sierra Club California Trust for Public Lands Union of Concerned Scientists Voices for Progress <b>Oppose</b> Air Conditioning Sheet Metal Association Air-conditioning & Refrigeration

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		<p>department to take into account, during project bid review and award, greenhouse gas emissions of eligible materials, in accordance with certain requirements set out in the bill. The bill would authorize a contractor who is awarded a bid under these provisions to use a material supplier that was not reported in the winning bid if that supplier uses eligible materials that have the same or lower emissions than what was reported in the original bid. The bill would provide that if the supplier that was reported in a bid that was awarded under these provisions is unable to perform, the contractor who was awarded that bid shall make a good-faith effort to use a supplier that has the same or lower emissions than the original supplier reported and for a similar cost. This bill contains other related provisions and other existing laws.</p>		<p>Contractors Association Associated General Contractors Building Industry Credit Association California Asphalt Pavement Association California Construction and Industrial Materials Association California Legislative Conference of the Plumbing, Heating and Piping Industry Construction Employers Association Finishing Contractors Association of Southern California National Electrical Contractors Association Northern California Allied Trades Papich Construction Company, Inc. Rinker Materials Southern California Contractors Association Spragues' Ready Mix United Contractors Wall and Ceiling Alliance</p>
<p><a href="#">AB 268</a> <a href="#">Waldron</a> R  State mandates.</p>	<p>2/1/2017- A. PRINT 2/2/2017-From printer. May be heard in committee March 4.</p>	<p>The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs. This bill would make a technical, nonsubstantive change to this provision.</p>	<p>Watch</p>	

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<a href="#">AB 278</a> <a href="#">Steinorth R</a>  California Environmental Quality Act: exemption: existing transportation infrastructure.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.		<b>Natural Resources (text 2/2/2017)</b> <b>Support</b> California Chamber of Commerce California Construction and Industrial Materials Association Civil Justice Association of California County of San Bernardino Orange County Transportation Authority Rural County Representatives of California (RCRC) San Bernardino County Transportation Authority Southwest California Legislative Council Ventura County Transportation Commission Western States Trucking Association <b>Oppose</b> California Bicycle Coalition California League of Conservation Voters Clean Water Action Coalition for Clean Air Defenders of Wildlife NRDC Planning and Conservation League Sierra Club California State Building and Construction Trades Council of California Wholly H2O

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<a href="#">AB 287</a> <a href="#">Holden D</a>  State Highway Route 710: advisory committee.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/13/2017)(May be acted upon Jan 2018)	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.</p>		<p><b>Transportation (text 4/6/2017) Support</b>            10 private citizens            California Bicycle Coalition            California Preservation Foundation            California Public Interest Research Group            City of Glendale            City of La Cañada Flintridge            City of South Pasadena            Connected Cities and Communities            East Area Progressive Democrats            Five Star Coalition            National Trust for Historic Preservation            Natural Resources Defense Council (NRDC)            NO 710 Action Committee            Pasadena Heritage            Sequoyah School            South Pasadena Chamber of Commerce            The Honorable Terry Tornek, Mayor, City of Pasadena            The West Pasadena Residents' Association            Westridge School</p> <p><b>Oppose</b>            California State Council of</p>
<p>Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto            Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 5/5/2017  <b>Bills highlighted in PURPLE have been submitted in the current month for Board consideration.</b></p>				

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<a href="#">AB 298</a> <a href="#">Gallagher R</a>  Immigration holds.	5/3/2017-A. 2 YEAR 5/3/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/13/2017)(May be acted upon Jan 2018)(Recorded 4/28/2017)	(1)Existing state law provides that a law enforcement official has discretion to cooperate with federal immigration officials by detaining an individual on the basis of an immigration hold after the person becomes eligible for release only if continued detention of the individual on the basis of the hold does not violate federal, state, or local law, or any local policy, and the person has been convicted of certain crimes. This bill would require a local law enforcement official to cooperate with federal immigration officials by detaining an individual convicted of a felony on the basis of an immigration hold for up to 48 hours, as specified, after the person becomes eligible for release from custody if continued detention on the basis of the immigration hold would not violate federal law. By creating new duties for local officials, this bill would impose a state-mandated local program. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Watch	<b>Public Safety (text 2/6/2017)</b> <b>Support</b> None <b>Oppose</b> American Civil Liberties Union of California California Attorneys for Criminal Justice California Civil Liberties Advocacy California Immigrant Policy Center California Public Defenders Association Californians United for a Responsible Budget Coalition of Humane Immigrant Rights County of Santa Clara Board of Supervisors Drug Policy Alliance Friends Committee on Legislation of California Human Impact Partners Mexican American Legal Defense and Educational Fund (MALDEF) Pangea Root and Rebound Western Center on Law and Poverty

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<a href="#">AB 301</a> <a href="#">Rodriguez D</a>  Driver's license: examination requirements: certificate of driving skill.	5/3/2017- A. APPR. SUSPENSE FILE 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.	Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles, by June 1, 2019, to ensure that the maximum wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle does not exceed 7 days. The bill would require the department, by June 1, 2018, to submit a report to the budget and transportation committees of the Legislature detailing how the department intends to achieve the 7-day maximum wait time. The bill would require the report to include, among other components, the methodology the department intends to use to collect and monitor wait times, and an implementation timeline for the department's recommendations.	Watch	

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<a href="#">AB 302</a> <a href="#">Gipson D</a>  Greenhouse Gas Reduction Fund: 3-year investment plan.	3/20/2017- A. TRANS. 4/18/2017-Re-referred to Com. on TRANS.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires appropriations from the fund to be made in the annual Budget Act. This bill would make technical, nonsubstantive changes to those provisions.		

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<a href="#">AB 306</a> <a href="#">Gonzalez</a> <a href="#">Fletcher</a> D  Unemployment benefits.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was INS. on 3/23/2017)(May be acted upon Jan 2018)	Existing law prescribes a system for the payment of benefits to unemployed individuals who meet specified eligibility criteria. Existing law disqualifies an individual for unemployment compensation benefits if the Director of Employment Development finds that the individual left his or her most recent work voluntarily without good cause or that he or she has been discharged for misconduct connected with his or her most recent work. Existing law also deems an individual not eligible for unemployment compensation benefits if the individual left his or her work because of a trade dispute. This bill would delete the prohibition against unemployment compensation benefit eligibility if the individual left his or her work because of a trade dispute. The bill would also provide that an individual is deemed to have left his or her most recent work with good cause if (1) he or she is prohibited by his or her employer from performing his or her work as a result of a trade dispute with the employer regarding wages, hours, or other terms or conditions of employment or (2) he or she left this work during a bona fide strike of more than 50% of the bargaining unit employees in a refusal of these employees who are authorized by a bona fide labor organization pursuant to state or federal labor law to perform work or services for the employer. This bill contains other related provisions.		

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<a href="#">AB 330</a> <a href="#">Cooley D</a>  Highway safety.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/3/2017)(May be acted upon Jan 2018)	Existing law prohibits a person who has 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle. Existing law also prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. A violation of either of these prohibitions is a crime. Existing law authorizes a court, in addition to imposing penalties and sanctions for those violations, to require the person to enroll and participate in, and successfully complete, a driving-under-the-influence program, which may include, among other things, education, group counseling, and individual interview sessions. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction. The bill also would authorize a court to order participation in a 24/7 Sobriety program as a condition of pretrial release on bond for a person who has been charged with a crime described above, as specified. The bill would define a "24/7 Sobriety program," in part, as requiring a person in the program to abstain from alcohol and unauthorized controlled substances and be subject to frequent testing for alcohol and controlled substances, as specified. The		<b>Public Safety (text 4/19/2017)</b> <b>Support</b> Alcohol Justice (Co-Sponsor) Alcohol Monitoring Systems (Co-Sponsor) California Association of Code Enforcement Officers California Narcotic Officers' Association Los Angeles County Professional Peace Officers Association <b>Oppose</b> California Attorneys for Criminal Justice California Public Defenders Association

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		bill would authorize use of participation in a 24/7 Sobriety program in conjunction with participation in an ignition interlock device program. The bill would require a person participating in the program to pay the program costs, commensurate with the person's ability to pay, as specified. This bill contains other existing laws.		
<a href="#">AB 344</a> <a href="#">Melendez R</a>  Toll evasion violations.	2/21/2017- A. TRANS. 2/21/2017- Referred to Com. on TRANS. 3/29/2017- A. THIRD READING 3/29/2017-Action From TRANS.: Read second time.To THIRD READING.	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	OPPOSE	

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<a href="#">AB 351</a> <a href="#">Melendez</a> R  Transportation funding.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017)(May be acted upon Jan 2018)	(1)Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.This bill contains other related provisions and other existing laws.		

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<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D  California Global Warming Solutions Act of 2006: regulations.	5/3/2017- A. APPR. SUSPENSE FILE 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or amend regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The bill would prohibit the state board from permitting a facility to increase its annual emissions of greenhouse gases compared to the annual average of emissions of greenhouse gases reported during specified years. The bill would authorize the state board to adopt no-trade zones or facility-specific declining greenhouse gas emissions limits where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact. This bill contains other related provisions and other existing laws.	<b>Support</b>	

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<a href="#">AB 382</a> <a href="#">Voepel</a> R  Fuel taxes: Off-Highway Vehicle Trust Fund.	3/27/2017-A. APPR. 4/5/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law, as a result of the elimination of the sales tax on gasoline effective July 1, 2010, provides for a commensurate increase in the excise tax on gasoline. These taxes are deposited to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Existing law requires certain moneys attributable to taxes imposed upon distribution of gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Existing law, however, transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.		<b>Transportation (text 2/9/2017)</b> <b>Support</b> American Sand Association, Inc. California Off Road Vehicle Association San Diego Off-Road Coalition <b>Oppose</b> None

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<a href="#">AB 398</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Greenhouse Gas Reduction Fund: report.	4/3/2017- A. APPR. 4/18/2017-Re-referred to Com. on APPR.	Existing law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Existing law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Existing law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 408</a> <a href="#">Chen R</a>  Eminent domain: final offer of compensation.	2/21/2017- A. JUD. 3/20/2017-In committee: Set, final hearing. Hearing canceled at the request of author. From committee: Without further action pursuant to Joint Rule 62(a). DIED	Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant’s litigation expenses. This bill would instead provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90% of the compensation awarded in the proceeding, then the court would be required to include the defendant’s litigation costs in the costs allowed. If the court finds that the offer of the plaintiff was at least 90% and less than 100% of the compensation awarded in the proceeding, the court would be authorized to include the defendant’s litigation costs in the costs allowed.		<b>Judiciary (text 2/9/2017)</b> <b>Support</b> Conference of California Bar Associations (sponsor) <b>Oppose</b> None

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<a href="#">AB 428</a> <a href="#">Ridley-Thomas D</a>  Local government: the Ralph M. Brown Act.	2/21/2017-A. L. GOV. 4/5/2017-In committee: Set, first hearing. Hearing canceled at the request of author.	The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/9/2017)</b> <b>Support</b> LA Care Health Plan [SPONSOR] Local Health Plans of California <b>Oppose</b> None

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<a href="#">AB 464</a> <a href="#">Gallagher R</a>  Local government reorganization.	5/3/2017- A. SECOND READING 5/4/2017-From committee: Do pass. To Consent Calendar. (Ayes 9. Noes 0.) (May 3).	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined. Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes.		<b>Local Government (text 3/14/2017) Support</b> Association of California HealthCare Districts California Association of Local Agency Formation Commissions [SPONSOR] California State Association of Counties Local Agency Formation Commissions: Butte, Contra Costa, Colusa, Fresno, Imperial, Lake, Los Angeles, Marin, Merced, Nevada, Riverside, San Bernardino, San Diego, Santa Clara, Santa Cruz, Solano, Sonoma, Yolo and Yuba <b>Oppose</b> None

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<a href="#">AB 467</a> <a href="#">Mullin D</a>  Local transportation authorities: transactions and use taxes.	4/17/2017-A. E. & R. 4/18/2017-Re-referred to Com. on E. & R.	(1) The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/13/2017) Support</b> California Association of Clerks and Election Officials California State Association of Counties Urban Counties of California <b>Oppose</b> None

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<a href="#">AB 468</a> <a href="#">Santiago D</a>  Assault: transit operator: transit vehicle in motion.	3/23/2017- A. TRANS. 3/27/2017-Re-referred to Com. on TRANS. 5/8/2017 – TRANS. Committee	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. Existing law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Existing law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Existing law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority.	<b>Sponsor</b>	<b>SUPPORT:</b> LA Metro - Sponsor

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<a href="#">AB 496</a> <a href="#">Fong R</a>  Transportation funding.	2/13/2017- A. PRINT 2/14/2017-From printer. May be heard in committee March 16. 2/27/2017- A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.This bill contains other related provisions and other existing laws.		

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<a href="#">AB 499</a> <a href="#">Harper</a> R  California Environmental Quality Act: infill development.	2/13/2017- A. PRINT 2/14/2017-From printer. May be heard in committee March 16.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.		

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<a href="#">AB 515</a> <a href="#">Frazier D</a>  State Highway System Management Plan.	3/21/2017- A. APPR. 3/21/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 20). Re-referred to Com. on APPR	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.		

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<a href="#">AB 544</a> <a href="#">Bloom</a> D  Vehicles: high-occupancy vehicle lanes.	4/27/2017-A. APPR. 5/1/2017-Re-referred to Com. on APPR.	Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles (SULEV), ultra-low emission vehicles (ULEV), advanced technology partial zero-emission vehicles (AT PZEV), or transitional zero-emission vehicles (TZEV), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. Existing law makes the use by a driver of an HOV lane without those identifiers a crime. Existing law requires the Department of Transportation to remove individual HOV lanes, or portions of those lanes, during peak periods of congestion from access by vehicles displaying the identifiers if the department makes specified findings. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers		<b>Transportation (text 3/21/2017)</b> <b>Support</b> Association of Global Auto Makers California Electric Transportation Coalition (CaETC) California New Car Dealers Association Hyundai <b>Oppose</b> None

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		<p>until the date federal authorization expires, or until the Secretary of State receives a certain notice, whichever occurs first. The bill would provide that new identifiers issued for SULEVs, AT PZEVs, and TZEVs would be valid until January 1 of the 4th year after the year in which they were issued. The bill would provide that if these provisions become inoperative, the driver of a vehicle with an otherwise valid decal, label, or other identifier would not be cited for a violation of the HOV lane provisions within 60 days of the date that those provisions became inoperative. The bill would make additional conforming changes. This bill contains other existing laws.</p>		

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<a href="#">AB 548 Steinorth R</a>  Omnitrans Transit District..	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2017)(May be acted upon Jan 2018)	Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services.This bill would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would provide for the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority upon the dissolution of that authority. The bill would provide for the transfer of assets from the authority to the district. The bill would provide for a governing board of unspecified members and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		

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<a href="#">AB 555</a> <a href="#">Cunningham</a> R  Greenhouse Gas Reduction Fund: schoolbuses.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/20/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.		

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<a href="#">AB 636</a> <a href="#">Irwin</a> D  Local streets and roads: expenditure reports.	4/20/2017-S. DESK 4/20/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.		<b>Transportation (text 2/14/2017)</b> <b>Support</b> California State Association of Counties League of California Cities (sponsor) <b>Oppose</b> None
<a href="#">AB 673</a> <a href="#">Chu</a> D  Public transit operators: vehicle safety requirements.	4/20/2017-S. DESK 4/20/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements. This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	NEUTRAL	

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<a href="#">AB 687</a> <a href="#">Chen</a> R  State highway routes: route numbers.	2/15/2017- A. PRINT 2/16/2017-From printer. May be heard in committee March 18.	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make nonsubstantive changes to the latter provision.		
<a href="#">AB-695</a> <a href="#">Bocanegra</a> D  Avoidance of on-track equipment.	03/21/17 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (March 20). Re-referred to Com. on APPR.	Existing law requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. A violation of these requirements is a crime. This bill would make this requirement applicable to avoid on-track equipment, as defined. By expanding the scope of a crime, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.	SUPPORT	<b>Support</b> BNSF Railway California Labor Federation California Short Line Railroad Association California Teamsters Public Affairs Council Genesee & Wyoming Railroad Services, Inc. Union Pacific Railroad <b>Opposition</b> None on file

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<a href="#">AB 697</a> <a href="#">Fong R</a>  Tolls: exemption for privately owned emergency ambulances.	5/4/2017-S. DESK 5/4/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. Existing law requires a toll operator to accept, in lieu of payment of a bill for an authorized emergency vehicle using a toll facility, a letter from a fire chief, police chief, county sheriff, head of a public agency, or his or her designee certifying that the use of the authorized emergency vehicle was exempt from the payment of the toll or other charge. Existing law further requires, upon written request and information and belief of the toll operator that the use of an authorized emergency vehicle was not in compliance with this section, a fire chief, police chief, county sheriff, head of the public agency, or his or her designee, to provide or otherwise make accessible to the toll operator the dispatch records or log books relevant to the time period when the authorized emergency vehicle was in use on the toll highway, vehicular crossing, or high-occupancy toll (HOT) lane. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the California Highway Patrol. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.		Transportation (text 2/15/2017) <b>Support</b> California Ambulance Association <b>Oppose</b> None

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<a href="#">AB 709</a> <a href="#">McCarty D</a>  Sacramento Regional Transit District: bonds: transactions and use tax.	3/23/2017-A. L. GOV. 3/27/2017-Re-referred to Com. on L. GOV.	Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may exercise the right of eminent domain and may levy various taxes subject to voter approval. This bill contains other existing laws.		
<a href="#">AB 730</a> <a href="#">Quirk D</a>  Transit districts: prohibition orders.	4/17/2017-S. DESK 4/17/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.		<b>Public Safety (text 2/15/2017)</b> <b>Support</b> San Francisco Bay Area Rapid Transit District [SPONSOR] <b>Oppose</b> None

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<a href="#">AB 733</a> <a href="#">Berman D</a>  Enhanced infrastructure financing districts: projects: climate change.	5/4/2017-S. DESK 5/4/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that incentivize adapting to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.		
<a href="#">AB 788</a> <a href="#">Frazier D</a>  Department of Transportation: administration.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.		

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<a href="#">AB 843</a> <a href="#">Fong R</a>  Vehicles: statewide application of the code.	2/16/2017- A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.		

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<a href="#">AB 863</a> <a href="#">Cervantes D</a>  Affordable Housing and Sustainable Communities Program.	4/26/2017- A. APPR. 4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 26). Re-referred to Com. on APPR.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Existing law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program. This bill would require the council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects. The bill would make related revisions to the policy objectives for the program.		

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<p><a href="#">AB 890 Medina D</a></p> <p>Local land use initiatives: environmental review.</p>	<p>4/25/2017- A. APPR. 4/25/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 24). Re-referred to Com. on APPR.</p>	<p>The California Constitution authorizes the electors of each city and county to exercise the powers of initiative and referendum under procedures provided by the Legislature. Pursuant to that authority, existing law authorizes a proposed ordinance to be submitted to the appropriate elections official and requires the elections official to forward the proposed ordinance to appropriate counsel for preparation of a ballot title and summary. Existing law requires the elections official to provide the ballot title and summary to proponents of the proposed measure and the proponents are required to include the ballot title and summary upon each section of the petition used to gather the required number of signatures. Under existing law, if an initiative petition is signed by not less than a specified number of voters and filed with the elections official, that elections official must submit the proposed ordinance to the county board of supervisors, legislative body of a city, or governing board of a district. Existing law requires the governing body to (1) adopt the ordinance without alteration, (2) call an election or special election in certain instances, at which the ordinance, without alteration, would be submitted to a vote of the voters of the jurisdiction, or (3) for cities and counties, order a report on the ordinance and then adopt the ordinance or submit it to the voters. This bill would require a proponent of an proposed initiative ordinance, at the time he or she files a copy of the proposed initiative ordinance for preparation of a ballot title and summary with the appropriate elections official, to also request that an environmental review of the proposed initiative ordinance be conducted by the appropriate planning department, as specified. The bill would require the elections official to</p> <p>notify the proponent of the result of the environmental review. The bill would require the county board of supervisors, legislative body of a city, or governing board of a district, if the initiative ordinance proposes an</p>		<p><b>Natural Resources (text 4/18/2017)</b> <b>Support</b> Association of Environmental Professionals CalBike California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Coalition for Clean Air Environment California Environmental Protection Information Center National Parks Conservation Association Sierra Club Californi State Building and Construction Trades Council of California (sponsor) <b>Oppose</b> African American Farmers of California Associated Builder and Contractors of California California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Citrus Mutual California Dairies Inc. California Fresh Fruit Association California Independent Petroleum Association California State Association of Counties California Strawberry Commission California Taxpayers Association City of Indian Wells City of Thousand Oaks Far West Equipment Dealers Association League of California Cities National Federation of Independent Business Nisei Farmers League Riverside Rural County Representatives of California (RCRC) San Fernando Valley Chamber of Commerce Santa Maria Valley Chamber of Commerce Southwest California Legislative Council West Coast Lumber &amp; Building Material Association Western Electrical Contractors Association</p>

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<a href="#">AB 943</a> Santiago D	5/3/2017-A. E. & R. 5/4/2017-From committee: Do pass and re-refer to Com. on E. & R. (Ayes 8. Noes 0.) (May 3). Re-referred to Com. on E. & R. From committee chair, with author's amendments: Amend, and re-refer to Com. on E. & R. Read second time and amended.	The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would expressly stop development or construction within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would require the county elections official for the county or city and county in which the proposed ordinance or amendment of an ordinance would apply, or which includes within its territorial boundaries the city in which the proposed ordinance or amendment of an ordinance would apply, to determine whether the proposed ordinance or amendment of an ordinance would expressly stop development or construction within the city, county, or city and county. The bill would declare that it addresses a matter of statewide concern. This bill contains other existing laws.		<b>Local Government (text 2/16/2017)</b> <b>Support</b> California Apartment Association (sponsor) California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Council for Affordable Housing California Housing Consortium California Professional Association of Specialty Contractors Central City Association of Los Angeles Downtown Center BID Downtown Women’s Center Engineering Contractor’s Association Orange County Business Council Southwest California Legislative Council Valley Industry and Commerce Association (VICA) <b>Oppose</b> League of California Cities

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<a href="#">AB 979</a> <a href="#">Lackey</a> R  Local government.	4/26/2017-A. L. GOV. 5/1/2017-Re-referred to Com. on L. GOV.	Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides for the selection of representatives of independent special districts on each local agency formation commission by an independent special district selection committee pursuant to a nomination and election process. This bill would revise the procedures for special district representatives to initiate those proceedings, and would authorize the commission to combine proceedings for appointing a member representing independent special districts on an oversight board pursuant to those proceedings, as specified. This bill contains other existing laws.		<b>Local Government (text 4/6/2017)</b> <b>Support</b> Association of California HealthCare Districts Brooktrails Township Community Services District California Association of Local Agency Formation Commissions [CO-SPONSOR] California Municipal Utilities Association California Special Districts Association [CO-SPONSOR] California State Association of Counties Chino Valley Fire District Cucamonga Valley Water District Eastern Municipal Water District Goleta Sanitary District Individual letters Local Agency Formation Commissions: Contra Costa, Los Angeles, Placer, San Diego, Meeks Bay Fire Protection District North Tahoe Fire Protection District Palos Verdes Library District Rancho Simi Recreation Park District Rural County Representatives of California (RCRC) San Mateo, Yolo United Water Conservation District <b>Oppose</b> None

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<a href="#">AB 1015</a> <a href="#">Mathis</a> R  State highways.	2/16/2017- A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.		
<a href="#">AB 1060</a> <a href="#">Burke</a> D  Enhanced infrastructure financing districts.	4/20/2017- A. TRANS. 4/25/2017-Re- referred to Com. on TRANS.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor	<b>Support</b> LA Metro (Sponsor)
<a href="#">AB 1063</a> <a href="#">Fong</a> R  Transportation funds.	2/16/2017- A. PRINT 2/17/2017-From printer. May be heard in committee March 19.	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.		

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<a href="#">AB 1073</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	5/4/2017- A. CONSENT CALENDAR 5/4/2017-Read second time. Ordered to Consent Calendar..	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology . This bill contains other existing laws.		
<a href="#">AB 1094</a> <a href="#">Choi</a> R  Vehicles: automated traffic enforcement systems.	5/4/2017- A. CONSENT CALENDAR 5/4/2017-Read second time. Ordered to Consent Calendar.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.		

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<a href="#">AB 1103</a> <a href="#">Obernolte</a> R  Bicycles: yielding.	3/9/2017- A. TRANS. 3/9/2017- Referred to Com. on TRANS.	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. A violation of the Vehicle Code is punishable as an infraction. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 1113</a> <a href="#">Bloom D</a>  State Transit Assistance program.	5/4/2017-S. DESK 5/4/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions.	SUPPORT	<b>Support</b> CTA Sponsor LA Metro

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<a href="#">AB 1145</a> <a href="#">Quirk D</a>  Compensation of utilities for relocation costs.	5/1/2017- A. APPR. 5/2/2017-Re-referred to Com. on APPR.	Existing law authorizes a relocation agreement between certain utilities, cable television corporations, or cable operators and the Santa Clara Valley Transportation Authority, entered into in connection with a transit or transportation capital improvement project. This bill would, unless otherwise prohibited by law or expressly governed by a contract in force as of January 1, 2018, require the state or a local government to reimburse a utility for the reasonable relocation costs incurred by the utility to relocate its facilities as a result of a construction project financed from any voter-approved bond act of the state or local government, respectively. The bill would require a utility claiming reimbursement to submit a verified itemized claim to the state or a local government for reimbursement of relocation costs within 180 days after each calendar quarter in which the utility incurs the relocation costs. The bill would require the state or local government to review each verified itemized claim, to reimburse the utility for reasonably incurred relocation costs within 90 days after receipt of the verified itemized claim, and to reimburse verified itemized claims for reimbursement of relocation costs from all affected utilities in the order of receipt. By placing additional duties upon local governments, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 4/17/2017) Support</b> California Cable and Telecommunications Association [SPONSOR] Charter Communications Comcast Cable Cox South Orange County Economic Coalition <b>Oppose</b> California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California

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<a href="#">AB 1160</a> <a href="#">Bonta D</a>  Autonomous vehicles.	4/18/2017-A. C. & C. 4/18/2017-Re-referred to Com. on TRANS. From committee: Do pass and re-refer to Com. on C. & C. (Ayes 13. Noes 0.) (April 17). Re-referred to Com. on C. & C.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.		<b>Transportation (text 4/17/2017)</b> <b>Support</b> None <b>Oppose</b> TechNet

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<a href="#">AB 1218</a> <a href="#">Obernolte</a> R  California Environmental Quality Act: exemption: bicycle transportation plans.	5/1/2017-S. DESK 5/1/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.		

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<a href="#">AB 1259 Calderon D</a> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/27/2017-A. APPR. 5/1/2017-Re-referred to Com. on APPR.	The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. The authority oversees the Capital Access Loan Program for small businesses to assist small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties This bill would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.		<b>Natural Resources (text 3/30/2017) Support</b> Charge Ahead California Coalition for Clean Air Communities for a Better Environment Environment California Greenlining Institute Natural Resources Defense Council (NRDC) <b>Oppose</b> None

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<a href="#">AB 1282</a> <a href="#">Mullin D</a>  Transportation: task force: permit processing.	4/18/2017- A. APPR. 4/26/2017-In committee: Set, first hearing. Referred to suspense file.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2018, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.		

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<a href="#">AB 1301</a> <a href="#">Fong R</a>  Joint Legislative Committee on Climate Change Policies.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)	Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state’s programs, policies, and investments related to climate change, as specified.This bill would state the mission of the joint committee, as specified, and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.		<b>Natural Resources (text 3/22/2017) Support</b> California Business Roundtable California Cattlemen’s Association California Chamber of Commerce California Farm Bureau Federation California Independent Oil Marketing Association California Independent Petroleum Association California Manufacturers and Technology Association Western States Petroleum Association <b>Oppose</b> None

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<a href="#">AB 1324</a> <a href="#">Gloria D</a>  Metropolitan planning organizations: transactions and use taxes.	3/13/2017-A. L. GOV. 3/21/2017-Re-referred to Com. on L. GOV.	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.		
<a href="#">AB 1328</a> <a href="#">Limón D</a>  Sustainable communities: affordable housing.	3/30/2017-A. NAT. RES. 3/30/2017-Referred to Com. on NAT. RES.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Existing law encourages projects eligible for funding under the program to promote certain objectives. This bill would make a nonsubstantive change to the provision regarding the eligible projects.		

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<a href="#">AB 1363</a> <a href="#">Baker</a> R  Transportation revenues.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017)(May be acted upon Jan 2018)	Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2018, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.		

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<a href="#">AB 1383</a> <a href="#">Fong R</a>  California Global Warming Solutions Act of 2006: regulations.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act. The bill also would require the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.		

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<a href="#">AB 1395</a> <a href="#">Chu D</a>  State highways: blight.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1421</a> <a href="#">Dababneh D</a>  Intercity rail services: noise and vibration.	5/3/2017-A. APPR. SUSPENSE FILE 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.	Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		<b>Appropriations (text 3/22/2017)</b> <b>Support</b> <b>Oppose</b>

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<a href="#">AB 1442</a> <a href="#">Allen, Travis R</a>  Bonds: transportation: water projects.	3/27/2017- A. TRANS. 4/25/2017-In committee: Set, second hearing. Failed passage. Reconsideration granted.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects that are a part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities,		<b>Transportation (text 3/28/2017)</b> <b>Support</b> None <b>Oppose</b> State Building and Construction Trades Council of California

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		reservoirs, water conveyance infrastructure, and aquifer recharge. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election. This bill contains other existing laws.		
<a href="#">AB 1444</a> <a href="#">Baker</a> R  Livermore Amador Valley Transit Authority: demonstration project.	5/2/2017-A. APPR. 5/3/2017-Re-referred to Com. on APPR.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver’s seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration project if the department has adopted specified regulations by December 31, 2017. This bill contains other related provisions and other existing laws.	Watch	<b>Communications And Conveyance (text 4/5/2017) Support</b> Alameda County Transportation Commission Livermore Amador Valley Transit Authority <b>Oppose</b> California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Teamsters Public Affairs Council

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<a href="#">AB 1454 Bloom D</a> Transportation projects: lease agreements.	5/4/2017-A. RLS. 5/4/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.	Support	<b>Transportation (text 3/21/2017)</b> <b>Support</b> Associated General Contractors California and San Diego chapters <b>Oppose</b> American Federation of State, County and Municipal Employees California School Employees Association Professional Engineers in California Government

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<a href="#">AB 1512</a> <a href="#">McCarty D</a>  Motor Vehicle Fuel Tax Law.	4/19/2017- A. REV. & TAX 4/26/2017-Re- referred to Com. on REV. & TAX.	Existing law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges. Under this bill, the Opioid Addiction Prevention and Rehabilitation Act would impose a tax on and after January 1, 2018, upon the distribution of opioids by every person including, but not limited to, a manufacturer or wholesaler, that makes the first sale in this state of opioids, where the sale is for the purpose of resale in the regular course of business, at the rate of \$0.01 per milligram of active opioid ingredient. The tax would be administered by the State Board of Equalization and would be collected pursuant to the procedures set forth in the Fee Collection Procedures Law, which sets forth requirements for registration, returns, payments, penalties, interest, determinations and redeterminations, collections, overpayments and refunds, administration and confidentiality, and violations. By expanding the application of the Fee Collection Procedures Law, the violation of which is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Revenue And Taxation (text 4/17/2017)</b> <b>Support</b> County Behavioral Health Directors Association of California <b>Oppose</b> Healthcare Distribution Alliance

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<a href="#">AB 1519 Cervantes</a> D  State highways.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 3/27/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Existing law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of \$5,000 annually to the Adopt-A-Riverway Fund. This bill would change the minimum annual donation amount to \$4,000.		
<a href="#">AB 1523 Obernolte</a> R  San Bernardino County Transportation Authority: design-build.	5/1/2017-A. APPR. 5/2/2017-Re-referred to Com. on APPR.	The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project). This bill contains other related provisions and other existing laws.	Watch	<b>Local Government (text 3/28/2017) Support</b> San Bernardino County Transportation Authority [SPONSOR] <b>Oppose</b> American Federation of State, County and Municipal Employees Professional Engineers in California Government

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<a href="#">AB 1623</a> <a href="#">Acosta</a> R  State Air Resources Board.	2/17/2017-A. PRINT 2/19/2017-From printer. May be heard in committee March 21.	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.		
<a href="#">AB 1630</a> <a href="#">Bloom</a> D  California Transportation Plan: wildlife movement.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)	Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to	Watch	<b>Water, Parks And Wildlife (text 3/28/2017) Support</b> Arroyos & Foothills Conservancy Audubon Canyon Ranch Friends of Harbors, Beaches, and Parks Hills for Everyone Laguna Greenbelt, Inc. Midpeninsula Regional Open Space Authority Pathways for Wildlife Santa Clara Valley Open Space Authority SC Wildlands Sonoma Land Trust <b>Oppose</b> None

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		<p>pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. The bill would require, on or before January 1, 2019, the Department of Fish and Wildlife, in coordination with the Department of Transportation and the Transportation Agency, to update the California Essential Habitat Connectivity Project and create a formal avenue for scientific data on wildlife movements gathered by universities, nonprofit corporations, public agencies, and independent biologists to be submitted to these departments and the agency, as specified. This bill contains other related provisions.</p>		

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<a href="#">AB 1635</a> <a href="#">Quirk-Silva D</a>  Public contracts: small business participation.	4/26/2017- A. APPR. 4/26/2017- Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 26). Re-referred to Com. on APPR.	The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require a state agency, as defined, to establish and achieve an annual goal that at least 25% of the procurement activities administered by that agency include a small business participant, to ensure that the agency's procurement practices are administered in a manner that supports the agency in meeting or exceeding the goal, and to report to the director statistics regarding small business participation in the agency's procurement activities. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.		<b>Accountability And Administrative Review (text 4/5/2017)</b> <b>Support</b> California Small Business Association <b>Oppose</b> None

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<a href="#">AB 1640</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Transportation funding: low-income communities.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017)(May be acted upon Jan 2018)	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program. This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in consultation with residents of low-income communities and specified state agencies,		

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		to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.		

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<a href="#">AB 1658</a> <a href="#">Frazier D</a>  State agencies: accountability.	4/26/2017- A. APPR. 4/26/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 26). Re-referred to Com. on APPR.	Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit. This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.		<b>Accountability And Administrative Review (text 3/21/2017)</b> <b>Support</b> California Manufacturers and Technology Association <b>Oppose</b> None

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<a href="#">AB 1684</a> <a href="#">Bloom</a> D  Vehicles: traffic violator schools.	5/3/2017-A. APPR. SUSPENSE FILE 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.	Existing law authorizes a court to order a continuance of proceedings against a person who has received a notice to appear for a violation of statute relating to the safe operation of a vehicle and subsequently deposits and forfeits bail, pleads guilty or no contest, or is convicted, in consideration for completion of a program for traffic violators, or traffic school. This bill would require the Department of Motor Vehicles to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.		
<a href="#">AB 1721</a> Committee on Revenue and Taxation  Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	5/1/2017-A. REV. & TAX 5/1/2017-Referred to Com. on REV. & TAX.	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws.	Sponsor	<b>Support</b> LA Metro (Sponsor)

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<a href="#">ACA 3</a> <a href="#">Kiley</a> R  Elections: initiatives and referenda.	4/20/2017-A. E. & R. 4/20/2017- Referred to Com. on E. & R.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.		
<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding.	Enrolled. Signed into law 5/2017	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor	Support WWA	Governance And Finance (text 1/26/2017) Support Alameda Corridor-East Construction Authority Alameda County Board of Supervisors Alameda County Transportation Commission

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)		<p>Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020. This bill contains other related provisions and other existing laws.</p>		Alameda-Contra Costa Transit District American Council of Engineering Companies of California American Heart Association American Stroke Association American Subcontractors Association California, Inc. Associated General Contractors Associated General Contractors, San Diego Chapter Association of Monterey Bay Area Governments Bay Area Council C.A. Rasmussen, Inc. Caliaagua California Alliance for Jobs California Asphalt Pavement Association California Association of Councils of Governments/Self Help Counties Coalition California Association of Professional Employees California Construction and

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Industrial Materials Association California Professional Firefighters California State Association of Counties CONTINUED California State Council of Laborers California Teamsters Public Affairs Council California Transit Association California Transportation Commission Caterpillar Inc. Cathedral City City of American Canyon City of Arcata City of Arroyo Grande City of Azusa City of Belvedere City of Brentwood, California City of Brisbane City of Carpentaria City of Ceres City of Cerritos City of Chino

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				City of Colton City of Concord City of Crescent City City of Culver City City of Cupertino City of Daly City City of Del Mar City of Diamond Bar City of Dinuba City of Dublin City of El Centro City of El Cerrito City of Fort Bragg City of Fremont City of Goleta City of Gonzales City of Gustine City of Hayward City of Hercules City of Hollister City of Indio City of La Mirada CONTINUED City of Lafayette City of Laguna Beach (prior

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				version) City of Lakeport City of Lakewood City of Livermore City of Lodi City of Lompoc City of Menifee City of Mill Valley City of Modesto City of Monterey City of Moorpark City of Morro Bay City of Mountain View City of Novato City of Ontario City of Orland City of Pacific Grove City of Palos Verdes Estates City of Pico Rivera City of Point Arena City of Riverbank City of Rohnert Park City of Sacramento City of Salinas City of San Carlos

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				City of San Gabriel City of San Jose City of San Leandro City of San Luis Obispo City of Santa Cruz City of Santa Maria City of Santa Monica City of Santa Paula City of Sausalito City of Scotts Valley City of Sebastopol City of Temecula City of Thousand Oaks City of Tulare City of Turlock CONTINUED City of Ukiah City of Vallejo City of Vernon City of Walnut Creek City of Waterford City of Watsonville City of Williams City of Woodland City of Yreka

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				City/County Association of Governments of San Mateo County Council of San Benito County Governments County of Alameda’s Personnel, Administration and Legislation Committee County of Alpine Board of Supervisors County of Amador Board of Supervisors County of Glenn Board of Supervisors County of Humboldt Board of Supervisors County of Imperial Board of Supervisors County of Los Angeles Board of Supervisors County of Marin Board of Supervisors County of Mariposa Board of Supervisors County of Monterey Board of

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Supervisors CONTINUED County of Napa Board of Supervisors County of Nevada Board of Supervisors County of Sacramento Board of Supervisors County of Santa Clara Board of Supervisors County of Solano Board of Supervisors County of Yuba Board of Supervisors Davis Del Norte Board of Supervisors East Bay Leadership Council Eric Garcetti, Mayor, City of Los Angeles FEHR & PEERS Fix Our Roads Coalition Flasher/ Barricade Association Gateway Cities Council of Governments (GCCOG) General Engineering Contractors

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Gold Coast Transit District Golden Empire Transit District in Bakersfield Golden State Gateway Coalition Granite Construction, Inc. Humboldt County Association of Governments International Longshore and Warehouse Union International Longshore and Warehouse Union Local 13, Local 63, Local 94 Inyo County Board of Supervisors Lake County/City Area Planning Council CONTINUED League of California Cities League of California Cities, Los Angeles Division Lemoore, City of Los Angeles Area Chamber of Commerce Los Angeles County Business Federation Los Angeles County Metropolitan

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Transportation Authority Board of Directors Marin County Council of Mayors and Councilmembers Marina Landscape, Inc. Merced County Association of Governments Metropolitan Transportation Commission Mill Valley Chamber of Commerce and Visitor Center Monterey-Salinas Transit Napa Valley Transportation Authority National Electrical Contractors Association, California Chapter North State Super Region Northern California Carpenters Regional Council NVTA Operating Engineers Local 3 Orange County Business Council Pismo Beach Placer County Transportation Planning Agency

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Pomona CONTINUED Professional Engineers in California Government Rancho Cucamonga Riverside County Board of Supervisors Riverside Transit Agency Rural Counties Task Force Sacramento Area Council of Governments Sacramento Regional Transit District San Francisco Bay Area Rapid Transit District San Gabriel Valley Economic Partnership San Luis Obispo Council of Governments Santa Barbara Santa Barbara County Association of Governments Santa Barbara County Board of Supervisors Santa Clara County Cities

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Association Santa Clara Valley Transportation Authority Santa Cruz County Board of Supervisors Santa Cruz County Business Council Santa Cruz Metropolitan Transit District Santa Cruz Regional Transportation Commission Self Help Counties Coalition Silicon Valley Leadership Group Siskiyou County Local Transportation Commission Skanska CONTINUED Solano Transportation Authority Solar Turbines Inc. Sonoma County Board of Supervisors Sonoma County Transportation Authority Board of Directors Sonoma-Marin Area Rail Transit District

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				South Bay Association of Chamber of Commerce Southern California Association of Governments Southern California Contractors Association Southern California Partnership For Jobs Stockton The Honorable Belia Ramos, Supervisor, Napa County Board of Supervisors The Honorable Emily Lo, Mayor, City of Saratoga The Honorable Gregorio Gomez, Councilmember, City of Farmersville The Honorable Paul Boyer, Mayor, City of Farmersville The Honorable Tom Butt, Mayor, City of Richmond The Honorable Vito Chiesa, Chair, Stanislaus County Board of Supervisors Torrance Chamber of Commerce

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Town of Danville Town of Los Gatos Town of Moraga CONTINUED Town of Windsor Town of Yountville Transportation Agency for Monterey County Transportation California Trinity County Departments of Transportation United Contractors Urban Counties of California Ventura Council of Governments Yolo County Board of Supervisors Oppose A to Z Families for Safe Streets Albany Strollers & Rollers American Lung Association of California Amigos de Los Rios Arc of California Asian Pacific Environmental Network Automobile Club of Southern

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				California Bike East Bay Bike San Gabriel Valley Bike Santa Cruz County Bike SLO County Brightline Defense California Bicycle Coalition California Environmental Justice Alliance California League of Conservation Voters California Pan-Ethnic Health Network California Walks Campaign for Sensible Transportation Capital Region Organizing Project CONTINUED Catholic Charities, Diocese of Stockton Center for Climate Change and Health Center for Community Action and Environmental Justice Center for Environmental Health

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Central California Asthma Collaborative Centro la Familia ChangeLab Solutions Circulate San Diego City Heights Community Development Corp. Climate Action Campaign Climate Resolve ClimatePlan Coalition for Clean Air Coalition for Sustainable Transportation Cultiva La Salud East Yard Communities for Environmental Justice Environmental Council of Sacramento Environmental Health Coalition Gamaliel of California Genesis Greenlining Institute Housing Leadership Council of San Mateo County Howard Jarvis Taxpayers

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Association Investing in Place Justice Overcoming Boundaries Leadership Counsel for Justice & Accountability Los Angeles County Bicycle Coalition Los Angeles WALKS CONTINUED Marin County Bicycle Coalition Mission: Pedestrian Move LA Natural Resources Defense Council (NRDC) North Bay Organizing Project One individual Pathways to Right-of-Way's Inc. Planning and Conservation League PolicyLink Prevention Institute Public Advocates, Inc. Rails-to-Trails Conservancy Redwood Community Action Agency Regional Asthma Management

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				and Prevention Safe Routes to School National Partnership San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Francisco Transit Riders Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Shasta Living Streets Sierra Club California Sonoma County Bicycle Coalition Sunflower Alliance Transform Trust for Public Lands Urban Habitat Valley LEAP Walk & Bike Mendocino Walk Long Beach Walk Oakland Bike Oakland Walk San Francisco WALKSacramento

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<a href="#">SB 20</a> <a href="#">Hill D</a>  Vehicles: buses: seatbelts.	4/20/2017- A. DESK 4/20/2017-Read third time. Passed. (Ayes 40. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. The bill would make a violation of the provision requiring a passenger to wear a safety belt, an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that these provisions do not apply to schoolbuses. This bill contains other related provisions and other existing laws.		<b>Transportation And            Housing (text 3/20/2017)</b> <b>Support</b> None <b>Oppose</b> None

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<p><a href="#">SB 21</a> <a href="#">Hill D</a></p> <p>Law enforcement agencies: surveillance: policies.</p>	<p>5/3/2017-S. APPR. 5/3/2017-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a public agency from selling, sharing, or transferring information gathered by surveillance technology, except to another public agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances. This bill contains other related provisions and other existing laws.</p>		<p><b>Judiciary (text 4/17/2017)</b> <b>Support</b> Electronic Frontier Foundation Firearms Policy Coalition Media Alliance Oakland Privacy <b>Oppose</b> Association of Orange County Deputy Sheriffs California Fraternal Order of Police California Peace Officers' Association California Police Chiefs Association California Statewide Law Enforcement Association Long Beach Police Officers Association Peace Officers Research Association of California Sacramento County Deputy Sheriffs' Association</p>

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<a href="#">SB 22</a> <a href="#">Hill D</a>  Firearms: law enforcement agencies: agency firearm accounting.	4/17/2017-S. APPR. SUSPENSE FILE 4/17/2017-April 17 hearing: Placed on APPR. suspense file	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System (AFS) via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Public Safety (text 3/13/2017)</b> <b>Support</b> California Chapters of the Brady Campaign to Prevent Gun Violence Firearms Policy Coalition <b>Oppose</b> None

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<p><a href="#">SB 53</a> <a href="#">Hueso D</a></p> <p>Natural gas vehicles.</p>	<p>4/26/2017-S. APPR. 5/4/2017-Set for hearing May 15.</p>	<p>Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount, up to a specified maximum, equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. The bill would additionally require the University of California Institute of Transportation Studies or the Department of Transportation to estimate the damage caused by vehicles operating pursuant to this authorization and report its findings to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation on or before October 1, 2018.</p>		<p><b>Transportation And Housing (text 3/20/2017)</b> <b>Support</b> Accurate Underground and Grading, Inc. Agility Fuel Solutions Alameda County Industries Alliant Specialty Insurance Services ANGI Antonini Freight Express, Inc. Athens Services Atlas Industries Bay Counties SMaRT Station Bioenergy Association of California BLT Enterprises BMS Technologies Burrtec Waste Industries Inc. CalCIMA California Natural Gas Vehicle Association (co-sponsor) California Refuse Recycling Council California Trucking Association Californians Against Waste CalPortland Construction Company CASS, Inc. Chavez Transport Inc. Cherry Engineering Clean Energy CleanStreet CR&amp;R Inc. Cummins &amp; White LLP Desert Valley Disposal Inc. Dickson Co Inc. Direct Disposal East Bay Sanitary Co. Ecology Recycling Services and Transportation EDCO Waste and Recycling Services Escondido Disposal Inc. EW Truck and Equipment Company Inc. Facility Builders and Erectors FASTECH Fremont Recycling &amp; Transfer Station Garden City Sanitation Inc. GEOCON Gladstein, Neandress &amp; Associates Green, Hasson, Janks LLP GreenWaste Recovery Inc. Harris Ranch Hastie's Capitol Sand &amp; Gravel, Co. Haul Away Rubbish Service Co. Inc. Inland Empire Disposal Association (IEDA) J&amp;L Transport</p>

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				<p><b>CONTINUED</b></p> <p>J-W Power Company  JRMA Architects and Engineers  Ken Grody Ford  Livermore Sanitation  Los Angeles County Disposal Association  Los Angeles County Solid Waste Management Committee  Los Angeles County Waste Management Association  Marin Sanitary Service  McNeillus Truck and Manufacturing Inc.  Mission Trail Waste Systems, Inc.  Mobile Fueling Solutions  Mountain Valley Express  Napa Recycling and Waste Services LLC.  NASA Services  Nationwide Environmental Services  Northern Recycling Operations and Waste Services LLC.  Olympic Wire and Equipment  Orchard Supply Hardware  Pacific Rim Communications  Palm Springs Disposal Services  Peña's Disposal Inc.  Peninsula Sanitary Service Inc.  Penske Truck Leasing  Pleasanton Garbage Service  Rainbow Environmental Services  Ramona Disposal Service  Raymundo Engineering Company Inc.  Refuel  Republic Services  Riley Electric Inc.  Robinson's Mechanical Construction Inc.  San Diego County Disposal Association (co-sponsor)  San Diego Gas and Electric  SFA LLC.  Silke Communications  Solid Waste Association of North America  Solid Waste Association of Orange County  South Coast Air Quality Management District  South San Francisco Scavenger Company Inc.  Southern California Disposal and Recycling Co Inc.  Southern California Gas Company  Spear and Associations Inc.  Strategic Materials  T&amp;T Trucking  TruStar Energy  Turlock Scavenger Recycling and Transfer  United Parcel Service (UPS)  Universal Waste Systems Inc.  Upper Valley Disposal &amp; Recycling  Valley Vista Services Inc.  Varner Bros, Inc. (Bakersfield)  Volvo Trucks of North America  WARE Disposal Co. Inc.  Waste Connections, Inc.  Waste Management, Inc.</p>

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<a href="#">SB 54</a> <a href="#">De León</a> D  Law enforcement: sharing data.	4/3/2017-A. DESK 4/4/2017-In Assembly. Read first time. Held at Desk.	Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other existing laws.		<b>Floor Analyses (text 3/29/2017)</b>  <b>Support</b>  <b>Oppose</b>

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<a href="#">SB 80</a> <a href="#">Wieckowski D</a>  California Environmental Quality Act: notices.	4/24/2017- A. DESK 4/24/2017-Read third time. Passed. (Ayes 27. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	(1)The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		<b>Environmental Quality (text 2/14/2017)</b> <b>Support</b> California League of Conservation Voters Inyo County Clerk Sierra Club California <b>Oppose</b> Association of California Water Agencies

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 137</a> <a href="#">Allen D</a>  Transit districts: ordinances.	4/27/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 145</a> <a href="#">Hill D</a>  Autonomous vehicles: testing on public roads.	5/4/2017-A. DESK 5/4/2017-Read third time. Urgency clause adopted. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.		

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<a href="#">SB 150</a> <a href="#">Allen</a> D  Regional transportation plans.	4/27/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets relating to reduction of vehicle miles traveled and		<b>Transportation And Housing (text 4/6/2017) Support</b> 350 Bay Area Bike San Gabriel Valley California Bicycle Coalition California League of Conservation Voters California Walks Catholic Charities of the Diocese of Stockton Center for Biological Diversity Center for Climate Change and Public Health ClimatePlan (co-sponsor) Coalition for Clean Air COAST Marin County Bicycle Coalition Natural Parks Conservation Association Natural Resources Defense Council (Sponsor) Public Advocates, Inc. Safe Routes to School National Partnership Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Sierra Club California Sunflower Alliance The Nature Conservancy TransForm (co-sponsor) Trust for Public Lands Voices for Progress Education Fund <b>Oppose</b> Associated General Contractors – California Associated General Contractors – San Diego Chapter California Association of Councils of Governments (CALCOG) California Association of Realtors California Building Industry Association California Business Properties Association

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<a href="#">SB 150</a> <a href="#">Allen D</a>  Regional transportation plans. (Cont)		reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board’s 2035 greenhouse gas emission reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		California Business Roundtable California Chamber of Commerce

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<a href="#">SB 159</a> <a href="#">Allen D</a>  Arts Council.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was RLS. on 1/19/2017)(May be acted upon Jan 2018)	The Dixon-Zenovich-Maddy California Arts Act of 1975 establishes the Arts Council, consisting of 11 appointed members. The act specifies the duties of the council, including providing for the exhibition of art works in public buildings throughout California. This bill would additionally require the Arts Council to encourage the public exhibition of art works in both public and private spaces throughout California.		

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<a href="#">SB 163</a> <a href="#">Bradford D</a>  Elections: domicile: residence.	2/2/2017-S. JUD. 4/26/2017-April 25 set for second hearing canceled at the request of author.	Existing law defines “residence” for voting purposes as a person’s domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person’s habitation is fixed for some period of time, but wherein he or he does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person’s currently filed affidavit of voter registration is that person’s domicile. This bill would provide that a person’s domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person’s right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature’s domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.		

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<a href="#">SB 194 Anderson R</a>  Probation: revocation: new period.	5/1/2017-S. APPR. SUSPENSE FILE 5/1/2017-May 1 hearing: Placed on APPR. suspense file.	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch	

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<a href="#">SB 200</a> <a href="#">Morrell</a> R  Public employees' retirement benefits: final compensation.	1/31/2017-S. RLS. 2/9/2017- Referred to Com. on RLS.	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch	
<a href="#">SB 224</a> <a href="#">Jackson</a> D  California Environmental Quality Act: baseline conditions.	5/1/2017-S. APPR. SUSPENSE FILE 5/1/2017-May 1 hearing: Placed on APPR. suspense file.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA by public agencies. CEQA requires the office to transmit the proposed guidelines to the Secretary of the Natural Resources Agency and requires the secretary to certify and adopt the proposed guidelines. CEQA requires the office, at least once every 2 years, to review the guidelines and to recommend proposed changes or amendments to the		

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		<p>guidelines. This bill would require the office, on or after January 1, 2018, at the time of the next review of the guidelines, to prepare, develop, and transmit to the secretary proposed changes or amendments to determine the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment. The bill would require the office, in developing the recommendations to limit the consideration of modifications to the environment at the project site cause by certain actions. The bill would require the secretary to certify and adopt the recommended proposed changes or amendments.</p>		
<p><a href="#">SB 251 Cannella</a> R Autonomous vehicles: pilot project.</p>	<p>4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. &amp; H. on 2/16/2017)(May be acted upon Jan 2018)</p>	<p>Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. Notwithstanding these provisions, existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour,</p>	<p>Watch</p>	

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		<p>as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.</p>		

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<a href="#">SB 256</a> <a href="#">Atkins D</a>  Public contracts: criminal offenses and statute of limitations.	4/17/2017-S. APPR. SUSPENSE FILE 4/17/2017-April 17 hearing: Placed on APPR. suspense file.	Existing law makes it unlawful for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, to split or separate into smaller work orders or projects any work, project, service, or purchase for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch	<b>Public Safety (text 3/20/2017)</b> <b>Support</b> California District Attorneys Association <b>Oppose</b> None

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<a href="#">SB 259</a> <a href="#">Wilk</a> R  Reports.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/28/2017)(May be acted upon Jan 2018)	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.		
<a href="#">SB 262</a> <a href="#">Wieckowski</a> D  Climate change: climate adaptation: advisory council.	4/20/2017- A. DESK 4/20/2017-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		

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<a href="#">SB 263</a> <a href="#">Leyva D</a>  Climate Assistance Centers.	5/3/2017-S. APPR. 5/3/2017-Read second time and amended. Re-referred to Com. on APPR.	<p>Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill would require the council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.</p>	Watch	<p><b>Natural Resources And Water (text 3/21/2017) Support</b></p> <ul style="list-style-type: none"> <li>350 Bay Area</li> <li>American Lung Association of California</li> <li>Amigos de Los Rios</li> <li>Arroyos &amp; Foothills Conservancy</li> <li>Asian Pacific Environmental Network</li> <li>Audubon California</li> <li>Bike SGV</li> <li>CalBike</li> <li>California Association of Local Conservation Corps</li> <li>California League of Conservation Voters</li> <li>Central Coast Energy Services</li> <li>Central Valley Air Quality Coalition</li> <li>Coalition for Clean Air</li> <li>COFEM</li> <li>Community Water Center</li> <li>East Yard Communities for Environmental Justice</li> <li>Environmental Defense Fund</li> </ul>

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				Fossil Free California Fresno County Economic Opportunities Commission Friends Committee on Legislation of California From Lots to Spots Greenlining Institute GRID Alternatives LA County Bike Coalition LA Neighborhood Land Trust Leadership Counsel for Justice & Accountability Local Government Commission Los Angeles Neighborhood Initiative Los Cerritos Wetlands Land Trust Move LA National Parks Conservation Association Pacific Forest Trust Pacoima Beautiful Public Advocates, Inc. Safe Routes to School National Partnership San Gabriel Mountains Forever

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				SCOPE Sierra Business Council The Nature Conservancy The Watershed Project Transform Trust for Public Lands Valley Vision Voices for Progress Education Fund Wholly H2O <b>Oppose</b> None

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<a href="#">SB 264</a> <a href="#">Nguyen R</a>  High-occupancy toll lanes.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule. The bill would require these moneys to be spent on specified transportation improvement projects.	Watch	<b>Transportation And Housing (text 4/4/2017)</b> <b>Support</b> None <b>Oppose</b> HNTB Corporation Professional Engineers in California Government Self Help Counties Coalition

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<a href="#">SB 267</a> <a href="#">Pan D</a>  Political Reform Act of 1974: City of Sacramento.	4/27/2017- A. DESK 4/27/2017-Read third time. Urgency clause adopted. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 268</a> <a href="#">Mendoza D</a>  Los Angeles County Metropolitan Transportation Authority.	5/3/2017-S. T. & H. 5/3/2017-Re-referred to Com. on T. & H. To be heard 5/9/2017 Committee on T&H	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would delete this requirement and would add the county auditor as a nonvoting member of the board of directors. The bill would also reduce the members of the board of supervisors from 5 to 2 members and would require that one supervisor represent the largest population in the unincorporated area of the County of Los Angeles. The bill would delete the appointment of 2 public members and require the Mayor of the City of Los Angeles to appoint 5 members of the City Council of the City of Los Angeles who represent contiguous clusters of 3 council districts. The bill would require the city council to determine contiguity. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. This bill contains other existing laws.		<b>Oppose:</b> LA County Board of Supervisors Mayor, City of Los Angeles

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 275</a> <a href="#">Portantino</a> D  Surplus residential property: State Route 710: property taxes: assessments.	3/28/2017-S. GOV. & F. 4/25/2017-Set for hearing May 10.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 2/9/2017)</b> <b>Support</b> City of South Pasadena Jeffrey Prang, Assessor for the County of Los Angeles <b>Oppose</b> None
<a href="#">SB 337</a> <a href="#">Bates</a> R  Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 4/5/2017-April 5 hearing: Testimony taken. Hearing postponed by committee.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.		

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<a href="#">SB 387</a> <a href="#">Jackson D</a>  The False Claims Act.	4/20/2017- A. DESK 4/20/2017-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.		<b>Judiciary (text 2/14/2017)</b> <b>Support</b> California Attorney General <b>Oppose</b> None

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<a href="#">SB 389</a> <a href="#">Roth D</a>  Department of Transportation: programmatic testing and inspection services.	4/18/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications. The bill would authorize the department to assign a nondistributive project identification number for those services, and charge a fee to the requesting party for services performed by the department in order to reimburse the department for its associated costs, which costs shall be payable from the subaccount. The bill would continuously appropriate the moneys in the subaccount to the department for these purposes.		

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<a href="#">SB 400</a> <a href="#">Portantino D</a>  Highways: victim memorial signs.	4/27/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law requires the Department of Transportation to design, construct, place, and maintain, or cause to be designed, constructed, placed, and maintained, "Please Don't Drink and Drive" signs on state highways in memory of accident victims killed in accidents involving another party who was convicted of drunk driving or various other alcohol-related offenses, as specified, if the sign is requested, or consented to, by an immediate family member of the accident victim, and the requester pays a fee to cover the department's costs, as specified. This bill would add, until January 1, 2022, similar provisions to providing for the placement of "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol. The bill would limit to 24 the number of signs that may be placed each calendar year under these new provisions, with a maximum of 2 signs per year in each district of the department. The bill would exclude from the meaning of "victim" a party to the accident who operated a vehicle involved in the vehicle accident in violation of any nonalcohol-related or nondrug-related driving offense, but who died in the accident or was not prosecuted because he or she was found to be mentally competent, as specified. The bill would require the department to prepare an evaluation of the program and report its findings and any related recommendations to the Legislature by January 1, 2021.		

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<a href="#">SB 406</a> <a href="#">Leyva D</a>  Vehicles: high-occupancy vehicle lanes: exceptions.	4/27/2017-S. APPR. 5/4/2017-Set for hearing May 15.	<p>Existing federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime. This bill would similarly authorize a blood transport vehicle, as defined, that is transporting blood between collection points and hospitals or storage centers to use HOV lanes, by requiring the department to make available for issuance a distinctive decal, label, or other identifier that clearly distinguishes a blood transport vehicle from other vehicles for purposes of use in those lanes, and would make conforming changes. The bill would require payment of fees for the initial issuance and renewal of a decal, label, or other identifier, as specified. By expanding the scope of existing crimes relating to HOV lane use, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p><b>Transportation And Housing (text 3/23/2017) Support</b>            American Red Cross (sponsor)            Blood Centers of California            Blood Centers of the Pacific            Blood Source            United Blood Services  <b>Oppose</b>            None</p>

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<p><a href="#">SB 414</a> <a href="#">Vidak</a> R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>2/23/2017-S. T. &amp; H. 4/5/2017-April 4 set for first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to transportation projects or other infrastructure projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election.</p>		<p><b>Transportation And Housing (text 2/15/2017)</b></p> <p><b>Support</b></p> <p>Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc.</p> <p><b>Oppose</b></p> <p>California Labor Federation</p>

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<a href="#">SB 415</a> <a href="#">Vidak</a> R  High-speed rail: rights-of-way.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.		<b>Transportation And Housing (text 2/15/2017)</b> <b>Support</b> Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc. <b>Oppose</b> None
<a href="#">SB 421</a> <a href="#">Wiener</a> D  Local government finance: Local Assessment Act.	4/19/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law requires persons convicted of specified sex offenses and certain acts of human trafficking for purposes of committing various sex offenses or extortion, as specified, or attempts to commit those offenses, to register with local law enforcement agencies while residing in the state or while attending school or working in the state. Willful failure to register, as required, is a misdemeanor, or a felony, depending on the underlying offense. Existing law requires the Department of Justice to make available to the public information concerning registered sex offenders on an Internet Web site, as specified. Existing law requires that information to include, among other things, whether	Watch	<b>Public Safety (text 4/17/2017)</b> <b>Support</b> a number of individuals Alameda County Board of Supervisors Alameda County District Attorney's Office Alliance for Constitutional Sex Offense Laws American Civil Liberties Union of California Asian American Drug Abuse Program Association of Deputy District Attorneys California Association of Code Enforcement Officers California College and University Police Chiefs Association; California Narcotic Officers' Association California Police Chiefs Association California Public Defenders Association California State Association of Counties

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		<p>the offender was subsequently incarcerated for another felony. Existing law also authorizes a person to file an application for exclusion from the Internet Web site and establishes the requirements for exclusion. This bill would instead establish 3 tiers of registration based on specified criteria, for periods of at least 10 years, at least 20 years, and life, respectively, as specified. The bill would establish procedures for termination from the sex offender registry for a registered sex offender who is a tier one or tier two offender and who completes his or her mandated minimum registration period under specified conditions. The bill would require the offender to file a petition at the expiration of his or her minimum registration period and would authorize the district attorney to request a hearing on the petition if the petitioner has not fulfilled the requirement of successful tier completion, as specified. The bill would also authorize a tier three offender who meets specified criteria to petition the court for placement in tier two, as specified. The bill would also revise the criteria for exclusion from the Internet Web site. Existing law requires all basic information stored in state or local criminal offender record information systems to be recorded in the form of specified data elements, including the disposition of the offense. This bill would require that information to include sentence enhancement data elements.</p>		<p>California State Association of Counties;            Courage Campaign            East Bay Community Law Center            Equality California (EQCA)            Family Safety Foundation;            Friends Committee on Legislation of California;            Immigrant Legal Resource Center;            Lawyers' Committee for Civil Rights of the San Francisco Bay Area;            Legal Services for Prisoners with Children (LSPC)            Los Angeles County Professional Peace Officers Association;            Los Angeles Police Protective League;            National Employment Law Project;            National Housing Law Project;            Returning Home Foundation;            Riverside Sheriffs Association;            Root &amp; Rebound;            Rubicon Programs;            Voices for Progress Education Fund;  <b>Oppose</b>            None</p>

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<a href="#">SB 422</a> <a href="#">Wilk</a> R  Transportation projects: comprehensive development lease agreements.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/29/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	Sponsor	
<a href="#">SB 513</a> <a href="#">Bradford</a> D  Assault and battery of a public utility worker.	4/17/2017-S. APPR. SUSPENSE FILE 4/17/2017-April 17 hearing: Placed on APPR. suspense file.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility worker engaged in the performance of essential service, punishable by a fine not exceeding		<b>Public Safety (text 2/16/2017) Support</b> Association for Los Angeles Deputy Sheriffs California American Water California Association of Code Enforcement Officers California College and University Police Chiefs Association California District Attorneys Association California Municipal Utilities Association California Narcotic Officers' Association California Water Association

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<a href="#">SB 513</a> <a href="#">Bradford D</a>  Assault and battery of a public utility worker. (Cont)		\$2,000, or by imprisonment in the county jail not exceeding one year, or by both the fine and imprisonment. This bill contains other related provisions and other existing laws.		California Water Service Golden State Power Cooperative Los Angeles County Professional Peace Officers Association Los Angeles Police Protective League National Electrical Contractors Association, California Chapter Northern California Power Agency PacifiCorp Riverside Sheriffs' Association Sacramento Municipal Utility District Southern California Gas Company and San Diego Gas & Electric Company (collectively known as the Sempra Energy Utilities) Western Line Constructors <b>Oppose</b> American Civil Liberties Union of California Courage Campaign

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<a href="#">SB 584</a> <a href="#">De León</a> D  California Renewables Portfolio Standard Program.	5/3/2017-S. BUDGET & F.R. 5/3/2017-Re-referred to Com. on B. & F.R.	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has separately declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise those legislative findings and declarations to state that the goal of the program is to achieve that 50% target by December 31, 2025, and for all electricity sold at retail to be generated by eligible renewable energy resources by December 31, 2045.</p>		

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<a href="#">SB 591</a> <a href="#">Berryhill</a> R  Motor vehicle fuel tax.	2/17/2017-S. RLS. 3/2/2017- Referred to Com. on RLS.	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.		
<a href="#">SB 594</a> <a href="#">Beall</a> D  Highway Users Tax Account.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. This bill would make nonsubstantive changes to these provisions.		

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<a href="#">SB 614</a> <a href="#">Hertzberg D</a>  Public transportation agencies: administrative penalties.	5/4/2017- S. SECOND READING 5/4/2017-Read third time and amended. Ordered to second reading.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Existing law requires these penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.		
<a href="#">SB 639</a> <a href="#">Hertzberg D</a>  Property taxation: assessment: electric generation facilities.	5/2/2017- S. THIRD READING 5/2/2017-Read second time. Ordered to third reading.	Existing property tax law generally requires a county assessor to assess all property subject to general property taxation at its full value, but requires the State Board of Equalization to annually value and assess all of the taxable property within the state that is to be assessed by it pursuant to the California Constitution, which includes, among other things, property, except franchises, owned or used by companies transmitting or selling electricity and property owned or used by other public utilities, as authorized by the Legislature. Existing property tax law authorizes the board to use the principle of unit valuation in valuing properties of a state assessee that are operated as a unit in a primary function of the assessee, and provides for the allocation of property tax assessed value and revenues from the unitary and operating nonunitary property, as defined, of the state assessee among the various counties in which that property is located. Existing property tax law requires the board to annually assess every electric generation facility with a generating capacity of 50 megawatts or more that is owned or operated		

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		<p>by an electrical corporation, as defined. Existing property tax law provides an exception from this requirement for qualifying small power production facilities and qualifying cogeneration facilities, as defined by reference to specified federal law. This bill would provide an additional exception for a facility producing power from other than a conventional power source that is an exempt wholesale generator, as defined by reference to specified federal law, thereby requiring that these facilities be assessed by county assessors. By requiring county assessors to assess certain facilities, this bill would impose a state-mandated local program. Existing property tax law specifies that the above-described provisions relating to assessment of electric generation facilities by the board supersede any contrary regulation in existence as of the effective date of the existing provisions. This bill would delete this specification. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		

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<a href="#">SB 640</a> <a href="#">Hertzberg D</a>  Taxation.	3/2/2017-S. GOV. & F. 3/2/2017- Referred to Com. on GOV. & F.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California's tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 711</a> <a href="#">Hill D</a>  Electrical corporations and gas corporations: rates and charges.	4/24/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing law establishes in state government the Strategic Growth Council, which is responsible for taking various actions related to supporting the planning and development of sustainable communities, including actions to reduce greenhouse gas emissions, promote water conservation, reduce fuel consumption, encourage infill development, and revitalize urban centers. This bill, until January 1, 2025, would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Strategic Growth Council. The bill would authorize cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program and would authorize the council to approve applications for projects meeting specific criteria on and after July 1, 2018. This bill contains other related provisions and other existing laws.		
<a href="#">SB 732</a> <a href="#">Stern D</a>  General plan: open-space element: agricultural land.	3/9/2017-S. T. & H. 3/29/2017-Referred to Com. on T. & H. (Amended 3/29/2017)	The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a land use element and an open-space element. Existing law requires the land use element to, among other things, designate the proposed general distribution and general location and extent of the uses of the land for agricultural use. Existing law requires the open-space element to include a plan for the comprehensive and long-range preservation and conservation of open-space land within the city or county that prepares it. This bill would, upon the next revision of the housing element on or after January 1,		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		<p>2018, authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city’s or county’s jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives. The bill would authorize the Department of Conservation, to the extent funds are available, to award grants to a city or county to implement these provisions. The bill would, at least 45 days before adopting or amending the open-space element, require a city or county to submit to the department a draft of the agricultural land component prepared pursuant to these provisions, and any maps used in creating that component. The bill would authorize the department to review any drafts submitted, and to provide recommendations to the city or county, as provided. The bill would require the planning agency of a city or county to review, and, if necessary, revise the agricultural land component to identify new information. The bill would require the department to give priority consideration for grants, bond proceeds, and other local assistance provided by the department to a city or county that complies with the provisions described above. This bill contains other existing laws.</p>		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 760</a> <a href="#">Wiener D</a>  Transportation funding: active transportation: complete streets.	3/9/2017-S. T. & H. 3/9/2017- Referred to Com. on T. & H.	(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the “complete streets” design concept, including, but not limited to, a specified guidance for selection of bicycle facilities.This bill contains other related provisions and other existing laws.		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 768</a> <a href="#">Allen</a> D  Transportation projects: comprehensive development lease agreements.	2/17/2017-S. RLS. 3/27/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.	Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.		
<a href="#">SB 775</a> <a href="#">Wieckowski</a> D  California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	5/1/2017-S. E.Q. 5/2/2017-Set for hearing May 10.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.		

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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MAY 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SCA 6</a> <a href="#">Wiener D</a>  Local transportation measures: special taxes: voter approval.	4/5/2017-S. T. & H. 5/1/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. Set for hearing May 9.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.		
SCA 12 Mendoza D	Introduced: 04/27/17	SCA 12, as introduced, Mendoza. Counties: governing body: county executive. (1) The California Constitution requires that a county charter provide for		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		<p>a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents.</p> <p>This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county's adopted budget for the fiscal year in which that same census was conducted, unless adjusted as provided.</p> <p>(2) The California Constitution additionally requires that a county</p>		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
		<p>charter provide for an elected sheriff, an elected district attorney, an elected assessor, and other officers.</p> <p>This measure would require a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, to have an elected county executive. The measure would provide for the election of the county executive to a term of 6 years at a general election, and would limit election to that office to no more than 2 terms. The measure would require the county executive to appoint, supervise, and dismiss any appointed department head, and to appoint the members of county commissions, subject to confirmation by the governing body of the county. The measure would additionally require the county executive to develop and submit the county budget to the governing body, for approval or amendment by that body, and to approve, with or without line-item vetoes, the budget as transmitted back by the governing body.</p> <p>(3) The California Constitution provides that charter counties are subject to statutes that relate to apportioning population of governing body districts.</p> <p>This measure would recast this provision to provide that charter counties are subject to federal, state, and local laws that relate to apportioning population of governing body districts.</p> <p>(4) This measure would also make other technical, nonsubstantive changes.</p> <p>(5) This measure would declare that its provisions are severable.</p>		

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SR 18 Cannella</a> R Relative to Engineers Week.	2/23/2017-S. ADOPTED 2/23/2017-Read. Adopted. (Ayes 40. Noes 0.)	This measure proclaims that In recognition of the services bestowed upon the citizens of the State of California by engineers, the Senate hereby recognizes the week of February 19, 2017, to February 25, 2017, as Engineers Week.		

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

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Board Report

File #: 2017-0302, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 24

..Meeting\_Body

**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**MAY 18, 2017**

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

**RECOMMENDATION**

ADOPT staff recommended positions:

- A. **SB 268 (Mendoza)** - Los Angeles County Metropolitan Transportation Authority **OPPOSE**
- B. ~~**SB 775 (Wieckowski)** - California Global Warming Solutions Act of 2006: Market-Based Compliance Mechanisms **WORK WITH AUTHOR**~~
- C. ~~**SB 657 (Bates)** - California Public Records Act: Reverse Public Records Actions **OPPOSE**~~
- D. **AB 1479 (Bonta)** - Public Records: Custodian of Records: Civil Penalties **OPPOSE**
- E. ~~**AB 302 (Gipson)** - South Coast Air Quality Management District: Fleets **WORK WITH AUTHOR**~~

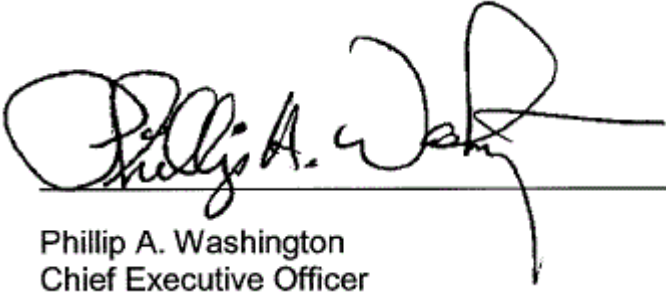
**ATTACHMENTS**

- Attachment A - SB 268 (Mendoza) Legislative Analysis
- ~~Attachment B - SB 775 (Wieckowski) Legislative Analysis~~
- ~~Attachment C - SB 657 (Bates) Legislative Analysis~~
- Attachment D - AB 1479 (Bonta) Legislative Analysis
- ~~Attachment E - AB 302 (Gipson) Legislative Analysis~~

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
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Phillip A. Washington  
Chief Executive Officer

**BILL: SENATE BILL 268  
AS AMENDED MAY 1, 2017**

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

**SUBJECT: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY BOARD COMPOSITION**

**STATUS: SENATE APPROPRIATIONS COMMITTEE**

**ACTION: OPPOSE**

**RECOMMENDATION**

Staff recommends that the Board of Directors adopt an OPPOSE position on Senate Bill 268 (Mendoza).

**ISSUE**

Senator Tony Mendoza has recently amended Senate Bill 268, which would make substantial changes to the Metro Board of Directors governance structure.

Specifically the bill would:

- Delete the requirement for Metro to submit a plan to the Legislature for revising the composition of the authority, if the number of members of the Board of Supervisors is increased, within 60 days of the increase;
- Add the county auditor as a non-voting member;
- Reduce the members of the Board of Supervisors from 5 to 2 members;
- Require that one Supervisor represent the largest population in the unincorporated area of the County of Los Angeles;
- Delete the appointment of two public members;
- Require the Mayor of the City of Los Angeles to appoint five members of the City Council who represent contiguous clusters of 3 council districts;
- Require the City Council to determine the contiguity;
- Remove the City Selection Committee's authority to shorten the term-limits to ensure staggered terms;
- Remove the mechanism that exists in current law for transferring the City of Los Angeles appointment to the City Selection Committee should the population of the City of Los Angeles change drastically; and
- Impose a state-mandated local program.

## **DISCUSSION**

The structure of the Board of Directors was originally negotiated at the local level by local stakeholders. The Board has long maintained that there should be no changes to the Board unless there is a locally derived consensus to do so. We are concerned that legislation on this subject, without such a consensus, is not productive and will not further the agency's goals of improving mobility for the 10 million residents of Los Angeles County.

During the 2015-2016 Legislative Session, Senator Mendoza introduced three unique proposals to restructure Metro's Board, SB 1472, SB 1379 and SB 522. Pursuant to Board Direction, Metro advocated in opposition to the measures and the measures did not achieve passage. The impetus behind last year's effort was in opposition to Measure M and to change composition of the Board to achieve greater representation for the cities outside of the City of Los Angeles. The author has also stated that the intent of this restructuring is to reallocate Measure M despite Measure M being approved by 71% of the voters.

SB 268 represents yet another attempt to restructure the Metro Board of Directors without any significant discussion with local stakeholders. While Senator Mendoza has conducted meetings with certain local representatives, that process has not been open, transparent and inclusive. We remain concerned that as with last year's attempts to mandate a Board structure from Sacramento rather than through a bottoms-up, consensus driven process, this bill would only perpetuate conflicts rather than seek compromise.

SB 268 could have serious unintended consequences. Since only two of the County Board of Supervisors would be represented on the board, people who live in the unincorporated areas of the three unrepresented Supervisorial districts would be completely unrepresented on our Board. Additionally, the cities in those 3 Supervisorial Districts would only have one vote on the Board while under the current structure they are represented by both their corridor representative and the County Supervisor.

The proposal would designate the County Auditor as a non-voting appointee. Staff finds this to be duplicative and unnecessary. Metro has an independent Inspector General and is required to maintain an independent procurement department, all of which is unique to transportation agencies in California. Metro is subject to multiple audit requirements including annual independent audits, independent audits of sales tax expenditures, and regular audits by the federal government.

Staff recommends that the Board adopt a formal OPPOSE position on the measure SB 268 (Mendoza).

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

## **ALTERNATIVES CONSIDERED**

Adopting a support position on the bill would be counter to the Board approved position as outlined in the 2017 State Legislative Program goals that direct staff to oppose any legislation that seeks to restructure the Board of Directors. The staff recommended position on this measure supports the Board's policy to maintain the locally-derived process for determining the board governance structure.

## **NEXT STEPS**

Should the Board decide to adopt an OPPOSE position on this measure; staff will communicate the Board's position to the author and work vigorously oppose the bill and future iterations of the measure by the author. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

**BILL:** ASSEMBLY BILL 1479

**AUTHOR:** ASSEMBLYMEMBER ROB BONTA (D- ALAMEDA)

**SUBJECT:** PUBLIC RECORDS: CUSTODIAN OF RECORDS: CIVIL PENALTIES

**STATUS:** ASSEMBLY APPROPRIATIONS COMMITTEE  
HEARING SCHEDULED: MAY 10, 2017

**ACTION:** OPPOSE

**RECOMMENDATION**

Staff recommends that the Board of Directors adopt an OPPOSE position on Assembly Bill 1479 (Bonta).

**ISSUE**

Assemblymember Rob Bonta has recently amended Assembly Bill 1479, which would make substantial changes to the California Public Records Act related to civil penalties.

Specifically the bill would:

- Require public agencies to designate a person or office to act as the agency's custodian of records who is responsible for responding to any request made pursuant to the California Public Records Act and any inquiry from the public about a decision by the agency to deny a request for records; and
- Authorize a court that finds that an agency or the custodian improperly withheld from a member of the public, public records which were clearly subject to public disclosure, unreasonably delayed providing the contents of a record subject to disclosure in whole or in part, assessed an unreasonable or unauthorized fee upon a requester, or otherwise did not act in good faith to comply with these provisions, to assess a civil penalty against the agency in an amount not less than \$1,000, nor more \$5,000.

**DISCUSSION**

This bill was recently amended and, in its current form, aims to impose a civil penalty on public agencies that act in response to California Public Records Act requests. The bill classifies that in the event that an "unreasonable delay" occurs in responding to CPRA requests, penalties should be assessed. These provisions could cause an increase in costs relative to how Metro process public records requests. The County of Los Angeles and the League of California Cities oppose the bill.

Due to the nature of some records requests, a significant amount of staff time and resources may be required to prepare the request, review the contents of the request and respond to the requestor. The civil penalties as outlined in the proposed in the bill would be assessed if the court finds that the agency: (1) improperly withheld a public record that was clearly subject to disclosure, (2) unreasonably delayed providing the contents of a record subject to disclosure in whole or in part, (3) assessed an unreasonable or unauthorized fee upon a requester. Or (4) otherwise did not act in good faith to comply with the PRA.

Supporters of the measure argue that public agencies have impeded the public's right to public information. Opposition to the measure cite that authorizing the courts to assess civil penalties does not rightly address the author's intent of expanding access to public records, it incentivizes individuals to seek damages in the event that they believe their records request was, in fact, delayed.

LA Metro, as an agency aims to be transparent and responsive in adhering to the provisions of the PRA. Metro receives a voluminous number of public records each year, and each request is evaluated thoroughly. Staff has concerns with the potential civil actions and associated civil penalties that would be assessed should this measure go into law as currently drafted. Staff has additional concerns with the statute's lack of clarity relating to the definition of an "unreasonable delay." Under existing law, public agencies are required to comply with strict provisions under the PRA. The PRA also provides the ability for the public to seek a court opinion and litigation under specific circumstances.

Staff recommends that the Board adopt an OPPOSE position on AB 1479 (Bonta).

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

### **ALTERNATIVES CONSIDERED**

Adopting a support position on the bill would be counter to balancing the need to protect individual privacy rights and agency goals related to transparency in meeting California Public Records Act requirements.

### **NEXT STEPS**

Should the Board decide to adopt an OPPOSE position on this measure; staff will communicate the Board's position to the author and work to oppose the measure. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



## Board Report

File #: 2017-0255, File Type: Contract

Agenda Number: 25

### EXECUTIVE MANAGEMENT COMMITTEE MAY 18, 2017

**SUBJECT: LABOR COMPLIANCE MONITORING BENCH**

**ACTION: APPROVE CONTRACT MODIFICATION**

#### RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer to execute Modification No. 2 to the **Labor Compliance Bench (the Bench) Contracts Numbers PS-21307700 A-J, for labor compliance monitoring services**, to exercise the second and third year options, extending the contract term from July 1, 2017 to June 30, 2019, increasing the total authorized not-to-exceed amount by \$4,000,000 (\$2,000,000 for each option year) from \$15,056,648 to \$19,056,648; and
- B. the Chief Executive Officer to award and execute task orders for a not-to-exceed total authorized amount of \$19,056,648.

#### ISSUE

On June 16, 2011, the Board of Directors authorized the Chief Executive Officer to establish a qualified list of candidates to perform labor compliance monitoring activities for Metro construction projects under RFIQ No. PS-2130-7700 to the attached list of consultants (Attachment B), for a period of five years with five, one-year options. The expiration date for the base period and first option year for the Labor Compliance Monitoring Bench is June 30, 2017.

Over the last eight years, the Labor Compliance Monitoring Bench (Bench) continues to be an effective compliance tool for Metro. The Bench Consultants monitor and enforce Public Works projects by ensuring the payment of prevailing wages; their expertise and extensive knowledge of the California Labor Code and Federal Davis Bacon and Related Acts, coupled with investigative and auditing skills, have helped to prevent wage violations and in other cases, collect back wages due to workers.

Board authorization is requested to exercise the second and third year options. The approval of this action is required to continue monitoring labor compliance services to ensure that workers on Metro's projects are being paid the correct prevailing wage rates.

## **DISCUSSION**

The California Labor Code and Davis Bacon and Related Acts require Metro to ensure that all construction workers employed to work on Metro funded construction projects are compensated according to the state and federal prevailing wage laws and regulations. The Consultants on the labor compliance monitoring bench are responsible for evaluating, monitoring, and enforcing prevailing wage requirements on assigned construction projects. This includes maintaining all required records, providing assistance to field personnel, conducting field interviews and investigations, and any other duties in accordance with applicable laws and regulations governing public works projects.

Since the inception of the Bench, Vendor/Contract Management has issued 59 task orders (See Attachment D), totaling \$14,410,842.83. The Bench has been an effective tool, specifically on Metro's Mega, high profile projects. Metro's Small Business Enterprise (SBE) Program, Small Business Prime Program, or Disadvantaged Business Enterprise (DBE) Program are applied to the task order solicitations based on funding sources and estimated task order value. Currently, nine of the ten prime Bench consultants are certified as DBE's and SBE's and have been awarded \$12,769,912.07 of the \$14,410,842.83 awarded to date (approximately 89% of the total awarded value).

As new capital projects are approved by the Board, the funds for labor compliance monitoring are included in the approved life-of-project budgets for each capital project. The not-to-exceed amounts cover the project's construction and professional service contracts (new and continued) identified during the FY18 budget process. The not-to-exceed amount does not cover Measure M and/or Mega projects; those will be brought to the Board for consideration and approval individually.

The Bench has been successful in providing DBE/SBE opportunities, meeting established goals, maintaining effective monitoring based on state and federal regulations and ensuring that workers on Metro's project are being paid the correct prevailing wage rates.

## **DETERMINATION OF SAFETY IMPACT**

The approval of this recommended action will not have any direct impact on the safety of our customers and employees.

## **FINANCIAL IMPACT**

Labor Compliance funding for capital projects have been included in the life of project (LOP) budget for new projects from inception.

### Impact to Budget

A not-to-exceed amount of \$2,000,000.00 has been budgeted for FY18 for new task orders. Funding for this contract will parallel the funding sources for various major construction projects to be charged during the life of this contract. This may include a mixture of Federal, State, and local sources, some of which are eligible for bus and rail operations and/or capital.



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**ALTERNATIVES CONSIDERED**

1. One alternative is to perform the duties using Metro staff by adding additional FTEs. A minimum of 4 FTEs are forecasted to perform prevailing wage monitoring. The cost for this option is estimated at \$724,583.04 per year. This alternative is not recommended because the volume of capital construction work is constantly changing making this activity subject to peak periods alternating with periods of low activity.
2. Another alternative is to utilize existing DEOD Labor and Retention Programs Unit staff to provide labor compliance monitoring on the currently active task orders, in addition to their current workload. This alternative is not recommended due to the delay in service and compliance monitoring efforts that this would cause.

**NEXT STEPS**

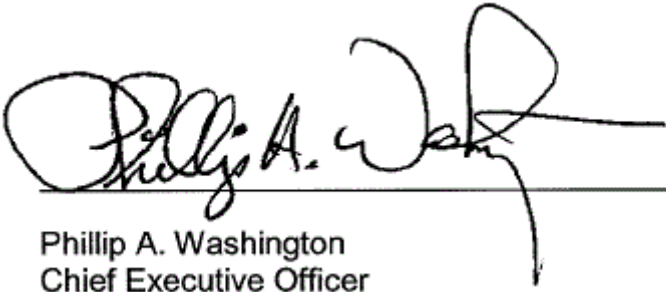
- Upon approval by the Board, staff will execute amendments to the bench contracts and continue to award individual task orders for prevailing wage compliance monitoring, using budgeted funds identified for FY18.
- Staff will continue to provide oversight on the active task orders that will remain under the existing bench contracts.
- Staff will begin the procurement process to issue a new solicitation for Labor Compliance Monitoring Services. The process for the new solicitation will begin in the first quarter of FY19.

**ATTACHMENTS**

- A. Procurement Summary
- B. List of Consultants
- C. Contract Modification/Change Order Log
- D. List of Project Task Orders & Paid-to-Date Values
- E. DEOD Summary

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

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



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## LABOR COMPLIANCE MONITORING BENCH / PS21307700 A-J

1.	<b>Contract Number:</b> PS21307700 A-J		
2.	<b>Contractor:</b> Multiple Firms (Labor Compliance Bench Firms)		
3.	<b>Mod. Work Description:</b> Exercise Options Year 2 and Year 3		
4.	<b>Contract Work Description:</b> Conduct labor compliance monitoring services for all construction projects that require contractor to pay prevailing wages under California State Labor Code.		
5.	<b>The following data is current as of:</b> April 13, 2017		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	June 16, 2011	<b>Contract Award Amount:</b> \$13,478,064
	<b>Notice to Proceed (NTP):</b>	June 16, 2011	<b>Total of Modifications Approved:</b> \$1,578,584
	<b>Original Complete Date:</b>	June 30, 2017	<b>Pending Modifications (including this action):</b> \$4,000,000
	<b>Current Est. Complete Date:</b>	June 30, 2019	<b>Current Contract Value (with this action):</b> \$19,056,648
7.	<b>Contract Administrator:</b> Barbara A. Gatewood		<b>Telephone Number:</b> (213) 922-7317
8.	<b>Project Manager:</b> Wendy White		<b>Telephone Number:</b> (213) 922-2648

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 2, issued in support of exercising option years two and three, which extends the contract term from July 1, 2017 to June 30, 2019 for the Labor Compliance Bench (the Bench) contract numbers PS21307700 A-J, to perform labor compliance monitoring services.

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

On June 16, 2011, the Board of Directors authorized the Chief Executive Officer to establish a qualified list of candidates to perform labor compliance monitoring activities for Metro construction projects under RFIQ No. PS-2130-7700 to the attached list of consultants (Attachment B), for a period of five years with five, one year options. The expiration date for the current labor Compliance Monitoring Bench is June 30, 2017.

**B. Cost/Price Analysis**

The recommended increase in funding for this action has been determined to be fair and reasonable based on fact finding and negotiations in accordance with Metro's Acquisition Policy. All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

**ATTACHMENT B**

**LIST OF CONSULTANTS**

**LABOR COMPLIANCE MONITORING BENCH / PS21307700 A-J**

<b>AVANT GARDE, INC.</b>
<b>CASAMAR GROUP</b>
<b>GAIL CHARLES CONSULTING</b>
<b>METRO COMPLIANCE SERVICES</b>
<b>OPPORTUNITY MARKETING GROUP</b>
<b>PADILLA &amp; ASSOCIATES</b>
<b>PARSONS</b>
<b>PERCEPTIVE ENTERPRISES, INC.</b>
<b>THE "G" CREW</b>
<b>THE SOLIS GROUP</b>

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## LABOR COMPLIANCE MONITORING BENCH / PS21307700 A-J

<b>Mod No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Exercise Option No. 1 of the Labor Compliance Monitoring Bench from June 30, 2016 to June 30, 2017	Approved	06/23/2016	\$1,578,584
2	Exercise Options 2 & 3 increasing contract authorization and extending period of performance	Pending	05/25/2017	\$4,000,000
	<b>Modification Total:</b>			<b>\$5,578,584</b>
	<b>Original Contract:</b>			<b>\$13,478,064</b>
	<b>Total:</b>			<b>\$19,056,648</b>

## ATTACHMENT D

**LABOR COMPLIANCE BENCH MONITORING  
LIFE OF PROJECT & PAID TO DATE VALUES**

A	B	C	D	E	F	F
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
1	6	C0-940	Division 3 Master Plan	Avant Garde	\$ 14,856.00	\$ 14,856.00
2	9	OP-3344-2103	Trash & Vegetation Removal	Avant Garde	\$ 39,319.00	\$ 39,319.00
3	18	C0-983	I-405 Soundwall Package 5&7	Avant Garde	\$ 105,898.00	\$ 105,898.00
4	22	C-1016	Lighting Upgrade @ Maintenance Building	Avant Garde	\$ 4,350.00	\$ 4,350.00
5	24	C-1022	Bus Stop Amenity Improvements @ Locations Along Slauson Ave.	Avant Garde	\$ 2,285.00	\$ 2,285.00
6	38	C-1037R	Bus Div. Generators (Div. 1, 7 & 8 w/options @ Div. 3)	Avant Garde	\$ 18,701.00	\$ 18,701.00
7	49R	C-1056	Westside Subway Ext. Advance Utility Relocation (LaCienga Station)	Avant Garde	\$ 62,680.00	\$ 62,680.00
				<b>Avant Garde Subtotals:</b>	\$ 248,089.00	\$ 248,089.00
8	2	C0-943	Metro Orange Line Extension	Casamar Group	\$ 151,825.80	\$ 151,825.80
9	46	C-1043	Universal City Pedestrian Bridge	Casamar Group	\$ 50,562.23	\$ 50,562.23
10	39	OP-8380-3019	Division 13 CNG Fueling Facility D/B	Casamar Group	\$ 16,042.50	\$ 16,042.50
11	58	C-1086	Metro Blue Line Pedestrian and Swing Gates Installation	Casamar Group	\$ 25,500.00	\$ 4,203.90
				<b>Casamar Group Subtotals:</b>	\$ 243,930.53	\$ 222,634.43
12	40	C-0981	Regional Connector Advance Utilities Relocation	Gail Charles Consulting Services (GCCS)	\$ 30,847.65	\$ 30,847.65
				<b>GCCS Subtotals:</b>	\$ 30,847.65	\$ 30,847.65
13	14	C-1000	Div.2 Cyclone Replacement	Metro Compliance Services, JV (MCS)	\$ 7,064.25	\$ 7,064.25
14	48R	C-1045	Westside Subway Extension Section 1 Design/Build	MCS	\$ 3,952,560.03	\$ 371,634.96
15	3	C0-958	El Monte Transit Center	MCS	\$ 130,144.80	\$ 130,144.80
16	44	C-1067	Pavement Replacement @ Divison 8	MCS	\$ 10,601.73	\$ 10,601.73
17	41	C-1020	MRL Union Station West Entrance Skylight Ventilation Modification	MCS	\$ 7,180.03	\$ 7,180.03
18	34	C-1038R	Vault House Relocation Div. 2, 8, 10 & 15 (Phase 1)	MCS	\$ 8,626.00	\$ 8,626.00
19	35	C-1058	Division 9 Transportation Building Addition and Renovation	MCS	\$ 44,558.00	\$ 44,558.00
20	57	C-1101R	Sound Enclosures at Slauson & Manchester Busway Stations	MCS	\$ 15,720.33	\$ -
				<b>MCS Subtotals:</b>	\$ 4,176,455.17	\$ 579,809.77
21	11	C0-990	Crenshaw Advanced Utilities Project	Padilla & Associates	\$ 22,698.95	\$ 22,698.95
22	12	C0-985R	Lankershim Depot Rehabilitation	Padilla & Associates	\$ 4,846.52	\$ 4,846.52
23	13	C0-986	Harbor Transit Video Surveillance	Padilla & Associates	\$ 3,970.67	\$ 3,970.67

**LABOR COMPLIANCE BENCH MONITORING  
LIFE OF PROJECT & PAID TO DATE VALUES**

A	B	C	D	E	F	F
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
24	27	C-1042	Re-Roofing @ Div. 10 Tranp. Bldg.	Padilla & Associates	\$ 8,000.00	\$ 8,000.00
25	31	C-1048	Westside Subway Extension Project - Advanced Utility Relocations (La Brea Station)	Padilla & Associates	\$ 19,028.02	\$ 19,028.02
26	33	C0-973A	Sound Wall Package 6 & 8	Padilla & Associates	\$ 19,869.07	\$ 19,869.07
27	47	C0-991	Division 16 Southwestern Yard Design/ Build	Padilla & Associates	\$ 772,575.87	\$ 248,149.40
				<b>Padilla &amp; Associates Subtotals:</b>	\$ 850,989.10	\$ 326,562.63
28	1	C0-882	I-405 Sepulveda Pass Widening Project	Parsons	\$ 1,640,930.76	\$ 1,640,930.76
				<b>Parsons Subtotals:</b>	\$ 1,640,930.76	\$ 1,640,930.76
29	4	C0-938	In Ground Hoist Replacement	Perceptive Enterprises, Inc.	\$ 12,750.00	\$ 12,750.00
30	7	OP-3340-2480	Red Line Civic Center Station Escalator Replacement	Perceptive Enterprises, Inc.	\$ 40,795.00	\$ 40,795.00
31	19	C0-963	D/B Metro Green Line Storage Bldg @ Division 22	Perceptive Enterprises, Inc.	\$ 9,553.47	\$ 9,553.47
32	20	C0-999R	Division 10 Pavement Replacement (Employee Parking)	Perceptive Enterprises, Inc.	\$ 4,584.98	\$ 4,584.98
33	23	C-1017	Landscape Improvements	Perceptive Enterprises, Inc.	\$ 4,145.11	\$ 4,145.11
34	30	C0-998R	Pasadena Goldline Repairs D/B	Perceptive Enterprises, Inc.	\$ 34,097.71	\$ 34,097.71
35	45	C-0980	Regional Connector Transit Corridor	Perceptive Enterprises, Inc.	\$ 2,915,465.43	\$ 901,740.15
36	42	C-1013R	MOL to MRL North Hollywood Station West Entrance	Perceptive Enterprises, Inc.	\$ 63,651.64	\$ 63,651.64
37	50	C-1122	Pavement Replacement at Division 15	Perceptive Enterprises, Inc.	\$ 5,938.56	\$ 5,938.56
38	52	C-1131	Pavement Replacement at Division 8	Perceptive Enterprises, Inc.	\$ 8,907.84	\$ 7,237.62
39	53	C-1073	Pershing Square Canopy Addition and Escalator	Perceptive Enterprises, Inc.	\$ 44,869.12	\$ 20,708.83
40	54	C-1110	Patsaouras Plaza Privately Owned Vehicle and Storm Drain Repair (Design Build)	Perceptive Enterprises, Inc.	\$ 12,701.92	\$ 12,701.92
41	55	C-17118	Environmental Graphics at Harbor Gateway Transit Center and Harbor Freeway Stations	Perceptive Enterprises, Inc.	\$ 9,416.80	\$ -
				<b>Perceptive Enterprises, Inc. Subtotals:</b>	\$ 3,166,877.58	\$ 1,117,904.99
42	5	C0-975	Harbor Transit Improvements	The "G" Crew	\$ 21,209.00	\$ 21,209.00
43	8	OP-3344-2235	Anti-Graffiti Film	The "G" Crew	\$ 32,218.41	\$ 32,218.41
44	10	OP-3344-2634	Roll-Up Door Maintenance	The "G" Crew	\$ 79,812.27	\$ 79,812.27
45	16	OP-8380-2788R	Automated Portable Toilet	The "G" Crew	\$ 10,423.60	\$ 10,423.60
46	17	C0-974	Div.13 Bus Maint. & Oper. Facility	The "G" Crew	\$ 122,502.56	\$ 122,502.56
47	21	C-1015R	Division 1 Cyclone Replacement	The "G" Crew	\$ 5,512.83	\$ 5,512.83

**LABOR COMPLIANCE BENCH MONITORING  
LIFE OF PROJECT & PAID TO DATE VALUES**

A	B	C	D	E	F	F
	Task Order #	Contract Number	Project Description	LC Bench Consultant	Life of Task Order Total Amount	Amount Paid to Date
48	25	C-1026	Pavement Replacement @ Blue Line	The "G" Crew	\$ 15,282.31	\$ 15,282.31
49	26	C-1033	Pavement Replacement @ Blue Line Artesia Station Bus Terminal & Terminal 26	The "G" Crew	\$ 5,512.83	\$ 5,512.83
50	28	C-1051	Radiant Heater Replacement @Div. 7 (Incl. Amend. #1)	The "G" Crew	\$ 5,974.17	\$ 5,974.17
51	29	C-1031	Div. 9 & 18 Water Recycling System	The "G" Crew	\$ 5,974.17	\$ 5,974.17
52	36	C-1046	Vault House Relocation @ Div. 1,5,9 & 18 (Phase 1)	The "G" Crew	\$ 17,686.61	\$ 17,686.61
53	37	C-1030R	Div 8, 10 & 15 Metal Bin Canopies & Building Awnings (Phase 1)	The "G" Crew	\$ 17,686.61	\$ 17,686.61
54	43	PS-12-6430-306R	Gateway Building Carpet Replacement	The "G" Crew	\$ 23,994.96	\$ 23,994.96
55	51	C-1124	Hollywood-Vine Bike Hub	The "G" Crew	\$ 8,670.65	\$ 8,670.65
56	56	C-1126	Floor Coating System at Division 3,5,7,8,10 Maintenance Buildings	The "G" Crew	\$ 9,777.73	\$ 5,140.00
				The "G" Crew Subtotals:	\$ 382,238.71	\$ 377,600.98
57	15	C-1018	Div. 3 Maintenance Pit Waste Oil	The Solis Group	\$ 5,039.30	\$ 5,039.30
58	32	C0-988	Crenshaw / LAX	The Solis Group	\$ 3,646,745.00	\$ 1,572,753.46
59	59	C-1123	Hoist Replacement at Divisions 8 & 18	The Solis Group	\$ 18,700.03	\$ 1,934.31
				The Solis Group Sutotals:	\$ 3,670,484.33	\$ 1,579,727.07
GRAY INDICATES CLOSED TASK ORDERS				<b>Totals</b>	\$ 14,410,842.83	\$ 6,124,107.28
				<b>SBE Total</b>	\$ 12,769,912.07	



## DEOD SUMMARY

## LABOR COMPLIANCE MONITORING BENCH / PS-21307700 A-J

**A. Small Business Participation**

The Diversity & Economic Opportunity Department established a 35% goal for this Task Order/Bench contract for the participation of Disadvantaged Business Enterprise (DBE), and Small Business Enterprise (SBE) certified firms.

Small business participation is based on the funding source, which determines the applicable Disadvantaged Business Enterprise (DBE), or Small Business Enterprise (SBE) Programs for each task order award. DBE and SBE participation is based on the aggregate value of all task orders issued.

There are nine DBE/SBE Primes on the Bench (eight of which have current participation of 100%). Parsons Constructors, Inc., the only non-DBE/SBE Prime, is exceeding its commitment with current DBE participation of 47.92%. One firm has not received task awards to date.

	DBE/SBE Primes & Subcontractors	Current Participation	
		DBE	SBE
<b>1</b>	<b>Padilla &amp; Associates (DBE/SBE Prime)</b>	<b>100%</b>	<b>0%</b>
	<b>TOTAL</b>	<b>100%</b>	<b>0%</b>
<b>2</b>	<b>Parsons Constructors, Inc. (non-DBE/SBE Prime)</b>		
	DBE Subcontractors		
	CVL Consulting	47.92%	0%
	The G crew	0	0%
	<b>TOTAL</b>	<b>47.92%</b>	<b>0%</b>
<b>3</b>	<b>The Solis Group (DBE/SBE Prime)</b>	<b>94.6%</b>	<b>0%</b>
	CS & Associates (CS&A)	5.4%	0%
	<b>TOTAL</b>	<b>100%</b>	<b>0%</b>
<b>4</b>	<b>Perceptive Enterprises (DBE/SBE Prime)</b>	<b>95.6%</b>	<b>0%</b>
	Gail Charles Consulting Services	4.4%	0%
	GCAP Services	0%	0%
	Diana Ho Consulting Services	0%	0%
	<b>TOTAL</b>	<b>100%</b>	<b>0%</b>
<b>5</b>	<b>Metro Compliance Services (DBE/SBE Prime)</b>	<b>100%</b>	<b>100%</b>
	<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

<b>6</b>	<b>Avant Garde (DBE/SBE Prime)</b>	<b>100%</b>	<b>100%</b>
	<b>TOTAL</b>	<b>100%</b>	<b>100%</b>
<b>7</b>	<b>Casamar Group, LLC (DBE/SBE Prime)</b>	<b>100%</b>	<b>100%</b>
	<b>TOTAL</b>	<b>100%</b>	<b>100%</b>
<b>8</b>	<b>The G Crew (DBE/SBE Prime)</b>	<b>100%</b>	<b>100%</b>
	<b>TOTAL</b>	<b>100%</b>	<b>100%</b>
<b>9</b>	<b>Gail Charles Consulting Serv (DBE/SBE Prime)</b>	<b>100%</b>	<b>100%</b>
<b>10</b>	<b>Opportunity Marketing Services (DBE/SBE Prime)</b>	<b>0%</b>	<b>0%</b>
	E.W. Moon, Inc.	0%	0%
	Administration Rescue, Inc.	0%	0%
	Vahishta, Inc.	0%	0%
	<b>TOTAL</b>	<b>0%</b>	<b>0%</b>

**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.



## Board Report

File #: 2017-0183, File Type: Policy

Agenda Number: 11

**REVISED**  
**FARE SUBSIDY PROGRAM PUBLIC HEARING**  
**FINANCE, BUDGET AND AUDIT COMMITTEE**  
**MAY 17, 2017**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**MAY 18, 2017**

**SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE:

- A. a new low income fare subsidy program to replace the Rider Relief Transportation Program (RRTP) and Immediate Needs Transportation Program (INTP), with an estimated year one budget of \$14 million, and;
- B. the Title VI Analysis for the new program.

**ISSUE**

We are consolidating and expanding our existing fare subsidy programs to increase subsidies and transit benefits to our low-income riders who need it the most.

The new program will focus on low income riders in Los Angeles County and is the merger of current fare subsidy programs, RRTP (Rider Relief Transportation Program) and INTP (Immediate Needs Transportation Program). The new program will incorporate the benefits offered separately under each program into a unified subsidy program for low-income individuals, while preserving special transit and taxi benefits for specific trip purposes through an agency-centered element. The program will utilize funds from the existing programs and additional Measure M revenues to offer additional subsidies to program participants, with a total estimated FY18 budget of \$14 million - \$5 million from INTP, \$5 million from RRTP, and a ~~projected~~ potential \$4 million in new sales tax revenues from at least 25% of the 2% of the Measure M funds for discounts to seniors and students (subject to Board approval of Measure M guidelines and future Board action to program funds).

Future year budget will be adjusted based on Measure M revenues (current year receipts and any

unspent funds from prior year), as well as the \$10 million from the INTP and RRTP.

All elements of the INTP and RRTP operating guidelines including administration, cost and functions, as previously approved by the Board, will remain in effect until the new fare subsidy program is fully implemented and new third party administrators are in place.

The Title VI analysis performed for the new program found no disparate impact and no disproportionate burden. The full Title VI analysis is included in Attachment A.

## **BACKGROUND**

The proposed program reflects the culmination of a multi-year effort to improve the RRTP and INTP which are 10 years and 25 years old, respectively. Over their duration, minor changes have been made to the programs but they have generally not kept pace with technological or policy advancements in the Metro system. The new program reflects the feedback, both formal and informal, of our customers, participating agencies, third party administrators, third party pass sales vendors, municipal operators, and affected Metro departments as to the efficiency and effectiveness of the two current programs. Formal customer and agency surveys together with detailed analysis of token utilization and coupon distribution/redemption, and the input of customers gathered throughout the years by Metro staff and program administrators were critical to the formulation of the new program elements. Key deficiencies in the current programs, namely level of benefits, reliance on physical fare media (tokens and coupons), limited access to redemption locations, and no TAP integration have been addressed in the new program.

In FY2015, per Board Motion, an APTA peer review panel was convened to evaluate the agency's fare restructuring strategies. As part of their process, the panel also reviewed the RRTP fare subsidy programs and offered some recommendations for their improvement. The new program incorporates these recommendations.

## **DISCUSSION**

The new program is built upon the successes and lessons learned of the current fare subsidy programs, INTP and RRTP (please see Attachment B for program descriptions). The program will combine and increase benefits provided separately by each program today, while improving the customer's experience in applying for and utilizing program benefits. Projected efficiencies under the new program together with additional funds from Measure M will fund the expansion of subsidies to program participants, allowing Metro to provide more benefits to more low income riders. An estimated 50,000 individuals are served each month, receiving either tokens through the INTP or pass discount coupons through the RRTP. The new program, at the \$14 million funding level, is projected to serve 66,000 customers each month.

### **Leveraging Measure M to Benefit Low Income Seniors and Students**

In order to best utilize the Measure M monies available for senior and student discounts, these limited funds will be directed toward fare discounts or free rides to low income seniors and low income students. With the fare subsidy program described below, Metro is aiming to maximize the impact of the Measure M 2% program by providing fare subsidy benefits to the senior and student transit riders who need it most.

<b>Current Program Benefits</b>				
<b>RRTP</b>				
Pass Type	Pass Amount	Current Subsidy Amount per month	Subsidized Pass Price	% Off Pass Price
Regular Fare 30 Day	\$100	\$10	\$90	10%
Regular Fare 7 Day* once a month	\$25	\$10	\$15	40%
College/Vocational Pass 30 Day	\$43	\$6	\$36	14%
Student 30 Day Pass	\$24	\$6	\$18	25%
Senior/Disabled 30 Day Pass	\$20	\$6	\$14	30%
<b>INTP</b>				
<ul style="list-style-type: none"> <li>Individual Benefits – Up to 20 tokens per month (average allocation is 10), or 2 taxi coupons (valued at \$11).</li> <li>Agency Benefits – Vouchers issued at agency discretion (value based on trip distance)</li> </ul>				
<b>Total Budget</b>	\$10 Million Annually			

Today, individuals must elect semi-annually in which program they wish to participate and, therefore, what subsidy they receive - pass discount or tokens. Additionally, any taxi coupon benefits they receive are deducted from their allowable token allotment for the month. Under the new program, there will not be a separate RRTP and INTP program. Low income individuals will be qualified annually and can choose a pass discount or ride benefit each month. Further, taxi allowances will be issued by approved agencies and will not impact an individual’s eligibility for transit assistance.

<b>New Low Income Program Benefits</b> <i>(to be phased in over the next 24 months)</i>				
<b>Individual Benefits (Choice of one each month)</b>				
Pass Type	Pass Amount	New Subsidy per Month	New Subsidized Pass Price	% Off Pass Price
Regular Fare 30 Day	\$100	\$24	\$76	24%
or	\$25	\$6	\$19	24%
Regular Fare 7 Day <i>(four weeks per month)</i>		<i>(four times per month)</i>		
College/Vocational Pass 30 Day	\$43	\$13	\$30	30%
Student 30 Day Pass	\$24	\$10	\$14	42%
Senior/Disabled 30 Day Pass	\$20	\$8	\$12	40%
20 Rides <i>(per month)</i>	<i>Option available as an alternative to pass purchase. Applicable to all rider categories</i>			
<b>Agency Benefits</b>				
<ul style="list-style-type: none"> <li>• Taxi Coupons and/or Vouchers, not counted against individual benefits above. Some short term transit benefits are anticipated as well (e.g., day passes).</li> </ul>				
<b>Total Budget</b>	<b>\$14 million in First Year</b>			

Key features of the new program relative to the RRTP and INTP include...

- Consolidation of Transit Benefits for Individuals - RRTP provides a discount off a weekly or monthly pass while the INTP provides tokens for individual trips. Individuals may not participate in both programs so they must choose to register in one or the other, receiving either the pass discount or tokens. The revised program will allow participants to choose which benefit meets their needs each month. The first purchase made on the customer’s TAP card in each month will determine how the benefit will be used for that month - monthly pass, weekly passes, or 20 rides. Further, very few types of trips or trip purposes qualify for tokens under the INTP program. The revised program will no longer consider trip purpose, making all trips transit eligible.
- Increased Subsidy Amount - RRTP provides \$10 off a full-fare pass, and \$6 off a reduced fare

(senior/disabled, college/vocational, or student) pass. INTP provides an average of 10 tokens (rides) per person per month. Under the new program, customers may choose between a pass discount that will increase to \$24 for full-fare customers and \$13, \$9, or \$8 for reduced fare; or, a monthly ride benefit of 20 rides.

- Simplify Participant Eligibility Process - Customers are required to appear in person twice a year for RRTP coupon distribution, and monthly for INTP token allocation. Under the revised program, participant eligibility will be determined once per year at any time during the year to allow the customer to receive benefits for twelve consecutive months.
- Allow Benefit to be Applied to the U-Pass Program - The new program will include provisions to allow students to apply their program benefit toward their U-Pass purchased from their college or university when not subsidized by the school.
- TAP Integration - Today subsidies are provided in the form of paper coupons (RRTP) and tokens (INTP). When fully implemented, the new program will provide participant benefits through a customer's enrolled TAP card, streamlining and improving the experience for customers, agencies, vendors, and Metro staff.
- New TAP Ride-Based Option - Tying customer benefits to a TAP card allows for a new ride fare product to replace the tokens issued under the INTP today. Under the revised program, the customer can choose either a discounted pass product or the TAP rides each month. This enhancement will allow the customer no receive full benefit of the Metro two hour transfer that is not supportable with the tokens used today.
- Convenient Access to Program Benefits - Customers will be able to utilize taptogo.net as well as the entire TAP vendor network for redeeming their pass or ride benefits under the revised program.
- Agency Sponsored Trips for Immediate Needs Travel - A portion of the program will be dedicated to agency-specific benefits, and will retain a trip purpose requirement like the INTP today. This portion will provide access to taxi services and/or short term/immediate need transit (e.g., 2 rides or Day Pass) through approved agencies/organizations like hospitals and shelters to provide trips categorized by mobility or health limitations, urgency, or safety. A member's enrollment in the transit subsidy element of the new program will not prevent them from receiving these services initiated by an agency on their behalf. We will work with interested parties, including Access and community stakeholders, over the next two years to investigate additional service delivery models to address specialized transportation needs for disadvantaged individuals, including older adults and people with disabilities.
- Incorporating APTA Peer Review Recommendations - In FY2015, per Board Motion an APTA peer review panel was convened to evaluate the agency's fare restructuring strategies. As part of their process, the panel also reviewed the RRTP program and offered some recommendation for the improvement of the program. The new program incorporates these recommendations.

### Implementation Timeline

The program will be phased in over the next two years, coinciding with the implementation of TAP enhancements to the regional vendor network. The first phase of the program will start with an increase in the subsidy value to be implemented during January 2018 coupon distribution. While monitoring the transit demand based on higher subsidy levels, we will modify the guidelines to correspond to the program revisions; evaluate and revise taxi service provisions; and work with the municipal operators participating in the RRTP. In FY19, we will also issue RFP for new administrators with a scope that is adapted to the functions and demands of the new program. Full implementation of the new program is contingent upon the completion of TAP enhancements and implementation of TAP vendor network improvements. Once completed, the vendor network will be capable of matching partial customer payments with the subsidy amount preloaded on their card and act upon their choice of fare instrument for the month. The current programs will continue their operation until the start of the new program.

### **DETERMINATION OF SAFETY IMPACT**

There is no discernible safety impact.

### **FINANCIAL IMPACT**

If the Board approves the program, FY18 funds for the Program will include \$10 million from INTTP and RRTP and estimated \$4 million from Measure M 25% minimum of 2% for senior and student discounts (subject to Board approval of Measure M guidelines and future Board action to program funds). Since the \$4 million is an estimate, FY18 program budget will be adjusted based on actual proceeds of the Measure M revenues.

The FY18 proposed budget includes \$10 million, funded with Prop C 40%. Funding for the remaining \$4 million will be addressed once the Measure M funding guidelines have been approved.

### Impact to Budget

The new program would be funded with Prop C 40% Discretionary funds, and pending approval of Measure M funding guideline and Board programming of Measure M 2% allocated to ADA paratransit and senior and student discounts. Any funds not spent in the fiscal year would be available for the following year's budget. Should program participation grow to a level that cannot be supported within the funding estimates, staff will return to the Board for additional guidance.

### **ALTERNATIVES CONSIDERED**

The Board could elect not to approve these recommendations, and the additional Measure M funds could be channeled through either the existing RRTP or INTTP programs to use the funds consistent



with the Measure M ordinance, or applied to another program/discount altogether. However, the benefits of the consolidated program with respect to higher benefit levels and an overall improved customer experience would not be realized.

### **NEXT STEPS**

1. Prepare for coupon value increase affecting coupons distributed starting in December 2017 for use in January 2018 and following months.
2. Revise agreements with municipal operator partners.
3. Continue development of system infrastructure to support new administrative processes in coordination with TAP Operation.
4. Identify pilot vendor locations for TAP enhancements, and overall vendor rollout strategy in coordination with TAP Operation.
5. Rebrand and market the new program, including a comprehensive outreach campaign to raise awareness of available discounts.
6. Prepare training materials for participating agencies.
7. Discuss coordination opportunities with other jurisdictions, including the County of Los Angeles, that provide subsidized transit passes to their constituents.
8. Issue RFP for new third party administrators.

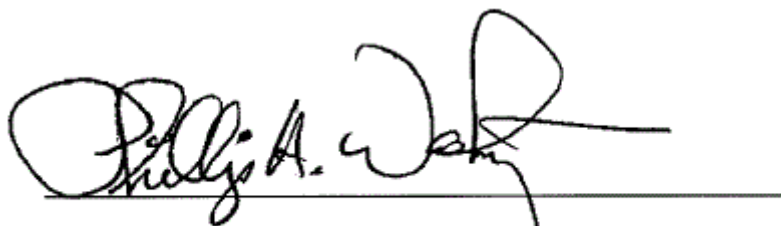
### **ATTACHMENTS**

Attachment A - Title VI/Environmental Justice Evaluation

Attachment B - Description of Current Fare Subsidy Programs

Prepared by: Kelly Hines, Deputy Executive Officer, (213) 922-4569  
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088

A handwritten signature in black ink, appearing to read "Phillip A. Washington", is written over a horizontal line.

Phillip A. Washington  
Chief Executive Officer

**TITLE VI / ENVIRONMENTAL JUSTICE EVALUATION  
PROPOSED CONSOLIDATION OF RIDER RELIEF & IMMEDIATE NEEDS  
PROGRAMS**

**Introduction**

Metro's Rider Relief program provides monthly transit subsidies to low income residents of cities and county unincorporated areas that do not offer such assistance to their residents. Coupons are provided to program participants that may be redeemed each month for a 30-Day Pass (EZ-Passes are also eligible) or a 7-Day Pass (if a Full Fare rider).

Metro's Immediate Needs program is administered directly to clients of several hundred social service agencies throughout the county. Metro contracts with FAME Assistance Corp. and International Institute of Los Angeles to manage and supervise these separate agencies. Assistance is provided on a pre-approved basis in the form of transit Tokens, taxi coupons, and taxi vouchers. Up to \$35 in transit Tokens may be provided to clients each month as well as provision of coupons or vouchers for taxi rides on a trip by trip basis.

Participants in both programs are subject to household income restrictions based upon the county's adopted poverty income guidelines, and cannot be otherwise eligible for Medical Assistance, City Ride, ASI, SHORE, or other General Relief transportation services.

**Proposed Action**

It is proposed to merge the transit benefits of both programs into a single, TAP-based program. The taxi benefits offered to some clients of the Immediate Needs program would be unaffected by this proposal. The transit benefits of both programs would be equalized, and may be broadened to include any county resident who meets the income guidelines, pending discussions with jurisdictions that offer similar benefits.

Because the new program would be TAP-based there would no longer be a need to maintain a Token program as the 20-ride alternative, which would be made available to everyone, could be implemented as a 20-ride credit to the TAP card. Furthermore, anyone choosing the 20-ride benefit would be able to take advantage of the free transfers afforded to any rider paying a single fare with a TAP card.

Additionally, the proposed program would offer increased subsidy benefits to anyone using the program to buy down the cost of a pass. For those choosing to apply the benefit to a 7-Day Pass, the proposed program would offer a subsidy toward four 7-Day

Passes within any month rather than the current program's limitation to one such pass in any month.

The existing transit benefits of both programs, and the proposed consolidated benefits of the proposed program, are depicted in Table 1.

TABLE 1

<b>CURRENT AND PROPOSED PROGRAM BENEFITS RIDER RELIEF &amp; IMMEDIATE NEEDS PROGRAMS</b>		
Rider Category	Current Benefit	Proposed Benefit
Full Fare Adult (Rider Relief)	\$10 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - One(1) 7-Day Pass per month	\$24 TAP Credit usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - Four(4) 7-Day Passes (\$6 credit toward each per month), or - 20-ride TAP credit (equiv. of \$35)
Full Fare Adult (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
Senior/Disabled/ Medicare (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$8 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$7 to \$17)
Senior/Disabled/ Medicare (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
Student (K-12) (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$10 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$20)
Student (K-12) (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
College/Vocational (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$13 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$35)
College/Vocational (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	

## Evaluation of Proposed Action

Since all of the participants in the Rider Relief and Immediate Needs programs will receive increased benefits under the proposed consolidated program, this evaluation will focus on any differences between program participants and other transit riders.

The demographics of Rider Relief and all Metro riders (System) are depicted in Table 2.

TABLE 2

RIDER RELIEF MINORITY & POVERTY PARTICIPATION				
	System	Program	Absolute % Diff.	Relative % Diff.
Minority Share	90.3%	94.3%	4.0%	4.4%
Poverty Share	59.1%	100.0%	40.9%	69.2%
Program Shares - FY2017 through Nov 2016				
System Shares from Spring 2016 Customer Satisfaction Survey				

Because Rider Relief participants have a higher minority participation than Metro's system there will be *no Disparate Impact* from providing added benefits to the group. Similarly, because all Rider Relief beneficiaries must have poverty level household incomes, the Poverty share of program beneficiaries is higher than the system share. Therefore, there will be *no Disproportionate Burden* imposed by the proposed program.

The demographics of Immediate Needs and all Metro riders (System) are depicted in Table 3.

TABLE 3

IMMEDIATE NEEDS MINORITY & POVERTY PARTICIPATION				
	System	Program	Absolute % Diff.	Relative % Diff.
Minority Share	90.3%	86.8%	-3.5%	-3.9%
Poverty Share	59.1%	100.0%	40.9%	69.2%
Program Shares - FY2017 through Jan 2017				
System Shares from Spring 2016 Customer Satisfaction Survey				

In this case, the Immediate Needs program has a lower minority participation than the Metro system. However, this difference is not considered significant because the absolute difference is less than 5% and the relative difference is less than 35% - the thresholds of significance adopted by the Metro Board for evaluating fare changes. Therefore, the proposed program will have *no Disparate Impact*. As was the case with the Rider Relief program, since all beneficiaries of these programs come from Poverty household there will be *no Disproportionate Burden* imposed by the proposed action.

## **Description of Current Fare Subsidy Programs**

### **Rider Relief Transportation Program**

The goal of establishing the RRTP was to help mitigate the impact of the fare adjustment on the neediest segment of the transit dependent population in Los Angeles County. The Program started its fare media distribution in April 2008, and in February 2009, the Board approved a motion to include the municipal operators who have raised their fares into the program. To date, ten operators have joined the program. Annually, \$5M is allocated for this program, the administrators of the program are FAME Assistance Corporation (FAC) and Human Services Association (HSA). Currently, the subsidies are \$10 for regular rider and \$6 for reduced fare riders (senior/disabled and students).

### **Immediate Needs Transportation Program**

LACMTA established the INTP in May 1992 and has budgeted \$5 million annually for it since 1993. FAME Assistance Corporation (FAC) and the International Institute of Los Angeles (IILA) are the administrators of the program. In total, there are approximately 600 agencies in the program that distribute bus tokens and taxi vouchers to persons with limited transportation resources. The media is used for trips to medical, shelter, case management, job search/interviews, food and other essential destinations. The eligible participants receive up to 20 tokens and/or 2 taxi coupons (total subsidy not to exceed \$35 a month).

**Board Report**

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**File #:** 2017-0141, **File Type:** Program**Agenda Number:** 26

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**EXECUTIVE MANAGEMENT COMMITTEE  
MAY 18, 2017****SUBJECT: ADDITIONAL LOCATIONS FOR PARKING MANAGEMENT PILOT PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. **AUTHORIZING** the implementation of the **Parking Management Pilot Program at the Metro Gold Line Monrovia Station with a public shared parking program during non-peak transit hours;**
- B. **AUTHORIZING** the implementation of the **Parking Management Pilot Program at the Metro Green Line Crenshaw Station;**
- C. **AMENDING** Metro's Parking Rates and Fee Resolution (Attachment A) in support of the implementation of the Parking Management Pilot Program and Shared Public Parking Pilot Program at the Monrovia and Crenshaw Stations; and
- D. **APPROVING** Contract Modification Authority (CMA) to Contract No. PS6264800 with L&R Group of Companies dba Joe's Auto Parks in the amount of \$1.3 million, increasing the total CMA amount from \$838,827 to \$2,138,827 to provide additional parking management services at two (2) locations and improved functions for all 15 Metro parking facilities.

**ISSUE**

The Parking Management Pilot Program (Pilot Program) was developed to manage anticipated parking demand and enhance the transit customer's experience. Implementation of the Pilot Program started in May 2016 with the opening of the Expo Phase 2 stations and will begin at Red, Gold, Green and Silver Line Stations in the coming months. Staff is proposing expanding the Pilot Program to the Metro Gold Line Monrovia Station through a public shared use parking program during non-peak commuter hours and implementing paid parking at the Crenshaw Green Line Station parking facility per the request of the South Bay Regional Service Council members during their March meeting (Attachment B). The actions of this Board Report will authorize the implementation of the Pilot Program at the Monrovia and Crenshaw stations, amend Metro's Parking Fee Resolution and approve Contract Modification No. 2 with Joe's Auto Parks in support of the Pilot Program.

## **DISCUSSION**

### **Parking Management Pilot Program**

In December 2016, the Board approved the implementation of the Phase 2 of the Pilot Program at up to 13 Metro stations. Initial implementation of the Pilot Program had already taken place at the stations along Expo Line (Expo/Bundy, Expo/Sepulveda, 17<sup>th</sup> St. /SMC and at La Cienega/Jefferson). Staff anticipates completion of implementation at all proposed Pilot Program locations by fall 2017.

The goal of the Pilot Program is to operate Metro parking facilities between 85% to 90% occupancy levels. These occupancy levels are cited by parking experts as the level that maximizes utilization while allowing for customers to be able to find parking at any time. In addition the Program prioritizes parking spaces at Metro stations for transit patrons. Findings from both phases of the Pilot Program will support final recommendations in the Supportive Transit Parking Program Master Plan (STPP Master Plan) currently underway and will help determine the direction of Metro's parking management in the future.

### **Monrovia Station Parking**

Staff has assessed parking utilization at the Monrovia Gold Line Station which has reached 90% occupancy levels in recent months. Staff is proposing adding 350 parking spaces in the Monrovia Station parking garage to the Pilot Program.

Staff has also been working with the City of Monrovia to develop a public shared use parking program at the Monrovia Station to allow for non-transit parking during non-peak commuter hours. Following an analysis of transit parking patterns, staff has concluded that spaces can be made available during non-peak transit periods without impacting availability for transit patrons. Public parking at the Monrovia Station will only be available between 6:00 pm and 5:00 am Monday through Friday, and all day Saturday and Sunday. Should conflicts with transit parking requirements develop, Metro has the discretion to eliminate the public parking program.

For transit riders, staff is proposing a daily rate of \$3.00 or a monthly rate of \$59.00 with TAP ridership verification. For the shared use parking, staff is proposing a \$3.00 flat rate and all non-transit parking users must exit the parking facility before 5 am. TAP verification will not be required during non-peak commuter hours.

### **Crenshaw Station Parking**

Parking Management staff presented up-to-date findings of the Pilot Program to all Regional Service Councils in February and March 2017. Some of the findings indicate there has been a significant reduction of non-transit usage at Metro parking facilities after the implementation of the Pilot Program. During the March meeting, the South Bay Service Council members expressed concern with the usage of Metro parking facilities by private buses and trailers. This concern is consistent with the findings by Parking Management staff. The South Bay Service Council passed a motion supporting the addition of the Green Line Crenshaw Station to the Pilot Program (Attachment B) to address the non-transit usage of Metro's Crenshaw Park and Ride Lot.

Staff is proposing a daily rate of \$3.00 or a monthly rate of \$59.00 with TAP ridership verification at



the Crenshaw station.

#### Metro Parking Rates and Permit Fee Resolution

Implementation of the Pilot Program at the Monrovia and Crenshaw Stations requires amending Metro's Parking Fee Resolution. The last amendment to the fee resolution was in December 2016 for the implementation of the Pilot Program phase two (2). Changes in the fee resolution only reflect the addition of the Monrovia and Crenshaw Stations to the Pilot Program and the Monrovia shared public parking program, along with a number of edits to address typographical and grammatical errors.

#### Joe's Auto Parks Contract Modification Authority (CMA)

During the implementation of the Pilot Program, staff identified additional functions needed to consolidate all Parking Management Services under one system. The two (2) additional locations of the Pilot Program will require additional payment equipment, payment options and administrative duties. The proposed increase in CMA with Joe's Auto Parks will address these additional functions and services needed to expand and operate the Pilot Program at all fifteen (15) locations.

### **DETERMINATION OF SAFETY IMPACT**

Implementation of the Pilot Program at the Monrovia and Crenshaw Stations will not create any safety impacts because it will operate within the existing infrastructure. Phasing of the programs will only require the purchase and installation of equipment and signage. Customer service ambassadors will be at the facilities at the beginning of the program to provide assistance to patrons during commuter hours. Customer service ambassadors will also improve safety at the facilities as their presence will discourage theft and vandalism. Ambassadors will also be able to report incidents to Metro Security.

### **FINANCIAL IMPACT**

Implementation of the Pilot Program at the two (2) additional locations will not have an impact on Metro's expense budget. Staff anticipates the additional Pilot Program locations will generate \$2.0 million in gross revenue from transit parking alone, (excluding, additional public parking revenue from Monrovia Station) over the four (4)-year period after both locations are in operation. Staff will report back on the revenue generated from the public parking program in fall 2017. The \$1.3 million operating costs are primarily equipment and labor for the four (4)-year period. The additional Pilot Program locations are projected to generate additional net revenues of \$700,000 over 4 years or approximately an additional \$175,000 net revenue a year.

Contract No. PS6264800 is a net revenue generating contract. Metro will not pay out any funds for this contract. The contractor will cover all the operating costs and be compensated through the parking revenues collected. Metro will receive the net revenue collected from the contractor. There will be no requirement for any local, state or federal funding to pay any expenses.

#### Impact to 2018 Budget

Staff estimates the above additions to the Pilot Program will generate approximately \$125,000 in FY18 (partial year) after deductions for equipment and labor costs, in Account 40707 for Parking

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Revenue. Funds generated by this program will contribute to the RAM internal savings accounts.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to authorize staff to move forward with the implementation of the public shared parking program and Pilot Program at the Monrovia and Crenshaw Stations. This is not recommended as they are both components of the STPP Master Plan's examination of a long-term strategy for managing parking demand using an affordable parking pricing program and creating a self-sustaining system. In addition, the results from these programs will support the completion of the STPP Master Plan. The Pilot Program is also part of the Board-adopted RAM initiative. Implementation of public parking during non-peak commuter hours will allow Metro to share its parking resources with nearby communities where no impact to transit parking availability is anticipated. The data from this program will also help support staff with findings from the implementation at all 15 locations for the STPP Master Plan.

Finally, stakeholders in Monrovia and the South Bay Regional Council are strongly supportive of these recommendations.

### **NEXT STEPS**

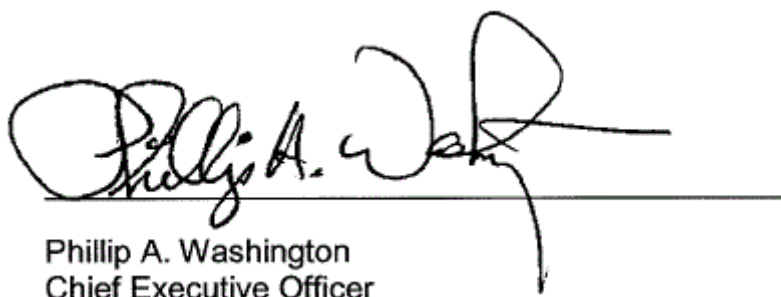
Upon approval by the Board, staff will implement the above changes to the Pilot Program at the fifteen (15) approved locations in 2017. Parking Management staff will return to the Board in fall 2017 to report on the findings from the Pilot Program and for the adoption of the Parking Strategic Plan and STPP Master Plan.

### **ATTACHMENTS**

Attachment A - Metro's Parking Rates and Permit Fee Resolution  
Attachment B - Letter from the South Bay Regional Service Council

Prepared by: Frank Ching, Senior Director, Countywide Planning & Development, (213) 922-3033  
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington  
Chief Executive Officer

**A RESOLUTION OF THE METRO BOARD  
OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL  
METRO PARKING FACILITIES AND RESOURCES**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Florence, Willowbrook, Artesia, Del Amo Willow and Wardlow Stations. Metro Gold Line Stations at: Atlantic, Indiana, Heritage, Lincoln Heights, Lake, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus. Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City, Expo/Sepulveda, Expo/Bundy and 17<sup>th</sup> Street/SMC. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Freeway, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographics and location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and the customer experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public's convenience, safety, and welfare;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of September 24, 2015 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily” means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro off-street parking facility for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by Metro with approval of Parking Management staff, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Florence Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 5. The following fees are established at the Metro Willowbrook Blue Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 6. The following fees are established at the Metro Artesia Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.

- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 7. The following fees are established at the Metro Del Amo Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 9. The following fees are established at the Metro Willow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.
- g. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 10. The following fees are established at the Metro Norwalk Green Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the

outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.

- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 11. The following fees are established at the Metro Lakewood Green Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 12. The following fees are established at the Metro Long Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 13. The following fees are established at the Metro Avalon Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 14. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- a. Parking is available on a first come first serve basis.

SECTION 15. The following fees are established at the Metro Vermont Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 16. The following fees are established at the Metro Crenshaw Green Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.



- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle parked over 72 hours will require an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 17. The following fees are established at the Metro Hawthorne Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 18. The following fees are established at the Metro Aviation Green Line Station:

Parking rates shall be as follows:

- a. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- b. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- c. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- e. Parking is available on a first come first serve basis.

- f. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- g. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 19. The following fees are established at the Metro El Segundo Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 20. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 21. The following fees are established at the Metro MacArthur Park Red Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 22. The following fees are established at the Metro Universal Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$55.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.

- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 23. The following fees are established at the Metro North Hollywood Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.

- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$29.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a \$3.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.

- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.
- j. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- k. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 25. The following fees are established at the Metro Indiana Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 26. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.

- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 27. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$29.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking is only available Monday through Friday.
- d. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre Villa Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$29.00 monthly flat rate. Preferred parking space permits will only be renewed

- for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
  - c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
  - d. Carpool permit parking will be offered for a monthly rate of \$20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
  - e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
  - f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
  - g. Parking is available on a first come first serve basis.
  - h. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 30. The following fees are established at the Metro Arcadia Gold Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 31. The following fees are established at the Metro Monrovia Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.

- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification between 6:00 pm and 5:00 am Monday through Friday and all day Saturday and Sunday for a \$3.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 32. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 33. The following fees are established at the Metro Irwindale Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application



- administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
  - d. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
  - e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
  - f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
  - g. Parking is available on a first come first serve basis.
  - h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
  - i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 34. The following fees are established at the Metro Azusa Downtown Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$39.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 35. The following fees are established at the Metro APU/Citrus College Gold Line Station:

Parking rates shall be as follows:

- a. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- b. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- c. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- e. Parking is available on a first come first serve basis.
- f. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- g. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 36. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge.
- b. Parking is only available from Monday at 2 am through Sunday at 2am.
- c. Parking is available on a first come first serve basis.

SECTION 37. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.

- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a \$5.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 38. The following fees are established at the Metro Culver City Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.

- d. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 39. The following fees are established at the Metro Expo/Sepulveda, Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a \$5.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.

- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 40. The following fees are established at the Expo/Bundy Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$49.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a \$5.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

- h. Parking is available on a first come first serve basis.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 41. The following fees are established at the 17<sup>th</sup> St/SMC Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$3.00 flat rate per 24 hours.
- d. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a \$5.00 flat rate.
- e. Carpool permit parking will be offered for a monthly rate of \$45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent

more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.

- j. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 42. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 43. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 44. The following fees are established at the Metro Balboa Orange Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 daily flat rate at designated preferred parking spaces.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 45. The following fees are established at the Metro Reseda Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 47. The following fees are established at the Metro Canoga Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 48. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 49. The following fees are established at the Metro Chatsworth Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 50. The following fees are established at the Metro El Monte Silver Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will be subject to a \$39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.
- b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application



administration fee is \$5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.

- c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will be offered for a monthly rate of \$25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.
- e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of \$5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicle's DMV record. The administration fee for the billing is \$25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional \$55.00 administration fee.
- i. Patrons requesting a monthly statement to be mailed for the Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a \$2.00 mailed statement fee.

SECTION 51. The following fees are established at the Metro Slauson Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 52. The following fees are established at the Metro Manchester Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 53. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 54. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is \$10.00.

SECTION 55. The following fees are established at Los Angeles Union Station Gateway:

Parking rates shall be as follows:

- a. Each 15 minutes is \$2.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00.
- d. Event parking fees can be established based on market rate conditions.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
- g. Parking is available on a first come first serve basis.
- h. All rates apply seven days a week.

SECTION 56. The following fees are established at Los Angeles Union Station West:

Parking rates shall be as follows:

- a. Monthly fees for parking garage reserved stalls shall be \$130.00.
- b. Monthly fees for parking garage tandem spaces shall be \$82.50.
- c. Valet parking shall be \$20.00.
- d. Valet parking for special events shall be \$25.00.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 57. All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution of the METRO Board.

METRO Staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

The METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographics and location of the facility.

SECTION 58. The following fees shall be established for all preferred parking zones:

1. Initiation fee shall be \$7.00.
2. Replacement of a lost or stolen preferred parking permit shall be \$7.00.

SECTION 59. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 60. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 61. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION 62. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION 63. The following fees are established for each type of violation:

## ATTACHMENT A

Chapter	Title	Citation Fee
8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking Space Markings	\$63.00
8-05-040	Failure to Obey Signs	\$63.00
8-05-050	Exceeding Posted Time Limit	\$53.00
8-05-060	Temporary No Parking	\$53.00
8-05-070	Restricted Parking	\$53.00
8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8-05-090	Illegal Parking in Loading Zone	\$53.00
8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
8-05-110	Disconnected Trailer	\$53.00
8-05-120	Bus Loading Zones	\$263.00
8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
8-05-140	No Parking – Alley	\$53.00
8-05-150	Illegal Parking in Red Zones	\$53.00
8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
8-05-170	Inproperly Parked on Parking Grades	\$63.00
8-05-180	Improperly Parked in Angled Parking	\$63.00
8-05-190	Double Parking	\$53.00
8-05-200	No Parking Anytime/Posted Hours	\$53.00
8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
8-05-220	Blocking Street or Access	\$53.00
8-05-230	Parking Special Hazard	\$53.00
8-05-240	Illegal Parking at Fire Hydrant	\$68.00
8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
8-05-260	Illegal Parking at Taxicab Stands	\$53.00
8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
8-05-280a	Failure to Properly Register Vehicle Licence Plate Information	\$53.00
8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
8-05-310	Permit Penalty Provisions	\$53.00
8-05-320	Expired Meter or Pay Station	\$53.00
8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
8-05-340	Electric Vehicle Parking Spaces	\$53.00
8-05-350	Parking on Sidewalk/ Parkway	\$53.00
8-05-370	Peak Hour Traffic Zones	\$53.00
8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
8-05-400	Car Share or Vanpool Authorization Required	\$53.00
8-05-410	Speed Limit	\$53.00
8-05-420	Motor Vehicle Access	\$63.00
8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00
8-07-030a	Improperly Parked Bicycles outside of Designated Bicycle Parking Areas	\$38.00
8-07-030b	Bicycle parked in Landscaped Areas Violation	\$38.00
8-07-040b	Improperly Parked Bicycles Outside of Designated Area Violation	\$38.00
8-07-040c	Operation of Motorcycle, Bicycle and Mopeds on Bicycle Pathways or Sidewalks	\$38.00

SECTION 64. The Parking Fee Resolution adopted by the Metro Board of Directors on September 24, 2015 is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 65. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION 66. The Metro Board shall certify the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
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Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, 99-3-1  
Los Angeles, CA 90012

April 14, 2017

Dear Metro Board of Directors:

At our March meeting, Frank Ching, Senior Director of the Parking Management Program, made a presentation on Phase II of the Parking Management Program. As Mr. Ching shared details of the program with us, the Council realized that the program could be used to address some long-standing parking issues at the Green Line Crenshaw Station Park & Ride in our service region. Council expressed a strong preference that the Crenshaw Station Park & Ride be added to the list of pilot locations for parking enforcement.

My fellow Council Members and I strongly urge you to consider adding the Green Line Crenshaw Station as an additional pilot location in Metro's Parking Management Program Phase II. The dedicated parking lot at that station has experienced parking shortages for Metro patrons for several years. Parking is frequently monopolized by big rigs and employees of area businesses, and is also utilized as a pick up site for casino shuttles. Implementation of the parking management program at this site would encourage transit ridership by ensuring that transit users who want to access the system via the Green Line would be able to find parking and make their trips. It would also discourage inappropriate uses of the site and generate revenue for the much needed deferred maintenance of the lot, which would also serve to improve the experience of Metro patrons. Towards this end, at our March 10, 2017 meeting, the South Bay Service Council passed a motion supporting the addition of the Green Line Crenshaw Station to the pilot locations of the Parking Management Program's Phase II.

The members of the South Bay Service Council respectfully request that the Board direct Mr. Ching to add the Crenshaw Station to the locations to have new parking management technologies installed as part of this pilot program. We look forward to continuing to work with you to provide quality service to our transit patrons.

Sincerely,

Ralph Franklin, Chair  
South Bay Cities Service Council



## Board Report

File #: 2017-0272, File Type: Contract

Agenda Number: 32

### FINANCE, BUDGET AND AUDIT COMMITTEE

MAY 17, 2017

### EXECUTIVE MANAGEMENT COMMITTEE

MAY 18, 2017

**SUBJECT: DEVELOPMENT OF NEXTLINK SOFTWARE FOR INTEGRATION OF THE SALESFORCE ACCOUNT-BASED SYSTEM WITH THE TAP SMART-CARD SYSTEM TO IMPLEMENT TAP MOBILE PAYMENT APP, BIKE SHARE, FARE SUBSIDY PROGRAMS AND RETAIL SALES TABLET SOFTWARE**

**ACTION: NEGOTIATE AND EXECUTE PERFORMANCE-BASED CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and execute a performance-based Contract Modification to **Cubic Transportation Systems Inc. Contract No. OP02461010** to extend the base contract through December 2024 for no upfront cost of development for Nextlink, a cloud-based connection system that will link the legacy TAP system to programs and services such as the TAP mobile payment app, Bike Share, fare subsidy programs, parking, ride-hailing services and more, in exchange for sales transaction fees of 0.5-3.0%, based on use of mobile app and retail fare sales for five (5) years of operation after development.

#### **ISSUE**

Metro currently lacks an open payment system which limits the ability to provide a more seamless experience for TAP customers, including enabling such features as a mobile app. Metro is currently building an open, hybrid, cloud-based payment system with Salesforce that will enable connectivity with various programs. In order to accomplish full integration, this cloud-based system needs to link with the Cubic smart card TAP system. Nextlink will provide this connectivity and link with Bike Share in Summer 2017. The mobile payment app will begin phased implementation in Fall 2017, fare subsidy programs in Winter 2017, parking, ride-hailing services and electric vehicle car sharing in Spring 2018.

#### **DISCUSSION**

Metro has been rapidly working to diversify and move toward a fare payment system that has a more open architecture and that is less proprietary. In December 2016, the Board approved a cloud-based

Salesforce Customer Service and Information platform, developed by Vertiba, which can be integrated with the current TAP system. The proposed contract modification for Nextlink will provide the ability to link new, open, account-based programs with the legacy TAP system. This will enable competitive bidding for fare collection and validation hardware such as fare boxes and TAP vending machines and foster seamless future program integration. To integrate TAP payment with separate and unique systems, the current Salesforce system is being modified to include various new applications and functions. Plans include integration with retail fare sales software, Bike Share, fare subsidy programs, gift card programs, parking, ride-hailing services, electric vehicle car sharing, a mobile app and more (see diagram in Attachment A).

### Open Source Procurements

The development of the Nextlink system will enable hardware such as retail fare sales tablets, TAP vending machines, bus mobile validators and other hardware to be open-sourced procurements that can securely link to the legacy TAP system.

### Customer Service Enhancements

#### *Payment Options for the Unbanked and More*

The new Nextlink system not only provides open architecture, but it also allows the unbanked to participate in TAP-enabled programs. Customers will be able to link their TAP payment accounts to credit and debit cards, internet services like PayPal and mobile wallets (Google Pay and Apple Pay), as well as load cash at convenience stores and TAP vending machines.

Qualified fare subsidy customers will no longer have to carry paper coupons because their TAP card will store the necessary subsidy information. Elimination of coupons will also eliminate the need for costly printing, distribution and inventory.

Customizable rewards and discounts can be configured across and within programs (e.g., a customer that rides a bike three times might get to choose a ride on some other transit service as a reward). Behaviors can be incentivized; for example, on bad air days, discounts could be quickly configured and implemented to incentivize riding transit and help reduce cars on the freeways.

#### *Mobile Application Features*

This negotiated contract modification will include the ability to tap and load your TAP card within an app on select smart phones and tablets. As early as 7-9 months from the start of development, the mobile app will be deployed. Planned future phases include the ability for phones to be used as virtual TAP cards to open gates and interact with other fare payment devices. The mobile app will also include bar code technology and other visual ticketing capabilities that will support the Olympics and other major sports and entertainment events beginning as early as Winter 2017. Other features



include trip planning, rewards and discounts, a TAP vendor locator, notifications and alerts. Plans call for the app to feature all 24 TAP partner agencies' fares to ensure regional connectivity.

No Upfront Cost, Transaction Based

The mobile app and retail fare sales software will be developed with no-upfront cost. The contractor will only derive revenue from fees of from 0.5% to 3.0% of TAP sales transactions. This model ensures that the contractor will have a strong incentive to create and operate a highly successful and popular app, since the contractor only profits if customers are actually using it and buying fares.

Planned Services Implementation Schedule

Planned services include phased development as outlined in TABLE 1.

TABLE 1  
Phase 1 Integration

Project	Description	Planned Launch Date	Progress
<b>Bike Share</b>	Payment integration with TAP account.	Summer 2017	Strategy sessions with integrator complete. Project plan and roadmap in development.
<b>Mobile App Iteration 1</b>	Buy/reload TAP cards, search for vendors, apply for reduced fares and ability for flash pass and bar code technology.	7-9 months from beginning of development	In planning stages.
<b>Fare Subsidy Programs</b> (Immediate Needs and Rider Relief Programs)	Remove paper coupons as part of the new consolidated Low Income Subsidy Programs. Discounts applied on TAP.	December 2017	Architecture and design underway.

Phase 2 Integration efforts will be completed between January 2018 and December 2018. Planned efforts include the ability to tap a phone on a fare gate/farebox, integrate with account-based entities such as ride-hailing services, retail gift cards, parking services, mobility hubs, and electric vehicle car sharing.

**DETERMINATION OF SAFETY IMPACT**

Implementing the enhanced TAP System will not have any adverse safety impacts on Metro patrons or employees.

**FINANCIAL IMPACT**

There are no upfront costs for development of the Nextlink system, the mobile application and the retail fare sales software. The apps are built on a transaction fee-based model. Transaction fees will be charged of 0.5-3.0% of mobile fare sales on the TAP app and 0.75% of in-store sales on the retail vendor app. These fees are in line with industry standards and are less in comparison with our cash collection fees of 6.5% on TAP vending machines and fareboxes. There is a tiered model for mobile fees that enables a lower fee percentage as sales increase. The tiered model is detailed in TABLE 2.

TABLE 2  
Yearly Sales and Tiered Fee Percentages

Tiers		
\$0	\$25,000,000	3.00%
\$25,000,001	\$50,000,000	2.50%
\$50,000,001	\$100,000,000	2.00%
>=\$100,000,001		0.50%

Impact to Budget

There is no impact to Budget. The payment is based on transaction fees and will be deducted from fare sales on the mobile app and retail vendor tablets. Appropriate monthly payments will be paid back to Cubic Transportation Systems, Inc. after sales from mobile and retail fare sales from vendors are generated. If new ridership is generated as a result of the convenience of the mobile app, a revenue increase will occur. If cash riders switch to the mobile app, a savings could occur in future years, based on a reduction in farebox and TAP vending machine cash counting operations.

Responding to Technology

If technology changes, Cubic will adapt with updated software in adherence with trends. For example, if Apple decides to provide access to their iPhones for fare payment, the vendor will make the necessary changes to the mobile app at no additional cost to Metro. As a standard with any Metro procurement, the contract will include options to end the work, such as for non-performance or an opt-out for convenience on a declining scale of cost. The modification is performance-based and not prescriptive: the contractor is incentivized to make the technology changes necessary to remain state-of-the-art.

Due to the high level of customized development of Cubic’s proprietary system, and to keep costs as low as possible, staff recommends Cubic Transportation Systems, Inc. to perform this work.

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## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve recommendation of Cubic for no-upfront-cost and transaction-fee based implementation of Nextlink, mobile and retail fare sales software development. This choice is not recommended due to the urgent need for integration with new technologies and systems. If not approved, the TAP card-based fare collection system will not be able to integrate with new account-based systems such as Bike Share, parking, gift card programs, ride-hailing companies, mobility hubs, electric vehicle car-sharing, low-income subsidy programs and others.

The Board may direct staff to competitively bid this effort, but this is not recommended, as it will result in delays of up to two years and additional costs. In this scenario, the selected contractor would ultimately have to integrate with the Cubic proprietary back end, which is estimated to cost up to \$1-2 million plus additional transaction fees. Metro would have to run two systems which would result in duplication of efforts and of patron data and create customer service issues.

The Board may direct the procurement of an entirely new fare collection system, but this is not recommended based on experiences in other large regions. For example, Chicago has spent hundreds of millions of dollars on their new open payment system and New York has taken over 5 years for procurement alone for their new system.

The Board may direct staff to competitively bid only the mobile and retail sales software as standalone products. A Metro 2015 RFP for a mobile app resulted in a Cubic recommendation because they offered the lowest bid of the finalists. However, the procurement was stopped because of rapid changes in technology and the need to connect with many programs and services. Since then, staff has continued to negotiate with Cubic for better terms and to include proprietary Nextlink and the retail fare sales software.

### **Justification of Non-Competitive Contract**

To accommodate full integration of outside programs with the current fare payment system, reading and writing to customers' TAP cards is necessary. Cubic Transportation Systems, Inc. is the architect of our TAP infrastructure. This complex system holds TAP rider information for 26 TAP-enabled agencies. If Metro were to choose another vendor to do a mobile app, there would still be substantial charges for integration into the existing and complex back end. Building completely new fare payment infrastructure independent of Cubic is likely to take several years, further delaying the incorporation of critical new technologies.

Development of the mobile app, retail pass sales software and the new Nextlink system will not require future change notices or upfront costs to the contractor for outside program or hardware connection. This will enable Metro to compete future outside hardware purchases that were formerly

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proprietary, such as TAP vending machines, fareboxes, bus mobile validators, retail fare sales devices and more.

**NEXT STEPS**

Upon Board approval, staff will negotiate and execute the contract modification with Cubic Transportation Systems, Inc. for Nextlink and TAP will begin work in May 2017.

**ATTACHMENTS**

Attachment A - Regional Account Integration Architecture

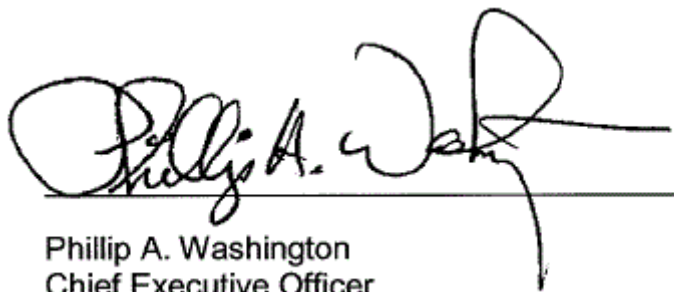
Attachment B - Procurement Summary

Attachment C - Contract Modification/Change Order Log

Attachment D - DEOD Summary

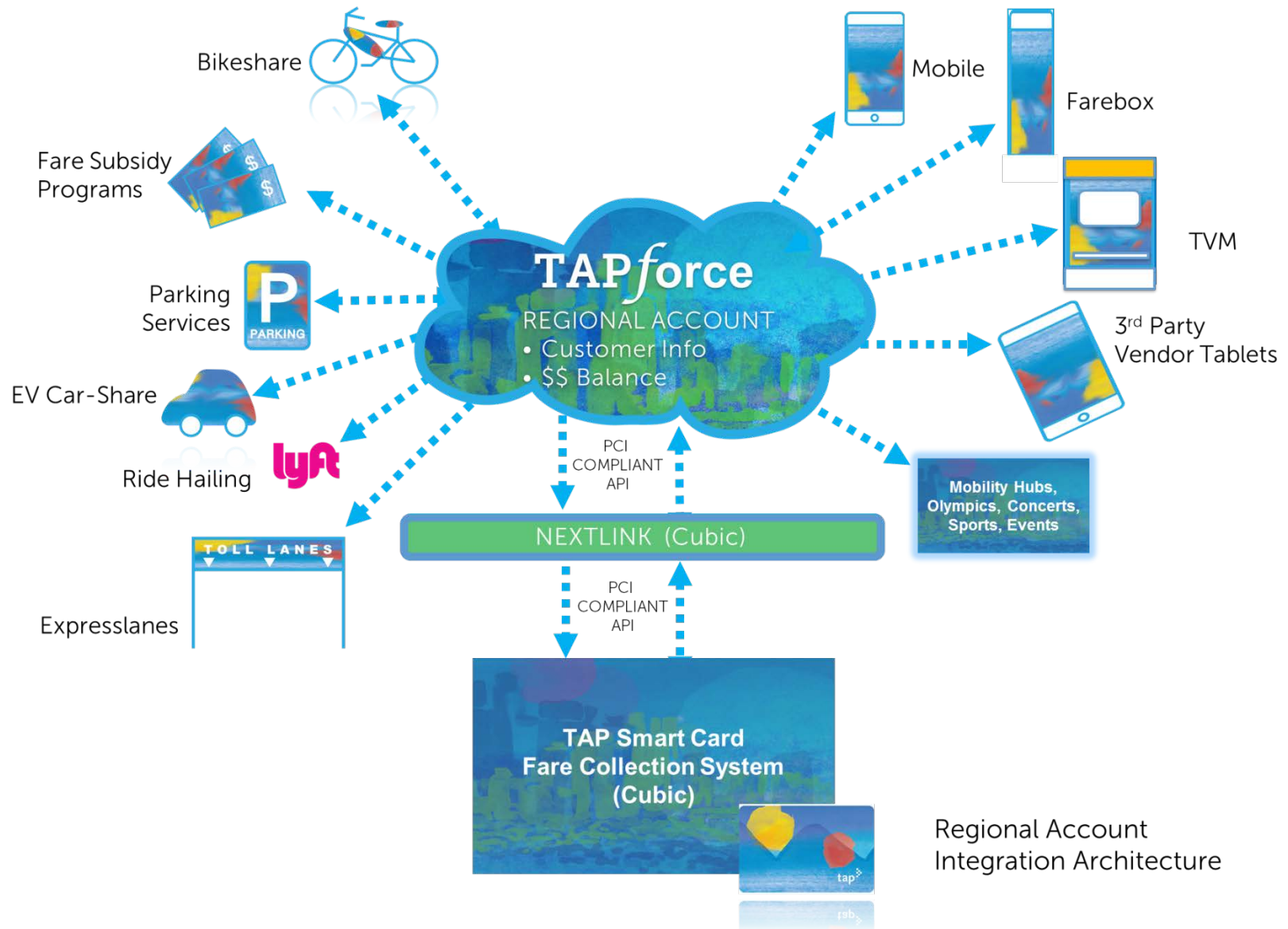
Prepared by: Robin O'Hara, Deputy Executive Officer, (213) 922-2411  
David Sutton, Executive Officer, (213) 922-5633

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088  
Debra Avila, Chief Vendor/Contract Management Officer,  
(213) 418-3051



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Phillip A. Washington  
Chief Executive Officer



PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	<b>Contract Number:</b> OP02461010		
2.	<b>Contractor:</b> Cubic Transportation Systems, Inc.		
3.	<b>Mod. Work Description:</b> Sales, Use, Activate, Initialize and Read Transactions into NextFare		
4.	<b>Contract Work Description:</b> Universal Fare System		
5.	<b>The following data is current as of:</b> May 9, 2017		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	2/20/2002	<b>Contract Award Amount:</b> \$84,003,444
	<b>Notice to Proceed (NTP):</b>	3/7/2002	<b>Total of Modifications Approved:</b> \$175,481,369
	<b>Original Complete Date:</b>	9/1/2007	<b>Pending Modifications (including this action):</b> \$0
	<b>Current Est. Complete Date:</b>	7/1/2020	<b>Current Contract Value (with this action):</b> \$259,484,813
7.	<b>Contract Administrator:</b> Anush Beglaryan		<b>Telephone Number:</b> (213) 418-3047
8.	<b>Project Manager:</b> Robin O'Hara		<b>Telephone Number:</b> (213) 922-2411

**A. Procurement Background**

This Board Action is to approve Contract Modification No. [232-145](#) issued to extend the base contract through December 2024, for no upfront cost of development for Nextlink, a cloud-based connection system, that will link the legacy TAP system to programs and services such as the TAP mobile payment app, Bike Share, fare subsidy programs, parking, ride-hailing services and more, in exchange for sales transaction fees of 0.5% to 3.0%, based on public transit customers' use of mobile app and retail fare sales for five years of operation after development.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price.

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. The Contract provides a countywide fare collection system to serve Metro's public transit customers.

Please refer to Attachment C – Contract Modification/Change Order Log.

## **B. Cost/Price Analysis**

The recommended transaction fee range of between 0.5% to 3.0% of total sales transaction has been determined to be fair and reasonable as this is within industry standards.

Although this is a no cost Contract Modification, Cubic Transportation Systems, Inc. will earn transaction fees on purchases of TAP fares through the use of the mobile app and retail vendor fare sales software.

## CONTRACT MODIFICATION/CHANGE ORDER LOG

### UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus	Approved	12/20/2004	-\$111,704



	Groups			
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 <sup>th</sup> and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 <sup>th</sup> and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00

56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data	Approved	3/3/2011	\$40,204

	Transfer			
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal	Approved	10/8/2013	\$252,905

	Customer Service Center and One at Culver City Station			
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2, Colorado/4 <sup>th</sup> Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 <sup>th</sup> Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne	Approved	9/2/2015	\$31,983

	to Hollywood			
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Pending		\$0
	<b>Modification Total:</b>			<b>\$175,481,369</b>
	<b>Original Contract:</b>			<b>\$84,003,444</b>
	<b>Total:</b>			<b>\$259,484,813</b>

## DEOD SUMMARY

## UNIVERSAL FARE SYSTEM / OP02461010

**A. Small Business Participation**

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 86% complete and the current DBE participation is 8.92%, which exceeds their DBE commitment.

<b>Small Business Commitment</b>	<b>DBE 5.65%</b>	<b>Small Business Participation</b>	<b>DBE 8.92%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.39%
2.	Lows Enterprise	African American Female	0.13%	0.04%
3.	TechProse	Hispanic American Female	0.41%	0.08%
4.	Robnett Electrical	African American	2.53%	7.91%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.05%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.04%
7.	KLI, Inc.	Asian Pacific American Female	0.25%	0.11%
8.	Kormex Metal Craft	Asian Pacific American Female	1.02%	0.30%
	<b>Total</b>		<b>5.65%</b>	<b>0</b>

<sup>1</sup>Current 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 requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2017-0013, File Type: Program

Agenda Number: 16

**REVISED**  
**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**MAY 18, 2017**

**SUBJECT: METRO PUBLIC ART STATE OF GOOD REPAIR REPORT AND PHASED APPROACH TO ART ASSET MANAGEMENT**

**ACTION: ~~RECEIVE AND FILE~~ APPROVE PHASED APPROACH TO ART ASSET MANAGEMENT**

### **RECOMMENDATION**

**APPROVE a phased approach to art asset management in response to October 2015 Board Motion (Attachment A).**

### **ISSUE**

At the October 2015 meeting, the committee directed staff to a) provide an annual report on the state of Metro's public artworks, b) dedicate a reasonable amount of funds towards maintenance and/or restoration of Metro's public artworks, c) include conservation and/or restoration of existing artworks in all future refurbishment projects, d) budget for maintenance of new artworks as they come online, e) create a regular maintenance plan for each Metro artwork, f) develop an action plan to restore Metro artworks that are not functioning as intended, including the restoration of artwork altered by the Blue Line Upgrades Project. This report provides the requested response.

### **DISCUSSION**

There are currently over 165 permanent artworks installed in Metro stations and facilities throughout the Los Angeles County and these artworks are an important part of the customer experience. While Operations staff regularly removes dust, dirt and debris from a number of artworks as part of their general station cleaning, the majority of the public artworks in the Metro system require special attention and care due to their unique nature and location (Attachment B).

#### **Phased Artwork Maintenance Plan for Existing Lines**

A phased approach to artwork maintenance and ongoing asset management is underway. Per Board direction, Metro began to address the backlog of deferred conservation and maintenance in FY17. The focus and priority has been on the Blue Line. Funds to replace artworks removed/altered by the Blue Line Upgrade Project have been secured and a proposal to refurbish the long non-functioning artwork in the Blue Line tunnel is under consideration as a FY18 Capital Project. A dedicated staff



person is assigned to Blue Line art asset management and has initiated artwork repairs, refurbishments and replacements. This staff member also is developing artwork inventories, condition assessments, and catalogued art documentation as well as preparing comprehensive care and maintenance plans tailored to each of the line's unique artworks. Consultants, including artists, conservators, fabricators and other specialized technicians assist with this work. Metro Art is now implementing regular ongoing Blue Line art asset care and management to ensure the artworks are kept in a state of good repair moving forward.

The next line being phased into a regular art asset management plan is the Red Line, which turns 25 this year. Staff will develop a phased plan to begin art asset management on the Red Line, including a request for additional staff resources in FY19 to address artwork repairs and refurbishments as well as annual inspections, care, and maintenance for the wide range of artworks along the line. Resources for the Green and Gold Lines will be requested as they reach their 20-25 year anniversaries, in FY 21 for the Green Line and FY23 for the Gold Line, as outlined in Attachment B.

There are several benefits to this phased line-by-line approach. With a large art program of 165 projects throughout the system, it allows staff to focus on the oldest art on the system first, and grow the Art Asset Management Program over time as resources are secured. Having a dedicated staff person assigned to care for all of the artworks on a particular line provides clear roles and responsibilities and follows the process of how Operations assigns their staff. Art Asset Project Managers will work directly with the broader Operations team to address site specific needs. They will also work directly with Construction staff to ensure retrofits and station modifications do not negatively impact the artworks as has occurred in the past.

### **New Lines**

In the future, when new lines become operational, art asset management resources should be established along with Operations staff and resource plans in order to ensure appropriate care and art asset management from the onset. Metro has traditionally only funded art program staff for capital project delivery and not for ongoing operational purposes. For example, when the Expo 2 and Foothill Extensions were opened, none of the positions included in the operations staffing plan were allocated to oversee and implement art asset management. Moving forward, staffing resources will be essential to care for the significant number of artworks that will be added to the system through new lines and facilities. As with other assets, once an artwork has fallen into disrepair, its deterioration accelerates and the cost of restoration increases, so it is best to manage that asset as it enters into service.

### **NEXT STEPS**

Staff will continue to pursue a phased art asset management approach and will work to ensure the aesthetic integrity and longevity of the systems art assets as resourced. Staff will work cross-departmentally to apply lessons learned and to ensure that care and management of artworks is included in future operational start up plans. As directed by the Board, staff will provide an annual report on the state of the agency's artworks.

### **ATTACHMENTS**

Attachment A - October 2015 Board Directive

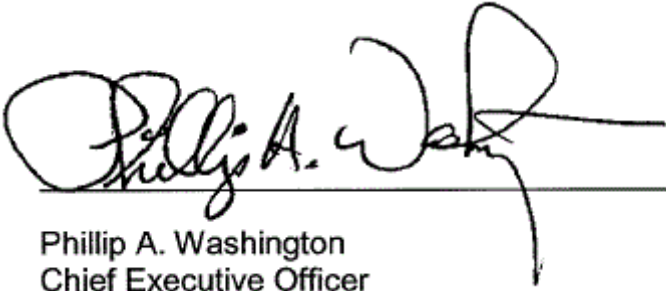
Attachment B - Metro Public Art Collection Asset Condition Report

Attachment C - Examples of Artwork in Need of Repair or Refurbishment

Attachment D - Art Asset Management Board Report Presentation

Prepared by: Maya Emsden, Deputy Executive Officer (213) 922-2720

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



Phillip A. Washington  
Chief Executive Officer

**MOTION BY:**

**DIRECTOR JACQUELYN DUPONT-WALKER, SUPERVISOR SHEILA KUEHL  
AND DIRECTOR JOHN FASANA**

**MTA Operations Committee**

October 15, 2015

**Item 44: MTA Public Art**

MTA's public art is an important part of the customer experience.

Public art that is maintained in a state of good repair reinforces the fact that MTA is caring for its system and cares about the experience of its customers.

Conversely, public art that is not in a state of good repair reinforces a perception that MTA is not caring for its system and does not have regard for the experience of its customers.

The first public art in the MTA system was installed in 1991, nearly 25 years ago. Today, MTA has a total of 152 public artworks across all of its rail lines, Union Station, the Gateway Center complex, Division 9, Division 13, and other locations.

Currently, 19 of MTA's 152 public artworks are not functioning as intended due to various factors, including vandalism, electrical failure, and capital projects.

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

- A. Provide an annual report on the state of MTA's public artworks.
- B. Beginning with the Fiscal Year 2017 budget, dedicate a reasonable amount of funds towards maintenance and/or restoration of MTA public artworks.
- C. Include conservation and/or restoration of existing MTA public artworks in all future line, station, and facility refurbishment projects.
- D. Budget additional funds as needed for maintenance of new MTA public artworks, such as artwork on the Expo Line Phase 2 and Gold Line Foothill Extension.
- E. Create a regular maintenance plan for each MTA public artwork.

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F. Develop an action plan to restore MTA public artworks that are not functioning as intended, including consideration of using remaining Blue Line Upgrades Project funding for the restoration of artwork altered by the Blue Line Upgrades Project.

G. Report back on all the above during the February 2016 MTA Board cycle.

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## Metro Public Art Collection Asset Report

Metro Blue Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY18 Action Plan
1	Blue Line Tunnel <i>Thomas Eatherton</i> <i>Unity</i> LED light sculpture installations	1991	NA	Not functioning as intended. Electronic artwork requires refurbishment of 82 lightworks.	FY18 Capital Budget has been requested to replace fiber-optic artwork with new, more efficient LED panels.
2	Wardlow <i>Jacqueline Dreager</i> <i>Great Gathering Place</i> Fiberglass, bronze and steel sculptures; Concrete and steel stools; Glass medallion with imagery	1992	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of gel-coat and wax at fiberglass and bronze elements. Specialized or minor repairs when needed.	Fiberglass artwork sculptural elements are deteriorating.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and apply gel-coat and wax at fiberglass and bronze elements
3	7th Street / Metro Center <i>Joyce Kozloff</i> <i>The Movies: Fantasies and Spectacles</i> Ceramic tile murals	1993	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
4	7th Street / Metro Center <i>Roberto Gil de Montes</i> <i>Heaven to Earth</i> Ceramic tile murals	1993	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
5	Pico <i>Robin Brailsford</i> <i>Time and Presence</i> Painted steel canopy panels	1993	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of coatings. Specialized or minor repairs when needed.	Paint at artwork panels is fading.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and re-coat panels.
6	San Pedro Street <i>Sandra Rowe</i> <i>Hope, Dream, Path, Focus, Belief</i> Patinated, etched, pigmented waxed bronze panels; stainless steel kinetic sculptures	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of sealant. Specialized or minor repairs when needed.	Paint at artwork panels has faded. Kinetic elements are damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and re-coat panels, repair kinetic elements.
7	Willowbrook / Rosa Parks <i>Joe Sam</i> <i>Hide-n-Seek</i> Painted steel sculpture	1993	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of coatings. Specialized or minor repairs when needed.	Sculptures have sustained pigeon damage and paint has faded.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and re-coat sculptures.
8	Grand / LATT <i>Mark Lere</i> <i>Who, What, Where?</i> Etched and paint filled granite tile paving; etched and paint filled concrete	1994	Completely removed as a result of Blue Line refurbishment Project. CP in place with Artist to replace artwork.	Artwork completely removed during Metro Blue Line Refurbishment Project.	Manage Artist contract to replace artwork. Scheduled completion FY18.
9	Vernon <i>Horace Washington</i> <i>A Tribute to Industry</i> Bronze and powder coated steel stools; galvanized steel benches; stainless steel and painted steel sculpture; ceramic tile	1994	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of sealant. Specialized or minor repairs when needed.	Paint at artwork panels is fading.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and re-coat sculptures, clean and seal grout tile.
10	103rd Street / Watts Towers <i>Roberto Salas</i> <i>Blue Line Totems in Red</i> Painted steel columns; ceramic tile	1994	Partially removed as a result of Blue Line refurbishment Project. CP in place with Artist to replace artwork.	Artwork partially removed during Metro Blue Line Refurbishment Project.	Manage Artist contract to replace artwork. Scheduled completion FY18.

Metro Blue Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY18 Action Plan
11	Pacific Coast Highway <i>Joe Lewis</i> <i>Twelve Principals</i> Ceramic tile medallions	1994	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Artwork medallions require cleaning.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
12	Anaheim Street Terry Braunstein <i>Local Odysseys</i> Porcelain enamel medallions	1994	Conduct detailed annual artwork inspection and cleaning. Document conditions. Specialized or minor repairs when needed.	Artwork medallions require cleaning.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs and clean.
13	Slauson East Los Streetscapers <i>South Central Suite</i> Porcelain enamel panels; ceramic tile and pigmented concrete and ceramic tile murals	1995	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
14	Compton Eva Cockcroft <i>Past, Present and Future</i> Ceramic tile panels; ceramic tile columns	1995	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
15	5th Street Jim Isermann <i>Failed Ideals</i> Stain glass medallions	1995	Partially removed as a result of Blue Line refurbishment Project. CP in place with Artist to replace artwork.	Artwork partially removed during Metro Blue Line Refurbishment Project.	Manage Artist contract to replace artwork. Scheduled completion FY18.
16	1st Street Paul Tzanetopoulos <i>Breezy and Delightful</i> Porcelain enamel kinetic medallions	1995	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Artwork medallions require cleaning. Kinetic elements are damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean medallions panels, repair kinetic elements.
17	Downtown Long Beach Patrick Mohr <i>Angel Train</i> Anodized aluminum sculptures	1995	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant and wax. Specialized or minor repairs when needed.	Artwork requires cleaning and application of wax sealant.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and apply sealant and wax.
18	Pacific Ave June Edmonds <i>We Know Who We Are</i> Glass mosaic medallions	1995	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Artwork medallions require cleaning.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and apply sealant to grout.
19	Artesia Lynn Aldrich <i>Blue Line Oasis</i> Stainless steel and ceramic sculpture; glass mosaic tile, painted steel wishing well; glass mosaic panels	1996	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic, glass mosaic panels and sculpture are damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and apply sealant to grout.
20	Washington Elliot Pinkney <i>Running for the Blue Line</i> Painted steel panels; painted columns	1997	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of coatings. Specialized or minor repairs when needed.	Paint has failed at artwork panels. Painted columns incorrectly painted system color.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and re-coat sculptures.
21	Del Amo Colin Gray <i>Del Amo Wheel</i> Glass fiber reinforced concrete sculpture	1999	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Visible graffiti and minor cracking at artwork surface.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and apply sealant.

Metro Blue Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY18 Action Plan
22	7th Street / Metro Center Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean, replace polycarbonate facing, replace light bulbs, rotate artwork.
23	7th Street / Metro Center K. Kobayashi, N. Korten & M. Perlas <i>Plantings</i> Pigmented concrete benches; cast aluminum, painted steel, gobos and electrical components	2002	Conduct detailed annual artwork inspection and cleaning. Document conditions. Specialized cleaning of gobos and electrical components, replacement of lighting. Biennial application of sealant. Minor repairs when needed.	All projection units are broken. Electrical is outdated and not functioning as intended. Expo Rail Line impacts altered artwork location.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and apply sealant to grout.
24	Willowbrook / Rosa Parks <i>Michael Massenburg, Robin Strayhorn</i> <i>Pathways To Freedom</i> Glass mosaic, ceramic tile and concrete benches	2002	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Benches are damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and apply sealant to grout.
25	Firestone Ricardo Mendoza <i>The Will to Progress</i> Ceramic tile mural panels	2004	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal grout.
26	Florence Ricardo Duffy <i>A Florence Moment</i> Ceramic tile murals	2005	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of sealant along grout. Specialized or minor repairs when needed.	Ceramic artwork tile requires cleaning.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Clean and seal grout.
27	Willow Merge Conceptual Design <i>Out of Sight</i> Glass canopy with laminated imagery, GFRC bench	2006	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of sealant. Specialized or minor repairs when needed.	Bench is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal.
28	Willowbrook / Rosa Parks Judy Baca <i>Metate Bench</i> GFRC benches with ceramic tile	2008	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of sealant. Specialized or minor repairs when needed.	Bench is damaged.	Perform annual artwork inspections. Document artwork and produce detailed condition and corrective action report. Implement minor repairs, clean and seal.

Metro Red Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY19 Proposed Action Plan
29	Union Station Christopher Sproat <i>Union Chairs</i> Granite benches	1993	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Graffiti etchings at granite benches. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
30	Union Station Terry Schoonhoven <i>Traveler</i> Ceramic tile mural	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
31	Union Station Cynthia Carlson <i>LA: City of Angels</i> Hand painted mural with reliefs	1993	Conduct detailed annual artwork inspection and cleaning. Document conditions. Biennial application of gel-coat and wax at fiberglass and bronze elements. Specialized or minor repairs when needed.	Artwork mural requires lighting.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
32	Civic Center / Grand Park Johnathan Borofsky <i>I Dreamed I Could Fly</i> Hand painted fiberglass sculpture; audio playback system; spotlights	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and software update at audio component. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and lighting replacement. Audio component requires software update.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
33	Pershing Square Stephen Antonakos <i>Neons for Pershing Square</i> Neon sculptures	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of Neon Transformers. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning. Neon transformers are in need of replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
34	Westlake / MacArthur Park Francisco Letelier <i>El Sol/La Luna</i> Ceramic tile murals	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Water intrusion at station at walls impacting Artwork mural. Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
35	Westlake / MacArthur Park Therman Statom <i>Into the Light</i> Glass skylight; acrylic, aluminum, stainless steel and painted steel sculptures; ceramic tile	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of lighting. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and lighting replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
36	Vermont / Santa Monica Robert Millar <i>Untitled</i> Text painted on walls throughout; aluminum and polycarbonate panels; colored lighting	1993	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Lighting component (entrance lighting) is outdated and requires complete renovation. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
37	Wilshire / Vermont Peter Shire <i>Los Angeles Seen</i> Painted steel and stainless steel sculptures	1996	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Kinetic motorized component not working. Artworks in need of major cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.



Metro Red Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY19 Proposed Action Plan
38	Vermont / Beverly George Stone <i>Untitled</i> Glass fiber reinforced concrete sculptural rock formations	1999	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Graffiti damage. Artwork is grimy, in need of cleaning and lighting replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
39	Vermont / Sunset Michael Davis <i>Ecliptic/Illume</i> Porcelain, stainless steel, illumination	1999	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Lighting component is not functioning. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
40	Hollywood / Western May Sun <i>Untitled</i> Painted aluminum and polycarbonate sculptures; lighting; terrazzo and copper paving murals; etched granite; patinated bronze; ceramic tile throughout	1999	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of lighting and application of coatings and sealant. Specialized or minor repairs when needed.	Graffiti damage. Artwork is grimy, in need of cleaning and lighting replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
41	Hollywood / Vine Gilbert "Magu" Lujan <i>Hooray for Hollywood</i> Painted fiberglass and pigmented concrete benches, hand painted ceramic tiles	1999	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of lighting and application of coatings and sealant. Specialized or minor repairs when needed.	All platform sculptural elements damaged and removed.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
42	Hollywood / Highland Sheila Klein <i>Underground Girl</i> Painted aluminum fixtures, electrical; aluminum and stainless sculpture	2000	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of lighting and application of coatings and sealant. Specialized or minor repairs when needed.	Electronic artwork not working. Artwork is grimy, in need of cleaning and lighting replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
43	Universal City / Studio City Margaret Garcia <i>Tree of Califas</i> Carved ceramic tile; stainless steel, painted steel and granite benches; laminated imagery	2000	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial application of coatings and sealant. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
44	North Hollywood Anne Marie Karlsen <i>Kaleidoscope Dreams</i> Ceramic tile	2000	Conduct detailed annual artwork inspection, documentation and cleaning. Biennial replacement of lighting and application of coatings and sealant. Specialized or minor repairs when needed.	Graffiti damage. Artwork is grimy, in need of cleaning and lighting replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
45	7th Street / Metro Center Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
46	Vermont / Beverly Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.

Metro Red Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY19 Proposed Action Plan
47	Hollywood / Highland Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
48	Universal City / Studio City Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
49	7th Street / Metro Center K. Kobayashi, N. Korten & M. Perlas <i>Plantings</i> Pigmented concrete benches; cast aluminum, painted steel, gobos and electrical components	2002	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
50	Civic Center / Grand Park Peter Requam <i>Civic Center Benches</i> Granite benches	2004	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Graffiti etchings at granite benches. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
51	Civic Center / Grand Park Samm Kunce <i>In the Living Rock</i> Glass mosaic and granite murals	2004	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Graffiti etchings at granite artwork. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
52	Vermont / Santa Monica George Legrady <i>Kinetic Flow</i> Porcelain enamel mural	2006	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Minor damage at artwork face. Artwork is grimy, in need of cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
53	Civic Center Station Faith Ringgold <i>People Portraits: in Creativity, Performing, Sports &amp; Fashion</i> Glass mosaic panels	2010	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
54	Westlake / MacArthur Park Sonia Romero <i>MacArthur Park, Urban Oasis</i> Hand carved porcelain mosaic panels	2010	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Water intrusion at station at walls impacting Artwork mural. Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
55	Vermont / Beverly Tyree Guyton <i>People in Motion</i> Glass mosaic mural	2010	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
56	Universal City / Studio City Stephen Johnson <i>Untitled</i> Glass mosaic mural	2010	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.

Metro Red/Purple Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY19 Proposed Action Plan
57	Wilshire / Normandie Frank Romero <i>Festival of Masks Parade</i> Painted aluminum mural	1996	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
58	Wilshire / Western Richard Wyatt <i>People Coming People Going</i> Ceramic tile murals	1996	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
59	Wilshire / Normandie Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Conduct detailed annual artwork inspection, documentation and cleaning. Annual cleaning and replacement of bulbs at the time of artwork rotation.	Ballast and polycarbonate require replacement.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
60	Wilshire / Western Pae White <i>The Beppins</i> Pigmented concrete stools; seeded lithocrete paving	2003	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Artwork is grimy, in need of cleaning and sealant.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.
61	Wilshire / Vermont Bob Zoell <i>No Title</i> Ceramic tile murals	2004	Conduct detailed annual artwork inspection and develop condition report. Document conditions and develop Maintenance Requirements. Specialized or minor repairs when needed.	Broken tile and graffiti etchings at granite artwork. Artwork is grimy, in need of repair and cleaning.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Red Line art assets.

Metro Green Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY21 Proposed Action Plan
62	Redondo Beach Carl Cheng <i>The Museum of Space Information</i> Painted steel satellite towers and satellite; painted steel TV Monitor cabinets and monitors; painted steel, glass and mixed media windscreens, concrete, glass, stone and stainless steel benches; concrete and resin planet formations; glass and mixed media illuminated diorama; glass, stone and steel inlays; porcelain enamel mural	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Structural elements appear in poor condition, damaged, artwork satellite feed not working. Currently with Metro Engineering for review. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
63	Douglas Renee Petropoulos <i>Untitled</i> Painted steel medallions; painted steel and galvanized steel tower, painted steel fencing; painted steel and concrete stools and benches; bronze inlays; bronze and painted steel telescopes; anodized aluminum panels; stamped text in concrete; porcelain enamels murals; terrazzo and bronze mural paving; ceramic tiles; glass with laminated imagery	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Sculpted artwork medallions appear damaged. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
64	El Segundo Daniel J. Martinez <i>For Your Intellectual Entertainment</i> Painted steel and galvanized steel structures, painted steel fencing; painted steel and concrete stools and benches; bronze inlays; bronze and painted steel telescopes; clocks; stamped text in concrete; porcelain enamels murals; terrazzo and bronze mural paving	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork electronic element not working. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
65	Mariposa Charles Dickson <i>Divine Order: the Manifestation of the Soaring Spirit</i> Painted, pigmented concrete benches; ceramic tiles; glass and laminated imagery; terrazzo and bronze mural paving; ceramic tile cutouts; concrete relief mural; ceramic tile columns	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Broken glass windscreen removed from the platform in the Winter of 2016 .Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
66	Aviation / LAX Richard Turner <i>Untitled</i> Glass and laminated imagery; terrazzo and bronze mural paving; pigmented concrete and steel chairs, tables and benches; painted steel panels	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork sculptures require paint touch up, minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
67	Hawthorne / Lennox Mineko Grimmer <i>Companions</i> Patinated bronze sculptures; black granite benches	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Etchings at granite benches. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.

Metro Green Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY21 Proposed Action Plan
68	Crenshaw Buzz Spector <i>Crenshaw Stories</i> Ceramic tile murals; concrete benches; terra cotta tile paving; concrete impressions	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
69	Vermont / Athens Kim Yasuda <i>Real Green</i> Ceramic tile murals; terrazzo and bronze mural paving; painted steel and wood benches; wood, painted aluminum and steel sculptural buckets	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor cracking at artwork terrazzo paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
70	Harbor Fwy Steve Appleton <i>Locus: City Imprints</i> Granite benches; pigmented concrete and steel benches; glass fiber reinforced concrete sculptures; pigmented concrete mural paving	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork sculpture vandalized. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
71	Avalon Willie Middlebrook <i>Portrait of My People #619</i> Porcelain enamel murals	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork sculpture vandalized. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
72	Avalon John Outterbridge <i>Pyramid</i> Concrete and ceramic tile sculptures; pigmented concrete mural paving	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork sculpture vandalized. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
73	Avalon Stanley C. Wilson <i>Bridge of Culture</i> Pigmented and ceramic tile benches; ceramic tile mural paving, painted steel panels	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork vandalized. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
74	Long Beach Blvd Sally Weber <i>Celestial Chance</i> Terra cotta tile mural paving; pigmented concrete and steel paving, painted steel sculptures; perforated steel and acrylic sculpture	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork paving. Painted elements have faded. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.
75	Lakewood Blvd Erika Rothenberg <i>Wall of (Un)Fame</i> Pigmented concrete panels; pigmented concrete benches; pigmented concrete receptacles; painted steel grills; bronze plaque	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artworks vandalized. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.

Metro Green Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY21 Proposed Action Plan
76	Norwalk Meg Cranston <i>Suka: Place of Bees</i> Ceramic tile; bronze tile; painted stainless steel sculptures; laminated imagery; painted steel and fiberglass sculptures	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork paving. Painted elements have faded. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Green Line art assets.

Metro Gold Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY23 Proposed Action Plan
77	Chinatown Chusien Chang <i>The Wheels of Change</i> Painted aluminum benches; etched granite, glass and stainless steel compass; bronze bell; etched granite tile pavers	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Benches are etched (vandalized), require painting. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
78	Lincoln / Cypress Cheri Gualke <i>Water Street: River of Dreams</i> Patinated copper, lexan and stainless steel panels; patinated bronze sculpture; stone boulders and seeded glass arroyo; concrete impressions	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), require patina and wax. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
79	Heritage Square Roberto L. Delgado <i>El Quetzalcoatl de Xochicalco and La Gente del Pueblo</i> Ceramic tile paving; carved volcanic stone sculpture with rebar attachments	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork paving. Painted elements have faded. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
80	Southwest Museum Teddy Sandoval <i>Highland Park Gateway</i> Glass fiber reinforced concrete and ceramic tile benches; glass fiber reinforced concrete, aluminum and glass mosaic sculptures; painted steel chairs; glass seeded arroyo paving	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
81	Highland Park Jud Fine <i>Stone Tree Inverted Post (Bound Water Light)</i> Pigmented illuminated acrylic domes; concrete benches; pigmented glass fiber reinforced concrete and bronze sculpture	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), require patina and wax. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
82	South Pasadena Michael Stutz <i>Astride-Aside</i> Patinated bronze, painted steel sculpture; stone pedestals	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), require patina and wax. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.

Metro Gold Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY23 Proposed Action Plan
83	Fillmore Michael C. McMillen <i>Geologica 42</i> Patinated bronze sculptures	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), require patina and wax. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
84	Del Mar Ries Niemi <i>Kinetic Energy</i> Stainless steel fencing	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor damage at artwork fencing. Painted elements have faded. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
85	Memorial Park John Valadez <i>The First Artist in Southern California: A Short Story</i> Painted steel sculpture	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is fading. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
86	Lake Pat Ward Williams <i>Everyday People</i> Laminated imagery within glass panels	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork panel damaged and removed. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
87	Allen Michael Amescua <i>Rider's Dream</i> Stainless steel sculpture; glazed terra cotta paving; painted steel and stainless steel panels	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is fading. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
88	Sierra Madre Villa Tony Gleaton <i>Untitled</i> Porcelain enamel panels	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is fading. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
89	Sierra Madre Villa Beth Thielen <i>Images of Commonality / Nature and Movement</i> Concrete reliefs; glass mosaic and concrete mural paving; painted steel, acrylic and electrical light box	2003	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), require paint and renovation. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
90	Union Station Roy Nicholson <i>Solar Shift: San Bernardino and Santa Monica</i> Glass mosaic murals, painted walls	2006	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.

Metro Gold Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY23 Proposed Action Plan
91	Little Tokyo / Arts District Hirokazu Kosaka <i>Buffer Zone</i> Granite benches	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Etching at artwork granite (vandalism). Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
92	Pico / Aliso Rob Nielson <i>About Place About Face</i> Cast iron sculptures	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is rusting. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
93	Mariachi Plaza Alejandro de la Loza <i>El Nino Perdido</i> Cast bronze sculptures; granite panels	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is etched (vandalized), requires minor repairs and waxing. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
94	Soto Nobuho Nagasawa <i>Landings</i> Aluminum panels of imagery and text; Glass curtain wall; Stainless steel, acrylic and LED sculpture	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is grimy and lighting is out. In need of cleaning and sealant. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
95	Indiana Paul Botello <i>Syncretic Manifestations</i> Stainless steel panels	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
96	Maravilla Jose Lopez <i>Maravilla Hearts of Tokens</i> Stainless steel sculptures; aluminum panels	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
97	East LA Civic Center Clement Hanami <i>Through the Looking Glass or Traveling at the Speed of Light (Rail)</i> Painted steel sculpture; pigmented concrete paving	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
98	Atlantic Adobe LA <i>Blissful Interiors</i> Painted steel sculpture; GFRC pigmented benches; ceramic tile paving	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.



Metro Gold Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	FY23 Proposed Action Plan
99	Arcadia Michael Davis <i>Arcadian Zephyr</i> Perforated stainless steel panels, painted steel and kinetic bronze weathervane, etched granite bench backs, glass canopy. Lithocrete paving at adjacent parking garage.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
100	Monrovia Cha-Rie Tang <i>River of Time</i> Hard carved ceramic tiles at platform paving and columns. Hand carved ceramic tiles at adjacent parking garage.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
101	Duarte / City of Hope Andrea Myklebust and Stanton Gray Sears <i>Spirit of the San Gabriel River</i> Sculptural painted steel and stone columns, bronze pavers at platform.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
102	Inwindale Robin Brailsford <i>Pioneros De La Rivera De San Gabriel</i> Painted steel panels and lithocrete pavers at platform. Lithocrete pavers at adjacent parking garage.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
103	Azusa Downtown Jose Antonio Aguirre <i>A Passage Through Memory</i> Glass fiber reinforced concrete entrance portals with painted steel and glass mosaic. Glass mosaic at columns.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.
104	APU/Citrus College Lynn Goodpasture <i>Azusa Horticultural Paradise</i> Mosaic glass murals at benches, glass canopy. Etched concrete at adjacent parking garage.	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Perform detailed annual artwork inspection and documentation, develop a condition and corrective action report, and manage implementation of specialized cleaning, repairs and conservation. Will require new FTE to manage Gold Line art assets.

Metro Orange Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
105	Alignment Jud Fine <i>Seven Spots and a Path</i> Alignments landscaping	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
106	North Hollywood Caryl Davis <i>Dramatic Local</i> Porcelain enamel steel panel; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Abatement film at artwork panel requires replacement, minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Orange Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
107	Laurel Canyon Phung Huynh <i>Lucky California</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
108	Valley College Laura London <i>Former Location/Contemporary Portrait</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
109	Valley College, Van Nuys, Sepulveda, Balboa, Reseda Renee Petropoulos <i>14 Miles</i> Terrazzo benches	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor cracking / chipping at terrazzo artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
110	Woodman Daniel Marlos <i>Journey to California</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
111	Van Nuys Roxene Rockwell <i>VAN NUYS, The New Town</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
112	Sepulveda Michele Martinez <i>Todos Vuelven</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
113	Woodley John Roloff <i>Valley Scan</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Orange Line						
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan	
114	Balboa	John O'Brien <i>OverSite</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
115	Reseda	Jody Zellen <i>Now and Then</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
116	Tampa	Sandow Birk <i>Tarzan and Tarzana</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
117	Pierce College	Pat Warner <i>What We See</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
118	De Soto	John Divola <i>Images From Dogs Chasing My Car in the Desert</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism), minor cracking at terrazzo artwork paving. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
119	Canoga	Roy Dowell <i>Constructed Histories</i> Porcelain enamel steel panels; terrazzo mural paving	2005	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
120	Canoga	Ken Gonzales-Day <i>Western Imaginary</i> Porcelain enamel steel panels; stone and glass mosaic mural paving	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Orange Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
121 Sherman Way	Margaret Lazzari  <i>Ovensmouth / Canoga Park</i>  Porcelain enamel steel panels; stone and glass mosaic mural paving	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
122 Roscoe	Sam Erenberg  <i>Liquid Light: Flowing Into The Future</i>  Porcelain enamel steel panels; stone and glass mosaic mural paving	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
123 Nordhoff	Anne Marie Karlsen  <i>Strati</i>  Porcelain enamel steel panels; stone and glass mosaic mural paving	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
124 Chatsworth	Lisa Adams  <i>A Glimpse of Stoney Point</i>  Porcelain enamel steel panels; stone and glass mosaic mural paving	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Minor etching at artwork panels (vandalism). Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Expo Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
125 LATTC / Ortho Institute	Christofer C. Dierdorff  <i>The Intimacy of Place</i>  Porcelain enamel steel panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
126 Jefferson / USC	Samuel Rodriguez  <i>Urban Dualities</i>  Hand-glazed, hand-cut ceramic mosaic pane	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Expo Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
127	Expo Park / USC Robbert Flick <i>On Saturdays</i> Photographic porcelain tile panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
128	Expo / Vermont Jessica Polzin McCoy <i>Neighborhood Portrait: Reconstructed</i> Hand-glazed, hand-cut ceramic mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
129	Expo / Western Ronald J. Llanos <i>Ephemeral Views: A Visual Essay</i> Hand-glazed, hand-cut ceramic mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
130	Expo / Crenshaw Willie Robert Middlebrook Jr. <i>Wanderers</i> Glass mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
131	Farmdale Michael Massenburg <i>All in a Day</i> Glass mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
132	Expo / La Brea Jose Lozano <i>LA Metro Loteria</i> Commercial tile, ink sublimation panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
133	La Cienega / Jefferson Daniel Gonzales <i>Engraved in Memory</i> Hand-glazed, hand-cut ceramic porcelain mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Expo Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
134	Culver City Tom LaDuke <i>Unknowable Origins</i> Glass mosaic panels	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
135	Palms Shizu Saldamando <i>Artist Educators</i> Glass mosaic and hand-cut ceramic mosaic panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Failed paint system on Expo 1 station structures may compromise artwork. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
136	Westwood / Rancho park Abel Alejandro <i>Panoramas</i> Photographic porcelain tile panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
137	Expo / Sepulveda Susan Logoreci <i>Right Above the Right-of-Way</i> Hand-glazed, hand-cut ceramic mosaic panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
138	Expo / Bundy Nzuji de Magalhães <i>And Here I Will Stay</i> Glass mosaic and hand-cut ceramic mosaic panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
139	26th St / Bergamot Constance Mallinson <i>Local Color</i> Photographic porcelain tile panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
140	17th St / SMC Carmen Argote <i>What you wore, What you wear</i> Photographic porcelain tile panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
141	Downtown Santa Monica Judithe Hernández <i>L.A. Sonata</i> Glass mosaic panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Silver Line					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
142	Cal State LA Merge Conceptual Design <i>Overcoat - CSULA</i> Painted steel; painted concrete; Ceramic tile	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
143	LAC + USC Medical Center Merge Conceptual Design <i>Untitled</i> Painted steel; painted concrete; Ceramic tile	2009	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
144	El Monte Transit Center Donald Lipski <i>Time Piece</i> Stainless steel sculpture; painted steel and electronic sculpture	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Corrosion present. Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
145	Harbor Gateway Transit Center Alison Saar <i>Paraje</i> Stainless steel sculpture	2012	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Corrosion present. Artwork inspection and condition report required. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
146	El Monte Transit Center Eloy Torrez <i>The Steps We Take</i> Powder coated sublimation murals	2014	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
147	El Monte Transit Center Martin Durazo <i>Vamos Juntos/Juntas</i> Powder coated sublimation murals	2014	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
148	El Monte Transit Center Phung Huynh <i>In The Meadow</i> Powder coated sublimation murals	2014	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
149	El Monte Transit Center Vincent Ramos <i>El Monte Legion Stadium</i> Powder coated sublimation murals	2014	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

Metro Facilities					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
150	Union Station: Gateway Transit Center James Doolin <i>Los Angeles Circa 1870, 1910, 1950 and after 2000</i> Painted murals	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
151	Union Station: Gateway Transit Center Margaret Nielsen <i>LA Dialogs</i> Painted mural	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
152	Union Station: Gateway Transit Center Patrick Nagatani <i>Epoch</i> Painted mural	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
153	Union Station: Gateway Transit Center May Sun and Richard Wyatt <i>City of Dreams, River of History</i> Pigmented concrete, glass, steel and ceramic tile fountain; stone, patinated bronze paving; ceramic tile	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Water issues at soffit. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
154	Union Station: Gateway Transit Center Richard Wyatt <i>City of Dreams, River of History</i> Painted mural	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is dirty. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
155	Union Station: Gateway Transit Center Bill Bell <i>A Train</i> LED light sticks, audio and video components	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
156	Union Station: Gateway Transit Center East Los Streetscapers <i>La Sombra del Arroyo</i> Painted bronze sculpture; ceramic tile; stone tile	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
157	Union Station: Gateway Transit Center Kim Yausda & Noel Korten <i>ReUnion</i> Stainless steel, glass and copper bus shelters	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Broken glass panel. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
158	Union Station: Gateway Transit Center Michael Amescua <i>Guardians of the Track</i> Painted steel panels; anodized aluminum panels	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork is in need of corrosion mitigation, cleaning and paint. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.



Metro Facilities					
Station	Artist / Artwork Title / Components	Year Installed	Annual Maintenance Requirements	Condition Status	Action Plan
159	Union Station: Gateway Transit Center Peter Shire <i>Paseo Cesar Chavez</i> Fountain, ceramic tile benches	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
160	Union Station: Gateway Transit Center Elsa Flores <i>Paseo Cesar Chavez</i> Fountain, ceramic tile benches	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
161	Union Station: Gateway Transit Center Roberto Gil de Montes <i>Paseo Cesar Chavez</i> Fountain, ceramic tile benches	1995	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
162	Union Station Passageway Rotating Artist <i>Rotating Photo Installations</i> Anodized aluminum, plexiglass, duratrans film	2001	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork requires new polycarbonate sheeting. Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
163	Metro Customer Service Center (former) Jim Isermann <i>Untitled (Tilfords)</i> Powder coated aluminum panels	2006	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Artwork removed as part of Purple Line Extension. Artwork to be relocated /re-purposed.	Will request dedicated staff and resources in future years.
164	Division 9 Facility Raul de la Sota <i>Forward to the Past</i> Painted honey comb aluminum mural	2007	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
165	Division 9 Facility Mark Lere <i>The Metro Machine</i> Terrazzo mural paving	2007	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
166	Division 24 Facility Christine Beniston <i>Field of Poppies</i> Powder coated steel laced into fencing	2015	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
167	Division 13 Facility Christine Ulke <i>El Aliso de Los Angeles</i> Illuminated polycarbonate panels with graphic PVB film layers, LEDs	2015	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.
168	Union Station: Gateway Transit Center and Pedestrian Drop Off Area (POV) Michael Amescua <i>Guardians of the Rail</i> Painted steel panels; Painted aluminum panels	2016	Inspections will result in the development of a Maintenance Plan identifying environmental and deferred maintenance impacts and Action Plan. Resources are needed to conduct detailed artwork inspection and condition report.	Will require resources to perform artwork inspections and condition report. In addition, possible professional conservator report identifying recommendations, as well as implementation of specialized cleaning, repairs and conservation.	Will request dedicated staff and resources in future years.

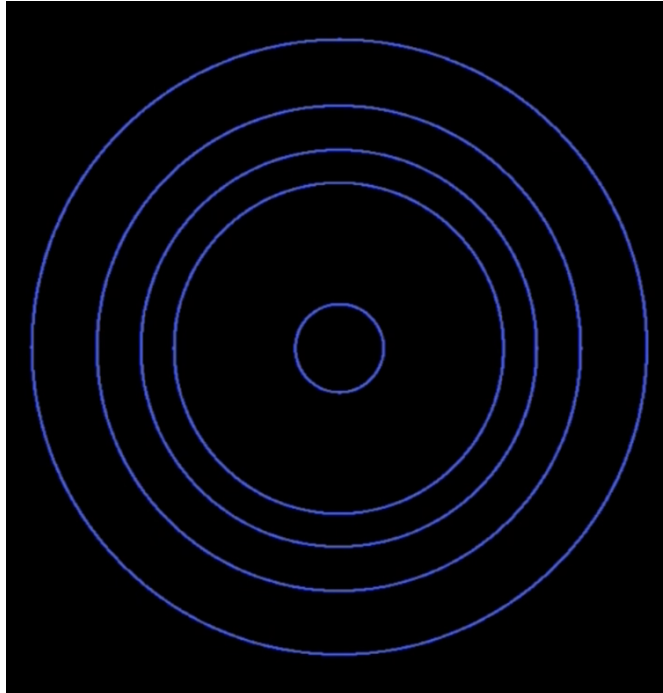
Examples



Metro Blue Line – Artworks impacted as part of Blue Line Refurbishment Project, require renovation



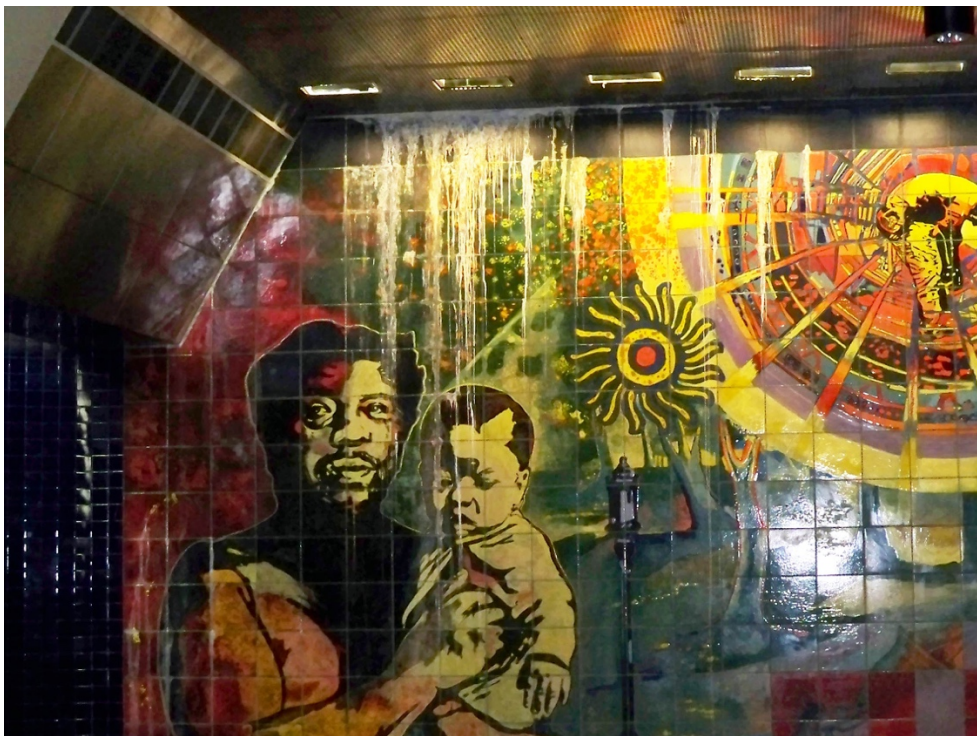
Metro Blue Line – Damaged artwork mosaic tile requires specialized repairs



Original artwork (1 of 82)



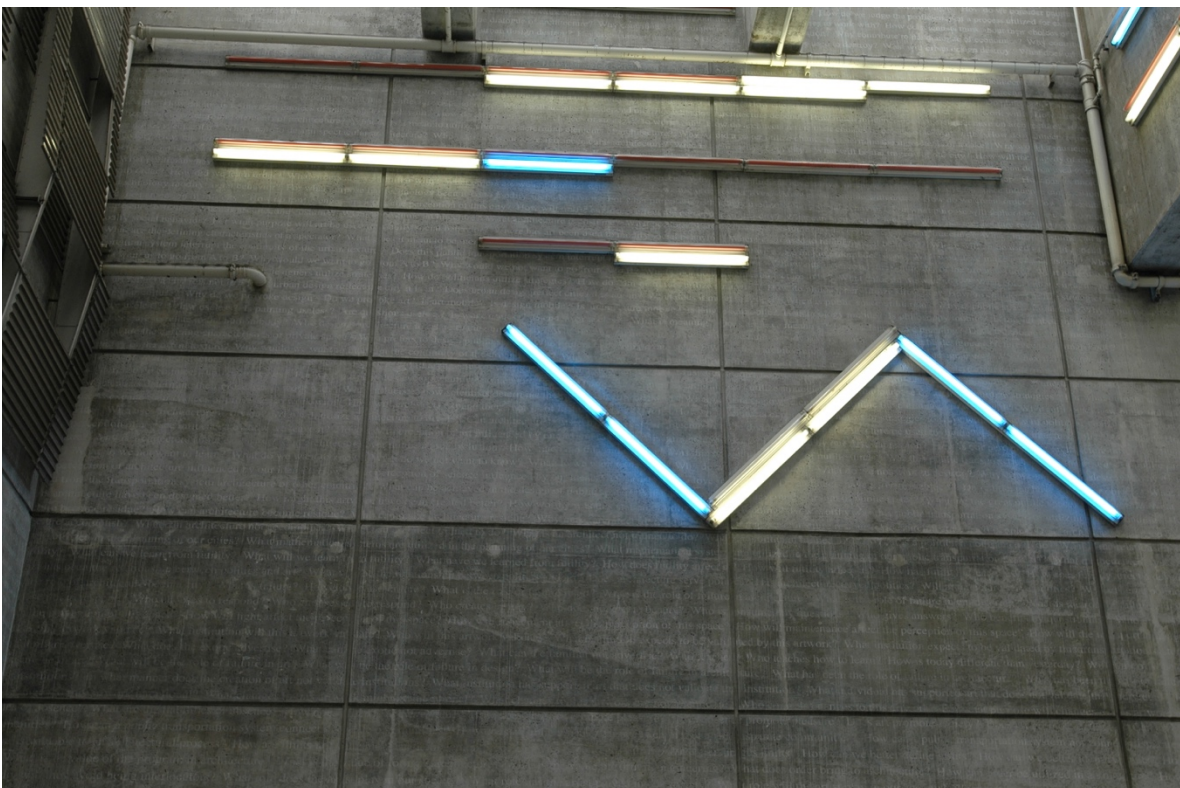
Metro Blue/Expo Tunnel – Outdated electrical artworks not functioning as intended



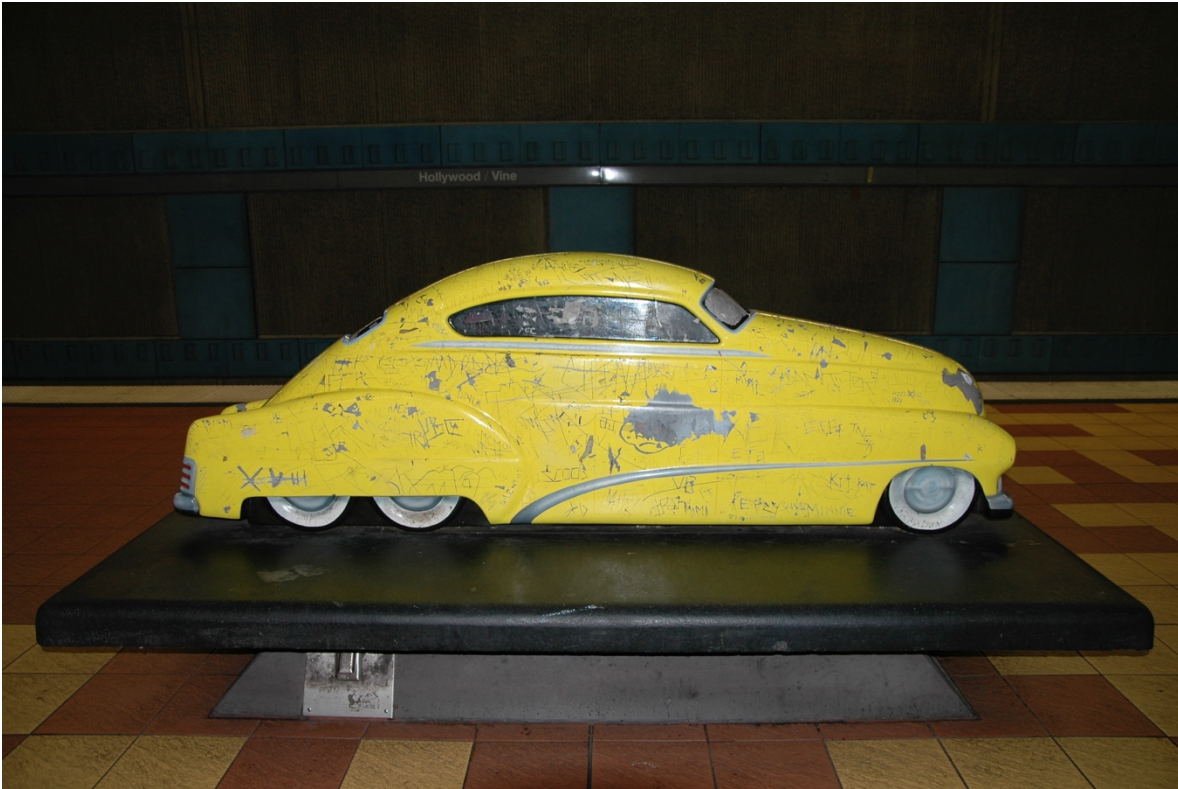
Metro Red Line – Artworks require specialized repair



Metro Red Line – Damaged artwork tile requires specialized repairs



Metro Red Line – Outdated electrical artworks require renovation



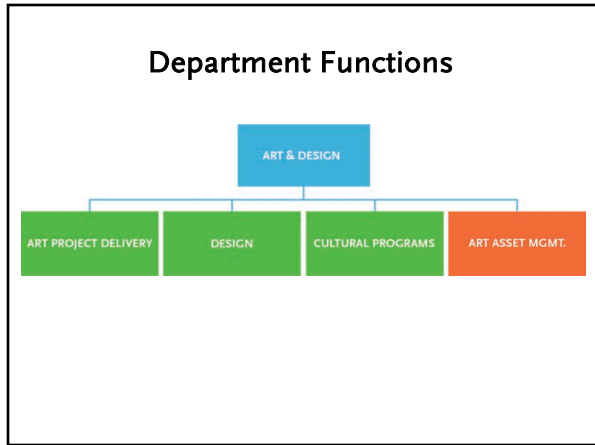
**Metro Red Line – Artworks require renovation and relocation**



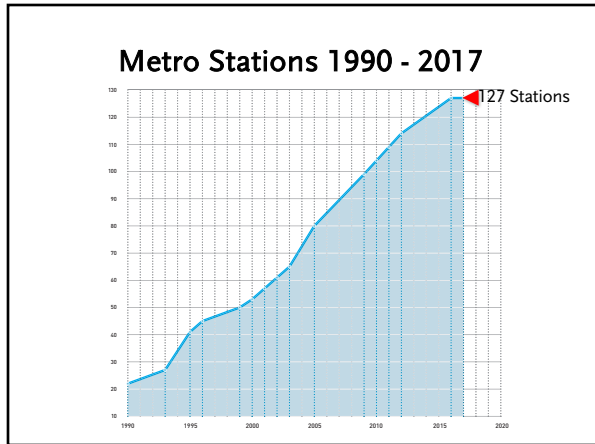
**Metro Red Line – Artworks require specialized cleaning**



- ### Board Motion
- A. Provide Annual Report
  - B. Dedicate resources
  - C. Include in future refurbishment projects
  - D. Budget as new artworks completed
  - E. Create maintenance plan for each artwork
  - F. Develop action plan



- ### Metro Public Art Assets
- Growing (and aging) system
  - 168 permanent artworks
  - Many artworks are now 25+ years old
  - Wear and tear impacts
  - Facility modification impacts
  - Deferred care becoming increasingly visible
  - Unique assets require specialized approach



“Los Angeles may have some of the most innovative integration of art and architecture in the country.”

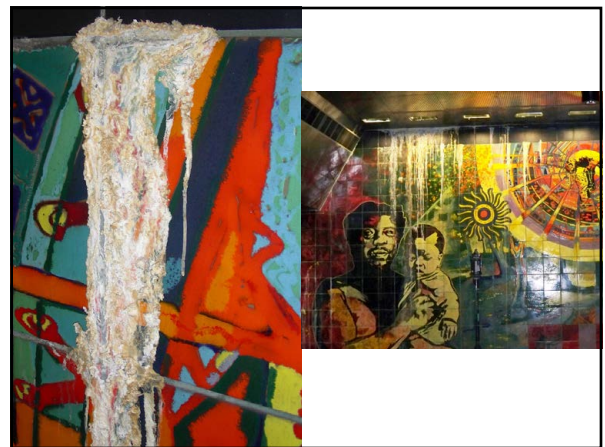
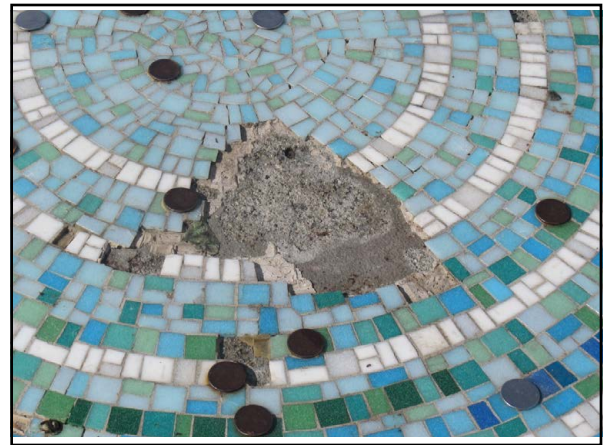
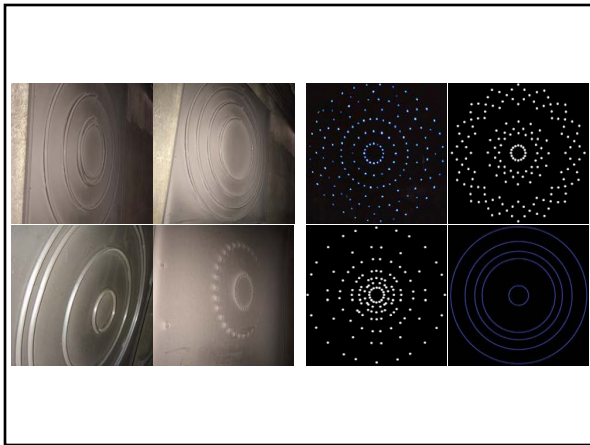
Los Angeles Times

“Fascinating artwork...artwork worth seeing... Beautiful and breathtaking in its ambition and Execution.”

Washington Post

“...one of the most imaginative public art programs in the country.”

New York Times







**Operations Start Up Currently Includes**

Operators & Mechanics	Yes
Traction Power	Yes
Facilities Maintenance	Yes
Custodial Services	Yes
Landscape Maintenance	Yes
Graffiti Abatement	Yes
Art Asset Management	No

**Phased Approach to Art Asset Mgmt.**

Existing Lines:

- Line by line as each reaches 20 to 25 years

New Lines:

- Apply lessons learned
- Include art asset management in start up plans

FY18	FY19	FY21	FY23
Blue (28)	Blue (28) Red (33)	Blue (28) Red (33) Green (15) Crenshaw(14)	Blue (28) Red (33) Green(15) Crenshaw(14) Gold (28)

