

Metro

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



Metro

Agenda - Final Revised

Thursday, September 17, 2015

11:30 AM

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

Executive Management Committee

Mark Ridley-Thomas, Chair

John Fasana, Vice Chair

Michael Antonovich

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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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.

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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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- 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**

53. APPROVE Consent Calendar items: 54, 55, 56 and 57.

- 54. RECEIVE AND FILE status report on the operations of Metro's Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) and Metro's Pilot Business Interruption Fund (BIF).**

[2015-1323](#)

Attachments: [Attachment A – Motion 79](#)
[Attachment B – Motion 57](#)
[Attachment C – Metro BSC Performance and Utilization Report](#)
[Attachment D – Metro BIF Bi-Monthly Status Report](#)

(ALSO ON CONSTRUCTION COMMITTEE)

- 55. RECEIVE AND FILE the status report on efforts underway to use technology and innovation to improve the customer experience on Metro's Bus and Rail system, and mobility in the region in general.**

[2015-1294](#)

- 56. RECEIVE AND FILE status update report on the Project Labor Agreement and Construction Careers policy programs for activity through the quarter ending June 2015.**

[2015-1086](#)

Attachments: [Attachment A - PLA CCP Report Board Attachment June 2015](#)

(ALSO ON CONSTRUCTION COMMITTEE)

- 57. RECEIVE AND FILE status report on State and Federal Legislative Remarks.**

[2015-1358](#)

Attachments: [Attachment A - Legislative Matrix](#)

Non-Consent Items

- 58. RECEIVE AND FILE status update on Metro involvement in Affordable Housing and Small Business Loan Fund.**

[2015-1088](#)

Attachments: [Attachment A - March 2015 Motion 51.1](#)

59. CONSIDER:

[2015-1264](#)

- A. adopting the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”)**, enacting a new **Title 8 to Metro’s existing Administrative Code**;
- B. adopting the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;
- C. authorizing the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. authorizing the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

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

60. AUTHORIZE the Chief Executive Officer to:

[2015-1288](#)

- A. negotiate and execute an **Amended and Restated Parking License** (“Amended License”) for transit patron parking for an initial term of five years at 3500 Crenshaw Boulevard, Los Angeles, California with West Angeles Church of God In Christ (WA COGIC) for an amount not to exceed an annual lease payment of \$323,100 plus applicable real estate taxes;
- B. exercise options contained in the lease at his discretion; and
- C. deposit cost savings into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

Attachments: [Attachment A - Summary of Expo Boarding & Alightings](#)
 [Attachment B - Summary of License Amendment](#)
 [Attachment C - WA COGIC Term Sheet](#)

61. CONSIDER: [2015-1342](#)

- A. approving the **upgrade of a vacant position to Chief Innovation Officer**, pay grade CC (\$222,476 - \$273,894 - \$325,353); and
- B. authorizing the Chief Executive Officer to negotiate a salary within the pay grade for the position.

Attachments: [Attachment A - Job Specification for Chief Innovation Officer.docx](#)

67. **MOTION by Kuehl and Butts that the Metro Board of Directors instruct the CEO to prepare a plan to dedicate the 26th Street/Bergamot Station along the Expo line in memory of Private Joe Gandara. The dedication should coincide with the opening of the Expo line to Santa Monica and include a plaque to be placed at the station recognizing Private Gandara's heroism and sacrifice for our country.** [2015-1435](#)

68. **RECEIVE AND FILE status report on providing customer safe space environments while riding Metro buses and trains.** [2015-1405](#)

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

62. **RECEIVE report of the Chief Executive Officer.** [2015-1346](#)

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.

Adjournment



Board Report

File #: 2015-1323, File Type: Informational Report

Agenda Number: 54.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

**SUBJECT: CRENSHAW/LAX PILOT BUSINESS SOLUTIONS CENTER (BSC) AND METRO'S
PILOT BUSINESS INTERRUPTION FUND (BIF) REPORT**

ACTION: RECEIVE AND FILE STATUS REPORT

RECOMMENDATION

RECEIVING AND FILING the status report on the operations of **Metro's Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) and Metro's Pilot Business Interruption Fund (BIF)**.

ISSUE

In July 2014, Metro's Board issued Motion 79 (Attachment A) which authorized the CEO to establish a Pilot Metro Business Solution Center (BSC) along the Crenshaw Corridor (Corridor). Thereafter, the Board of Directors issued Motion 57 (Attachment B) that authorized the CEO to establish a pilot program for a special Business Interruption Fund (BIF) for "mom and pop" businesses along the Crenshaw Line, Little Tokyo area along the Regional Connector and Phase I of the Purple Line Extension. Motion 57 requires Metro staff to report to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification. This report covers Metro's BSC and BIF program activity through August 19, 2015.

DISCUSSION

Since the adoption of the aforementioned Board motions and the Receive and File Status Report presented on April 16, 2015, Metro's staff continues to perform a series of actions for the ongoing operations and oversight of Metro's BSC and BIF pilot projects. Both the BSC and BIF have reached milestones and achievements such as the six month operations for Metro's BSC and the award of more than \$1Million of BIF grant funds to small "mom and pop" businesses through Metro's BIF. Early observations, areas of focus for ongoing program operations including data demonstrating each programs performance have been gathered and assessed.

1. Crenshaw/LAX Pilot Business Solution Center Update

Metro staff continues to work in collaboration with the BSC Contractor, Del Richardson and Associates (DRA) for the on-going operation of Metro’s BSC. Metro’s BSC has been operational with the full complement of business technical support, referral and case management services for more than six months. The BSC provides businesses in the Crenshaw Corridor access to an array of business services through various means and pathways such as: direct referral to participating Business Development Partners and other business resource programs; enrollment and/or referral to business workshops, seminars and/or classes; including opportunities to participate in special business events and/or programs hosted by Metro’s BSC. In addition, the BSC continues to advance direct outreach and case management for businesses located within the BSC target area of 48th - 60th Street. Metro’s BSC also provides services for businesses in the southern segment of the Crenshaw/LAX project alignment through access to technical support services at the recently launched BSC satellite office in Inglewood co-located at DRA’s headquarter office.

A. Program Evaluation

The BSC has reached various project milestones and achievements from the “soft” launch in December 2014 and formal launch in February 2015. Following is a summary of key milestones and achievements:

BSC Milestones	November 2014	December 2014	February 2015	June 2015
Notice to Proceed Issued	X			
BSC Soft Launch		X		
BSC Formal Launch			X	
BSC Six Months Operations				X

BSC Achievements	March 2015	June 2015	July 2015	August 2015
BSC Direct Business Contacts >200 businesses	X			
BSC Program Metrics Defined		X		
BSC Target Area Businesses in Case Mgmt. >50%			X	
BSC Satellite Office Soft Launch				X

The BSC program staff continues to provide business technical support, referral and/or case

management services to more than 200 businesses in the Crenshaw Corridor.

Following is a summary of BSC Program Activity Metrics from December 19, 2014 through July 31, 2015:

- Total Number of Businesses Contacted: **281**
- Number of Businesses Completing Intake/Assessment Forms: **215**
- Number of Businesses in Case Management: **54**
- Number of Businesses Receiving Referrals: **212**
- Number of Referrals: **593**.

Note: Case Management services for businesses in BSC target area.

Metro staff continues to assess early observations, lessons learned and the overall performance of the pilot program through continuous oversight and monitoring.

Observations identified as areas of focus and on-going assessment are as follows:

- In review of the BSC activities, program structure and overall project scope of work, there is a need to adjust the case management strategy to enhance the efficiency, effectiveness and net benefit to small businesses enrolled in case management.
- Due to the launch of Metro's BIF there may be an unintended impact to Metro's BSC. There is an elevated interest in Metro's BIF thus leading to increased challenges for Metro's BSC to maintain small businesses' interest and commitment to the BSC services and case management process.
- Nearly 50% of businesses obtaining BSC services are outside of the BSC target area of 48th - 60th Street. This demonstrates increase demand and need for support services for businesses outside the targeted area.

In response, the following activities will be initiated:

- DRA will make program adjustments to enhance case management services and the overall case management strategy.
- Metro will continue to work with DRA for the development of performance metrics to track the effectiveness of case management services in response to program adjustments.
- Launch BSC Client Survey to obtain feedback and program assessment from more than 200 businesses participating in Metro's BSC.
- On-going development of outreach, marketing and engagement strategies for continued promotion of Metro's BSC.
- Continued outreach and education of the business community regarding the near and long-term benefits of obtaining free technical support services through Metro's BSC.
- Continue to leverage the services of Metro's BSC for businesses to obtain information about Metro's BIF and access to technical services in preparing required financial documentation for

application to the BIF.

- On-going analysis of BSC report data to track the overall performance.

*Activities will be implemented from August 2015 through November 2015.

B. Program Performance and Utilization

As a pilot project, the review and analysis of the program's qualitative and quantitative performance is an on-going activity. The BSC Performance and Utilization Report is provided as Attachment C.

C. Program Recommendations

Metro's Crenshaw/LAX Pilot Business Solution Center has been operational for more than six months and is challenged with the defined program model to provide technical support services to small businesses in the Corridor, outreach and case management to the target area of 48th - 60th Street. In response, DRA has focused efforts on modifying the existing case management strategy including a re-assessment of personnel and technical resources. In effort to present program modification recommendations, it is necessary for Metro and DRA to obtain feedback from the small business community on the quality, effectiveness and efficiency of the current level of services provided through Metro's BSC. Therefore, upon review of the BSC Client Survey results along with assessment of the modified case management strategy; Metro staff will continue to assess the program's performance over the next quarter followed by program recommendations in December 2015.

2. Pilot Business Interruption Fund Update

Metro and the BIF Contractor, Pacific Coast Regional Small Business Development Corporation (PCR) continue to advance efforts and activities for implementation of the historic pilot program. The BIF "soft launch" commenced in February 2015 and for nearly six months, Metro and PCR program staff has initiated focused outreach and communication efforts for businesses within the Crenshaw/LAX transit corridor, the Little Tokyo area of Regional Connector and Purple Line Extension, Phase I. Keeping with the objective of providing financial assistance to small "mom and pop" businesses directly impacted by Metro transit rail construction; as of August 19, 2015, Metro awarded fifty-four (54) BIF grants exceeding a total amount of \$1Million. The BIF grants were awarded to businesses in the Crenshaw/LAX transit corridor; the first of the three active transit construction projects for which the BIF provides financial assistance.

A. Program Evaluation

Metro's BIF has reached various project milestones and achievements. Following is a summary of key milestones and achievements:

BIF Milestones	December 2014	February 2015	April 2015	August 2015
Notice to Proceed Issued	X			
BIF Administrative Guidelines Final		X		
BIF Soft Launch		X		
BIF Formal Launch			X	
BIF Grant Awards > \$1M				X

BIF Achievements	April 2015	June 2015	July 2015	August 2015
BIF Grant Awards (First Awards)	X			
BIF Grant Awards >\$500K		X		
BIF Bi-Monthly Status Report Complete			X	
BIF Small Business Features Media Release				X

Metro and BIF program staff continues to advance outreach efforts to businesses within the Little Tokyo area of Regional Connector and Purple Line Extension, Phase I in preparation to the activation of transit rail construction while continuing direct outreach to businesses in the Crenshaw Corridor. In effort to ensure the BIF pilot program is prudent yet provides a seamless process for applicants, PCR has implemented a multi-prong approach that provides small “mom and pop” businesses access to program information through an interactive on-line application; direct one-on-one consultation with a BIF Program Advisor; and/or on-site client appointments at the business location including Metro’s BSC and Metro’s Little Tokyo Construction Relations office. BIF Advisors are readily accessible to provide hands-on support and guidance to business owners within the three transit project corridors. The level of commitment and effort is demonstrated through the achievements of the BIF grant application activities and BIF grant awards as of August 2015.

Following is a summary of BIF Grant Application Metrics from February 12, 2015 through August 19, 2015:

- BIF applications submitted to date: **123**
 - BIF applications approved to date: 54
 - BIF applications pending financial documents: 51
 - BIF applications deemed not eligible: 16
 - BIF applications denied: 2
- BIF applications pending online; not submitted: **29**
- BIF Grant Payments (total value): **\$1,011,295.88**

Note: Businesses that do not meet the BIF eligibility requirements and/or denied are provided a formal written letter of determination issued by PCR.

In the course of performing oversight and monitoring of the BIF, Metro staff continues to assess early observations, lessons learned and the overall performance of the pilot program. Observations identified as areas of focus and on-going assessment are as follows:

- Direct (proactive) outreach and canvassing appears the most effective means to contact small “mom and pop” businesses in effort to provide information and resources on Metro’s BIF.
- The directly impacted small business community has become more receptive to Metro and PCR in light of the BIF program success in granting awards to diverse community of businesses.
- There is a degree of opposition and/or challenge to the BIF in response to the eligibility requirement for businesses to demonstrate direct impact to Metro construction (businesses located immediately adjacent to the rail corridor and directly affected by Metro construction).

In response, the following activities are ongoing:

- Metro and PCR will continue to advance coordinated outreach and communication activities and strategies to reach businesses in each of the transit rail corridors.
- PCR will continue direct canvassing and continue to provide hands-on support and guidance to business owners.
- Metro’s staff in coordination with Media Relations will continue a focused media relations campaign announcing the successes of the BIF program, highlight the small businesses, and share the personalized testimonials of business owners (BIF grantees) through various platforms.
- Metro will continue to assess the BIF program requirements yet keeping to the lessons learned of Houston Metro for which the BIF is modeled; holding consistent to program guidelines to ensure integrity of program.
- On-going analysis of BIF report data to track the overall performance.

In effort to uphold Metro’s commitment to being a trusted community builder, partner and stakeholder, Metro has implemented an array of communication and outreach initiatives and developed resources in support of the diverse representation of the small business community; such as:

- BIF program materials (factsheet and 4 Step Easy Guide) translated in Spanish, Korean and Japanese
- BIF workshops series launched in June 2015
- BIF program staff on-site hours in the Crenshaw Corridor, Little Tokyo area and forthcoming in Purple Line Extension, Phase I project corridor
- Access to multi-lingual interpretation and translation services.

B. Program Performance and Utilization

In addition to advancing efforts for the implementation and administration of Metro's BIF; a comprehensive bi-monthly status report inclusive of application, business demographics, financial accounting and expenditure data by project corridor including other key performance indicators has been developed for the continued assessment of the pilot program. The BIF Bi-Monthly Status Report for March 2015 - June 2015 is provided as Attachment D.

C. Program Recommendations

Metro's Pilot Business Interruption Fund has been operational for nearly six months and has demonstrated the capacity to meet the program objective to provide financial assistance to directly impacted small "mom and pop" businesses through grants to cover certain fixed operating expenses. Serving as the BIF fund administrator, PCR has established standard operating procedures and processes for the administration of Metro's BIF. The established protocols, procedures and processes include but not limited to: dedicated team of financial professionals serving as the BIF Program Manager and BIF Advisors; a formal BIF Grant Committee chaired by PCR's President/Chief Executive Officer and BIF standard operating procedures.

Recognizing the importance to develop a fiscally prudent program, Metro's BIF Administrative Guidelines require an annual audit of the program to be conducted by Metro's Management Audit Services Department (MASD). It is projected that the program audit will be conducted in early 2016. Therefore, Metro staff does not propose any program modification recommendations at this time; however staff will continue to assess the ongoing performance of the BIF and reconvene Metro's internal BIF "tiger team" to address any potential program modifications and/or refinements.

ATTACHMENTS

Attachment A - Motion 79

Attachment B - Motion 57

Attachment C - Metro BSC Performance and Utilization Report

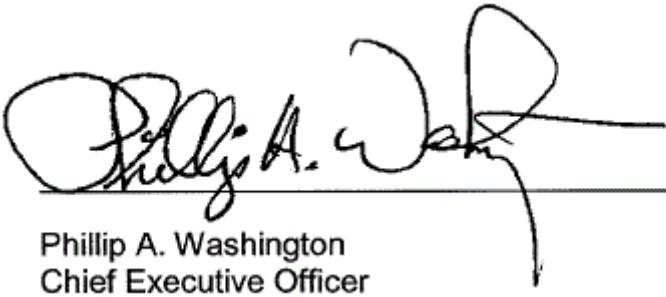
Attachment D - Metro BIF Bi-Monthly Status Report

Prepared by: Shalonda Baldwin, Deputy Executive Officer, Project Management

Vendor/Contract Management, (213) 922-4488

Ivan Page, Interim Executive Director, Vendor Contract Management,
(213) 922-6383

Reviewed by: Stephanie Wiggins, Deputy Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

**Motion by Supervisor Mark Ridley-Thomas, Mayor Eric Garcetti and Director
Jacquelyn Dupont-Walker**

**Implementation of a Pilot Business Solution Center for the Crenshaw/LAX Line
Relates to Item 79**

July 24, 2014

Since construction began on the Crenshaw/LAX Line Project (the Project) earlier this year, doing business on the Crenshaw Corridor (the Corridor) has become more challenging for businesses and patrons. Many businesses are already experiencing significant impacts created by construction activities, specifically at the intersections of Crenshaw Boulevard and Martin Luther King Jr. Boulevard and Exposition Boulevard where work is underway to lay the groundwork for future underground stations. Businesses between 48th Street and 60th Street, where the line will run at-grade, are also anticipated to face significant challenges when construction begins on that segment.

Under both Federal and State law, Metro is prevented from providing direct cash subsidies to businesses unless access to the business is denied due to construction impacts. While this has not technically been the case on the Corridor, there is a clear nexus between construction activities and reduced business activity, especially the walk-in traffic that many of the retail businesses rely on.

In April 2014, Metro retained a consultant to assess and provide recommendations on how to address the economic impacts of construction activities on small businesses on the Corridor. The consultant's report encourages the development of a pilot Business Solution Center that would provide direct sector-specific technical assistance to businesses along the Corridor to help them through construction activities. Services that could be provided to businesses include financial planning and advice on small business operations as well as dealing with municipal permits and regulations, legal assistance, marketing and grant/loan application management. The consultant specifically suggests that a pilot effort be established to provide proactive and hands-on business assistance to support the over 100 businesses at the at-grade portion of the

Project between 48th and 60th Streets, as well as a walk-in location along the Corridor for which businesses along the entire rail alignment can receive information, resources and referrals.

The establishment of a Business Solution Center would meaningfully enhance Metro's construction and external relations protocol. While serving as a relatively nominal financial investment for Metro, it would go a long way in helping to build the capacity of small businesses to survive the construction period and ultimately contribute to a vibrant transit corridor upon completion of the Line. If the Metro Board wants to pursue future funding measures to fully build out the system, it will be fundamental that we demonstrate to local small businesses that we are a committed partner during construction periods. This pilot Business Solution Center can serve as a model for such an effort, and to do so, it is essential that Metro partner with a capable and well established service provider to roll-out these services as quickly as possible. Furthermore, it is consistent with Metro's Construction Impact Response Program (CIRP) which was developed in response to construction on the Gold and Red Lines in the 1990s. The CIRP program provided various forms of relief for businesses including economic support and rapid response teams. These resources should also be made available for the Crenshaw Corridor.

The pilot Business Solution Center would also complement Metro's other ongoing efforts to address business' needs during construction. For example, Metro continues to modify construction signage based on the feedback of surrounding business' to highlight the names of businesses, parking locations and to clarify that businesses are open during construction. In addition, Metro is finalizing a communications strategy to promote an "Eat, Shop and Play Local" campaign during construction.

WE THEREFORE MOVE THAT THE BOARD OF DIRECTORS:

1. Receive and file the "Recommendations for a Pilot Metro Business Solution Center";

ATTACHMENT A

2. Authorize the CEO to immediately solicit proposals to establish a Pilot Metro Business Services Center along the Crenshaw Corridor that includes a physical presence with consistent staffing hours for the duration of the construction of the Crenshaw/LAX Line, as well as a Business Solutions Outreach Strategy for the at-grade portion of the alignment on Crenshaw between 48th and 60th Streets and other locations that are determined to be significantly impacted by construction activities, and authorize the CEO to execute a contract with the most responsive and qualified bidder, with the objective of beginning operations by October 2014;
3. Direct the CEO to identify up to \$250,000 and amend the current budget to fund the initial year activities, with an overall project budget expected to be approximately \$1,000,000, to be included in future budgets for fiscal year 2016, 2017 and 2018 at \$250,000 per year;
4. Direct the CEO to report back in September on a plan to utilize existing Full-Time Equivalent position(s) to staff the Business Solutions Center.
5. Direct the CEO to incorporate the following elements into the Pilot Business Solution Center Program:
 - a. A single point-of-contact or case management approach for each business; and
 - b. A 72 hour quick response plan.
6. Direct the CEO to establish an additional mitigation menu and criteria based on MTA's previous Construction Impact Response Program that includes:
 - a. Marketing campaigns for impacted businesses;
 - b. Rent and mortgage subsidies to businesses;
 - c. A low-interest loan fund that is accessible to small and micro-businesses;
 - d. Report back to the Board in September with funding recommendations;
7. Direct the CEO to report back on a Post-Construction Façade Improvement Program in conjunction with the approved Design-Build Contract for the Crenshaw/LAX Transit Line;
8. Direct the CEO to report back on the feasibility of establishing Memorandums of Understanding with local business and community stakeholder groups, as has been

done in Denver, Colorado, to ensure that we are maximizing community involvement and engagement as it relates to construction activities;

9. Direct the Diversity and Economic Opportunity Department to manage and oversee the Business Solution Center Project; and
10. Provide quarterly updates to the Executive Management and Construction Committees on the Pilot Business Solution Center and the “Eat, Shop and Play Local” campaign beginning in September 2014.

Amendment to Item 57

Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti

Business Interruption Fund

September 18, 2014

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.

2. Define mom and pop businesses as those **meeting the following criteria:**
 - a. Having 25 employees or fewer;
 - b. **A minimal operational history of two years;**
 - c. **Being in good standing with local, state and federal tax requirements; and**
 - d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**

3. Conduct a baseline survey of all businesses within the project areas.

4. Identify and designate \$10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.
5. Each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.
6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.
7. Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.
8. Report back to Construction Committee monthly, beginning in October, with an implementation plan and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.

Metro BSC Performance and Utilization Report

I. Program Metrics

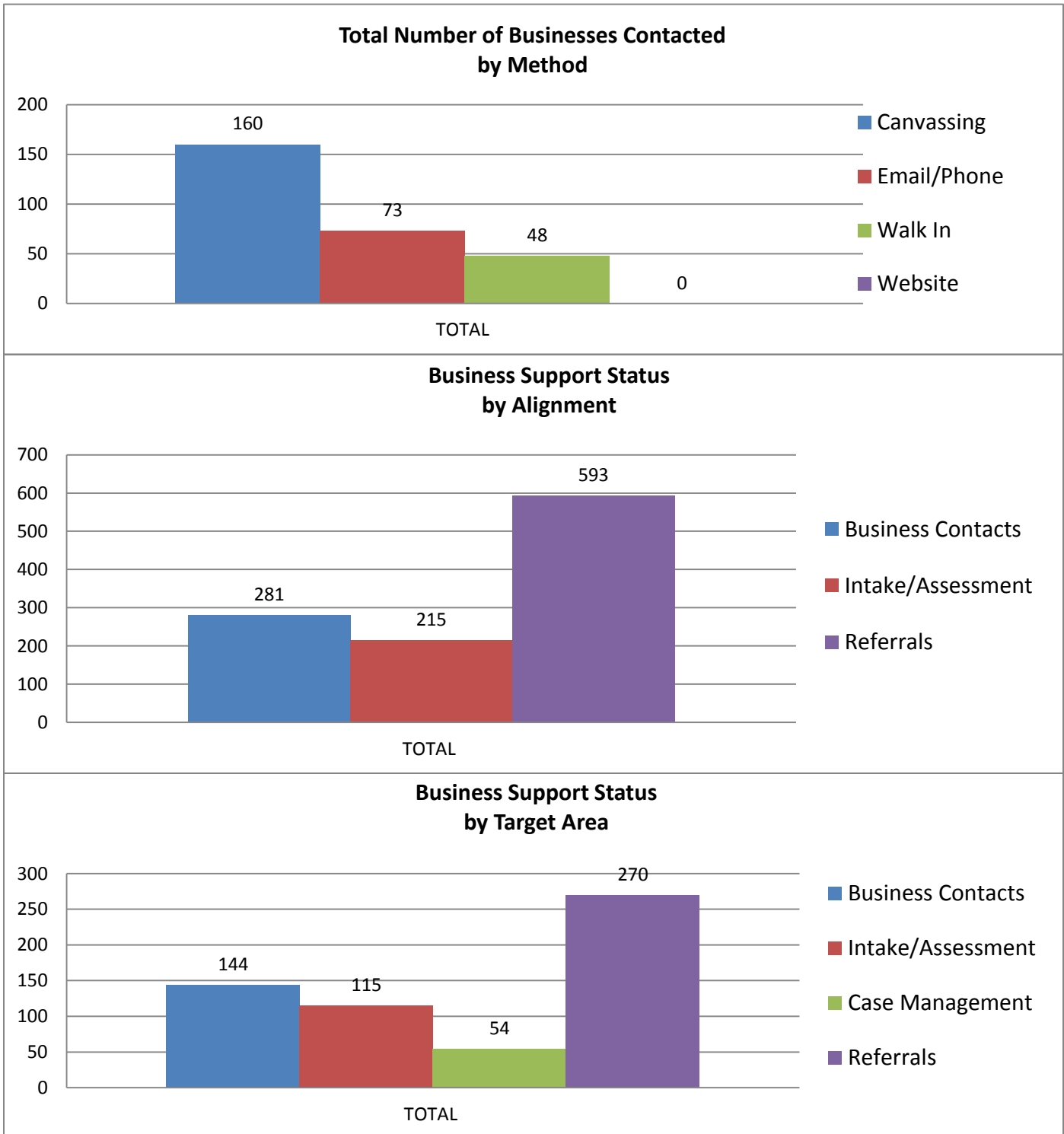
PROGRAM METRICS - ALIGNMENT		
1	Number of businesses contacted	281
2	Number of businesses completing intake/assessment forms	215
3	Number of referrals	593

PROGRAM METRICS - TARGET AREA			
1	Percentage of businesses completing intake/assessment forms	115/91	126%
2	Percentage of businesses in case management	54/91	59%
3	Number of businesses that completed case management plans	17	
4	Number of businesses receiving referrals	91	

Notes:

1. Business Support Status by Alignment: Represents businesses throughout CLAX Transit Corridor
2. Business Support Status by Target Area: Represents aggregated (sub-set) of Alignment
3. BSC program staff has identified 91 eligible active businesses in the target area 48th – 60th Street.
4. Greater number of businesses (115) in the target area completed intake/assessment forms prior to categorization as an eligible active business.

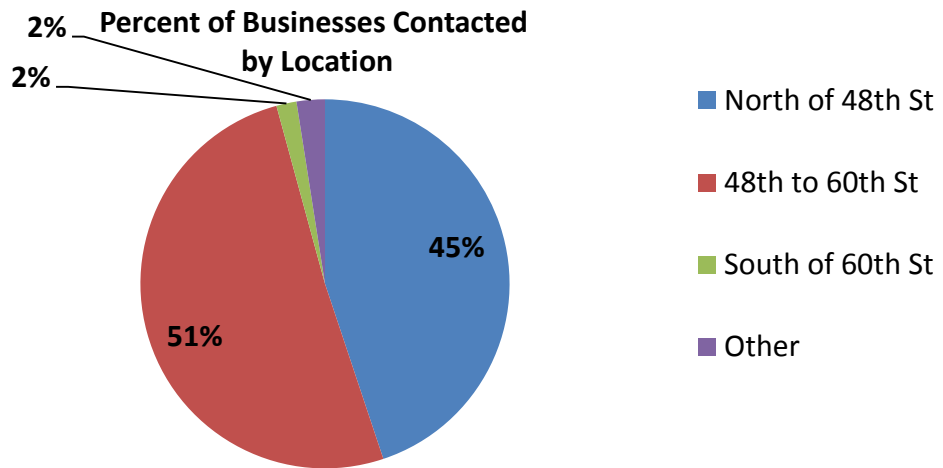
II. BSC Activities Data



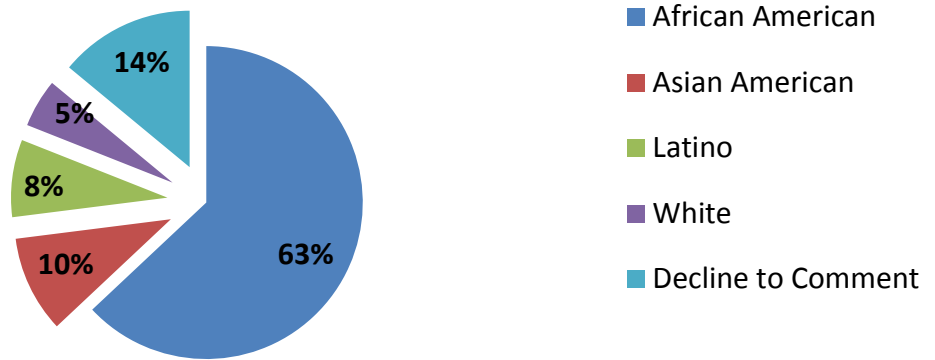
* Business Support Status by Alignment: Represents businesses throughout CLAX Transit Corridor

* Business Support Status by Target Area: Represents aggregated (sub-set) of Alignment

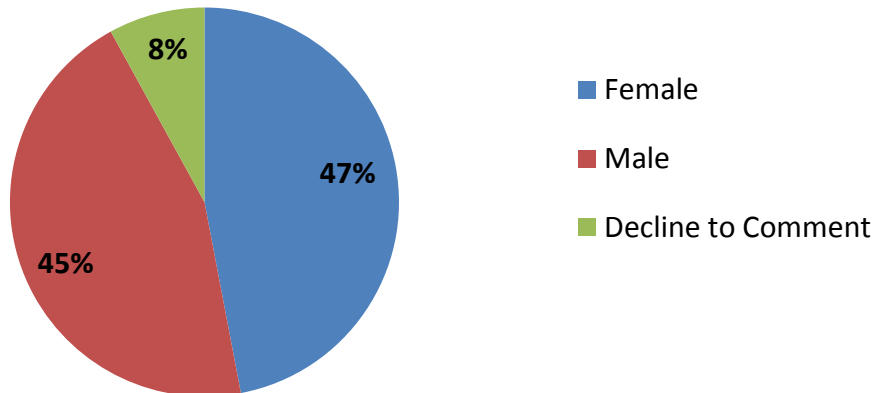
III. Client Demographic Data



Client Demographics: Ethnicity



Client Demographics: Gender





Metro[®]



**Metro Pilot Business Interruption Fund
(BIF)
Bi-Monthly Status Report
March 2015 - June 2015**

*revised as of August 17, 2015



Prepared by

**Angela B. Winston
Vice President/Program Manager**

**Pacific Coast Regional Small Business
Development Corporation
3255 Wilshire Blvd. Suite 1501
Los Angeles, CA 90010**

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Attachments

Attachment A	Application to Grant Turnaround Analysis
Attachment B	Community Outreach and Communication Activities Calendar
Attachment C	Grant Award Matrix-Crenshaw/LAX
Attachment D	Grant Award Transactions
Attachment E1	Client Satisfaction Survey
Attachment E2	Client Process Evaluation Form

1.1 Purpose

This Report summarizes how the Metro Business Interruption Fund (BIF) has worked to provide financial assistance to small “mom and pop” businesses that demonstrate business revenue losses due to direct impact from Metro rail construction. Small “mom and pop” businesses located along three rail corridors are eligible for BIF grant funding.

1. Crenshaw/LAX
2. Little Tokyo Area of the Regional Connector
3. Purple Line Extension Phase 1

The period of this report is from March 2015 – June 2015. The activities summarized include number of applications submitted, community outreach and communications, grantee statistics, financial data and payments. Metrics on client satisfaction and general program observations are also reported. Further, included is a business profile on a BIF grantee.

2.1 Summary Statistics at a Glance

During this reporting period, a total of 105 applications were received for the BIF Program. Thirty-five (35) grants were approved and awarded to small businesses along the Crenshaw/LAX Corridor. The total value of the grant awards was **\$688,682.30**. Following are additional statistics:

- 92% grantees received the total amount of the grant award
- 7% grant awards were disbursed for delinquent rent payments
- 1% grant awards were disbursed for delinquent utility payments
- Less than 1% of grant awards were disbursed for delinquent business insurance payments
- Less than 1% of grant awards were disbursed for delinquent business insurance payments
- Less than 1% of grant awards were disbursed for delinquent miscellaneous payments such as past due tax bills, business license fees, including miscellaneous categories
- Zero grant funds were disbursed for delinquent payroll expenses.

There have not been any grants awarded to small businesses in the Little Tokyo area of the Regional Connector or the Purple Line Extension Corridor as of the reported period.

The following chart reflects statistics on the number of years that grantees have been in business:

Grants by Years in Business	
2-5 Years	5
6-10 Years	10
11-20 Years	7
21+ Years	13

2.2 Applications

The following is the total number of applications received for the BIF Program via online submission:

Table 1. Total Number of Applications Submitted by Month

(Online submission is defined as completing all questions on the application form and pressing “submit”)

Month	# of Applications Received
March 2015	37
April 2015	29
May 2015	18
June 2015	22
Total	105

Total Number of Applications Approved as Grants - 35

Total Number of Applications Declined - 2

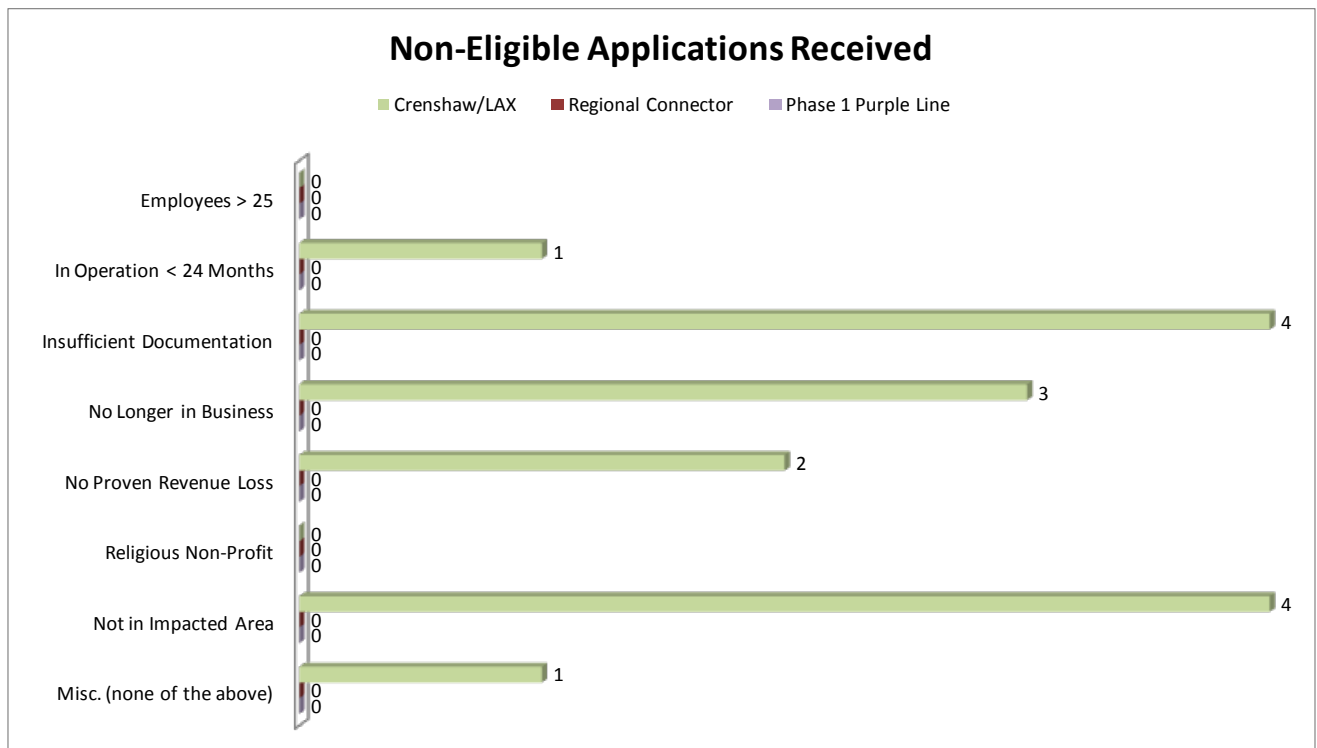
Total Number of Non-Eligible Applications - 15

Total Number of Incomplete Applications (Pending Financial Documents) - 53

*Please see Attachment A for the Application to Grant Turnaround Analysis.

Figure 1. Total Number of Non-Eligible Applications

(Non-Eligible is defined as not meeting the basic eligibility criteria upon submission of application)



2.3 Community Outreach and Communication Activities

During this reporting period, a total of **21** outreach activities occurred. PCR participated in: **15** outreach events in **Crenshaw/LAX Corridor**, **3** outreach events in the **Little Tokyo Area of the Regional Connector** and **3** outreach events in the **Purple Line Extension, Phase I Corridor**. At the time of this report, targeted outreach was conducted primarily on the Crenshaw/LAX Corridor due to direct construction impacts occurring during this reporting period and prior to the inception of the BIF Program.

*See Attachment B for a listing of meetings, events, presentations and workshops.

The following is a summary of Outreach Efforts and Communication Activities to date:

Table 1. Outreach Efforts and Communication Activities

	Crenshaw/LAX	Little Tokyo	Purple Line Extension
Community Meetings	10	2	3
Direct Canvassing	2	0	0
Partnerships/Eat, Shop, Play	2	0	0
Metro Sponsored Workshops	0	1	0
PCR Sponsored Workshops	1	0	0
Total	15	3	3

“Soft” Launch: The “soft” launch of the BIF Program was February 12, 2015 which signified the start of accepting applications from small business owners to the program through the PCR website online process. There was no community outreach associated with the “soft” launch as the BIF team worked off of direct referral lists from the Metro’s Business Solution Center (BSC) as a result of their door-to-door canvassing efforts, and the attendees of the initial public launch of the BSC and BIF Programs by Supervisor Mark Ridley Thomas in December 2014.



Construction impact from the view of BIF Grantee Dave Velazquez of Dave's Tattoos, 4343 Crenshaw Blvd.

“Hard” Launch and Media Event: The “hard” launch of the BIF Program was April 6, 2015. This included a Metro sponsored press conference with speeches from Mayor Eric Garcetti (Metro Board Chair), Supervisor Mark Ridley Thomas (Metro Board Vice Chair), Jackie Dupont Walker (Metro Board Director) and Mark J. Robertson, Sr. (PCR President/CEO). Testimonials were given by two BIF grantees, Marilyn Brown- Hairdresser/Business Owner- Studio 27 and Gilberto Carrillo- Owner- 1st Choice Driving and Traffic School. The media event was well received with significant news coverage on radio, television and print.

Community meetings/presentations: PCR has participated in **15** community meetings and presentations which include various Chamber meetings, business expos staffing tables, business organization meetings, construction update meetings through June 30, 2015. PCR program staff has been the keynote speaker and/or presenter at **10** of these events.

Direct canvassing efforts: PCR dedicated **2** full days-April 17, 2015 and May 22, 2015- to direct canvassing efforts on the Crenshaw Corridor with three staff members (Angela Winston, Andre Hardy and Devon Davis). PCR program staff went door-to-door and met one-on-one with small business owners speaking with them about the BIF and distributing BIF flyers, tri-folds and business cards. PCR's targeted area was between Exposition and 39th street on Crenshaw which received construction impacts early on (starting January 2014) with this same area impacted again beginning in January 2015. Many of these businesses had not heard of the BIF or the BSC as this area is not in the target area of the BSC. PCR's canvassing efforts were tremendously well received and resulted in an immediate increase in applications submitted as well as increased awareness through word of mouth among Crenshaw business owners. Ongoing canvassing efforts generally occur on Fridays with PCR's lead Crenshaw Business Advisor (Andre Hardy) working out of the BSC. PCR program staff have reached out to all known small business owners north of Vernon on Crenshaw which have been impacted by Metro construction to date.

Outreach Partnerships with BSC and Eat, Shop, Play: PCR will be partnering with the BSC for outreach efforts as construction impact moves into the BSC target area (48th Street – 60th Street). PCR thinks it is more efficient and effective not to duplicate the BSC's canvassing efforts in their target area but rather to build on their existing high touch points and referrals to the BIF Program. As construction impacts move into the Inglewood area of the Crenshaw/LAX line, PCR will continue to partner with the BSC and Metro's Eat, Shop, Play by participating in jointly sponsored outreach efforts to coincide with the launch of Eat, Shop, Play in Inglewood. PCR program staff attended **2** Eat, Shop, Play lunch mobs in the Crenshaw/LAX Corridor.

Metro Sponsored BIF Workshops: BIF workshops have been scheduled for launch for the Little Tokyo Area Regional Connector as well as for the Crenshaw/LAX corridor for the summer months (June, July, August) of 2015. To date, the following BIF workshops have been hosted:

- 1 - Little Tokyo Area of the Regional Connector (Little Tokyo Branch Library)
- 0 - Crenshaw/LAX Corridor
- 0 - Purple Line Extension, Phase I

Three more BIF workshops are currently calendared for summer months according as:

- 1 - Little Tokyo Area of the Regional Connector (Little Tokyo Branch Library)
- 2 - Crenshaw/LAX Corridor
- 1 - Purple Line Extension, Phase I (Fall 2015)

It is anticipated additional workshops will be hosted in the Inglewood segment of the Crenshaw/LAX Corridor in late Summer 2015.

PCR Sponsored BIF Workshops: PCR hosted a one-hour BIF workshop specifically for hair stylists to discuss the problems with documenting finances for cash businesses on June 22, 2015. Conducted by BIF Lead Crenshaw Business Advisor, Andre Hardy, the goal of the workshop was to clearly explain and

illustrate how to apply to the BIF and what financial documents could be considered as it relates to cash businesses. This workshop was very timely because we continue to be challenged by cash based business that typically have little to no financial documentation of their “real” revenue in order to determine revenue loss due to Metro construction. Ten hair stylists attended. PCR felt the workshop was very successful as all 10 plan to apply to the BIF.

Business appointments at the BSC: The BIF Lead Crenshaw Business Advisor, Andre Hardy is available to take business appointments at the BSC on Fridays between 9 a.m. – 4 p.m. What PCR has observed so far is most business owners would prefer the business advisors come to their business location. Andre averages about 2 appointments per Friday at the BSC, mostly to apply to the BIF online. The BIF Business Advisors (Andre Hardy and Brian Lazo) are flexible by routinely meeting business owners at their business location in their efforts to service these owners effectively in getting applications submitted to the BIF and collecting documents for grant recommendations.



Business Advisor Andre Hardy Sr. administering a BIF Workshop at Pacific Coast Regional Corp. on June 22, 2015.

2.4 Financial Activities

The following is a monthly summary of grant funding by rail project:

2.4.1 Crenshaw/LAX Corridor

Table 1. Grant Amount by Month

Grant Amount by Month		
Month	# of Grants	Amount
March 2015	4	\$66,310.00
April 2015	8	\$111,239.29
May 2015	12	\$75,583.64
June 2015	11	\$435,549.37
Total	35	\$688,682.30

*See attachment C - Grant Award Matrix Crenshaw/LAX for grantee details.



Various interruptions along the Crenshaw corridor: along the Baldwin/Crenshaw Mall and in front of Ebony Wigs & Beauty Supply.

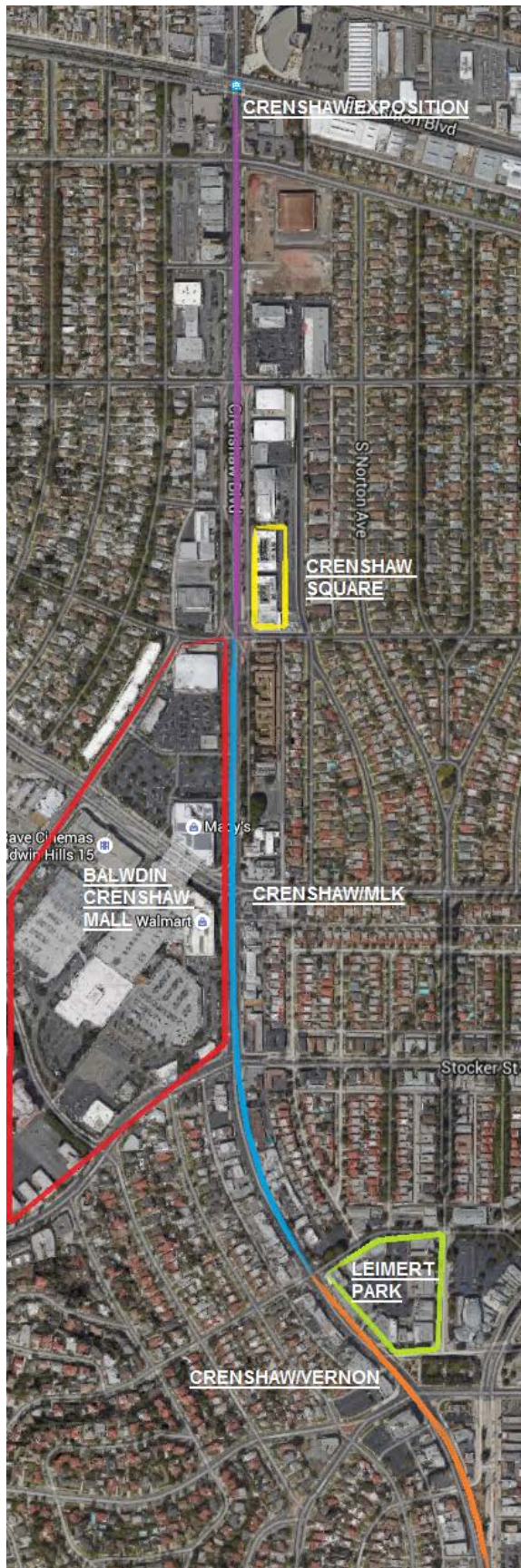
CRENSHAW/LAX Transit Project

Metro Business Interruption Fund uses the following sections as impact areas:

- Exposition/Crenshaw - Exposition to 39th Street
- Crenshaw/MLK - 39th Street to Homeland
- Crenshaw/Vernon - Homeland to 48th Street
- Crenshaw/Slauson - 48th Street to 60th Street
- Florence/West - 60th to N. Prairie Avenue
- Florence/La Brea - N. Prairie Avenue to N. Cedar Avenue
- Florence/Hindry - N. Cedar Avenue to W. Arbor Vitae Street
- Aviation/Century - W. Arbor Vitae Street to W. Century Boulevard

Crenshaw/LAX Transit Project





NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
5	\$112,513.36	CRENSHAW/ EXPOSITION
8	\$79,103.34	CRENSHAW SQUARE
11	\$255,475.95	CRENSHAW/ MLK
6	\$131,258.57	BALDWIN CRENSHAW MALL
4	\$108,339.68	CRENSHAW/ VERNON
1	\$1,991.00	LEIMERT PARK



**NUMBER
OF
GRANTS**

**TOTAL GRANT
AMOUNT**

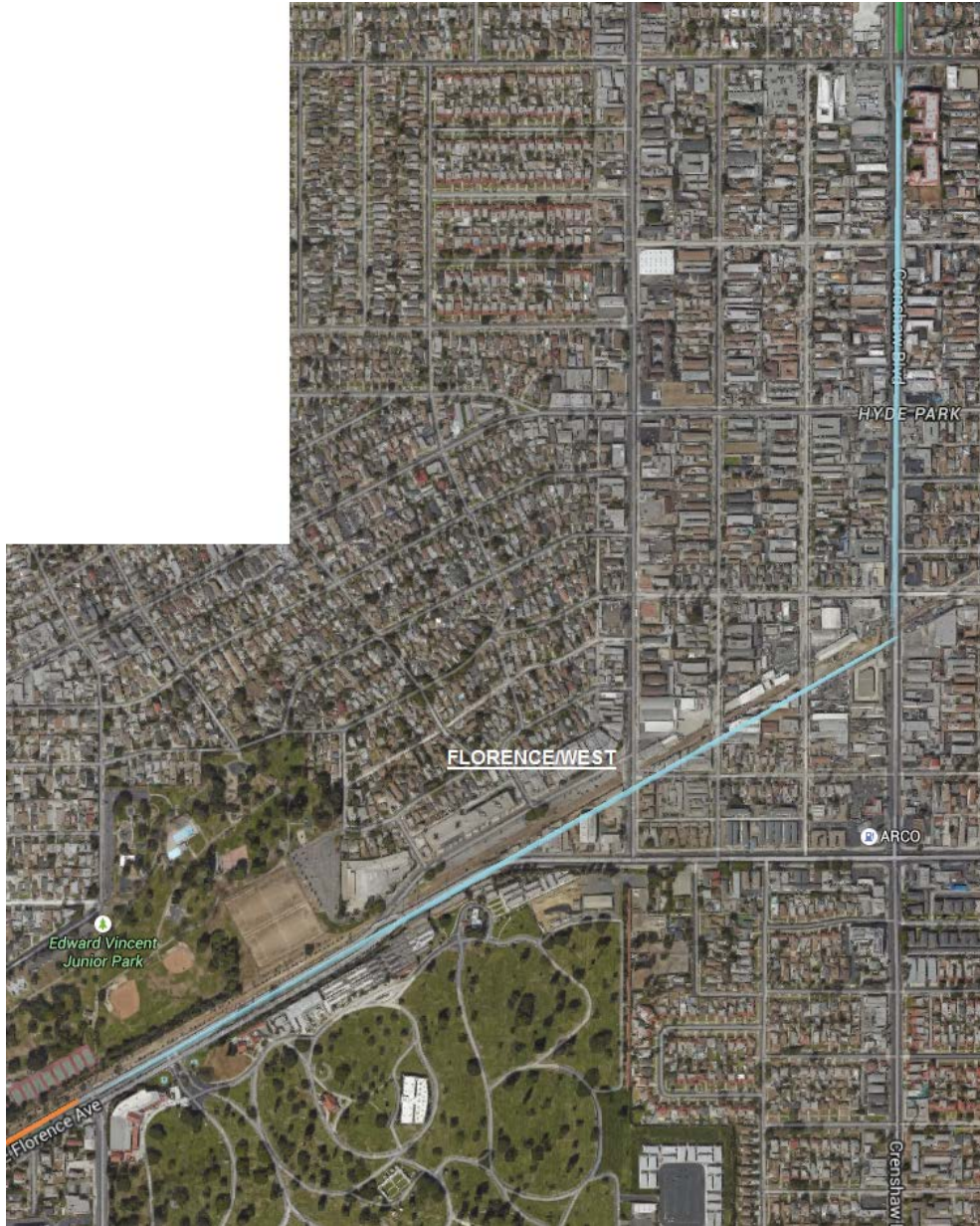
SECTION

0

\$0.00

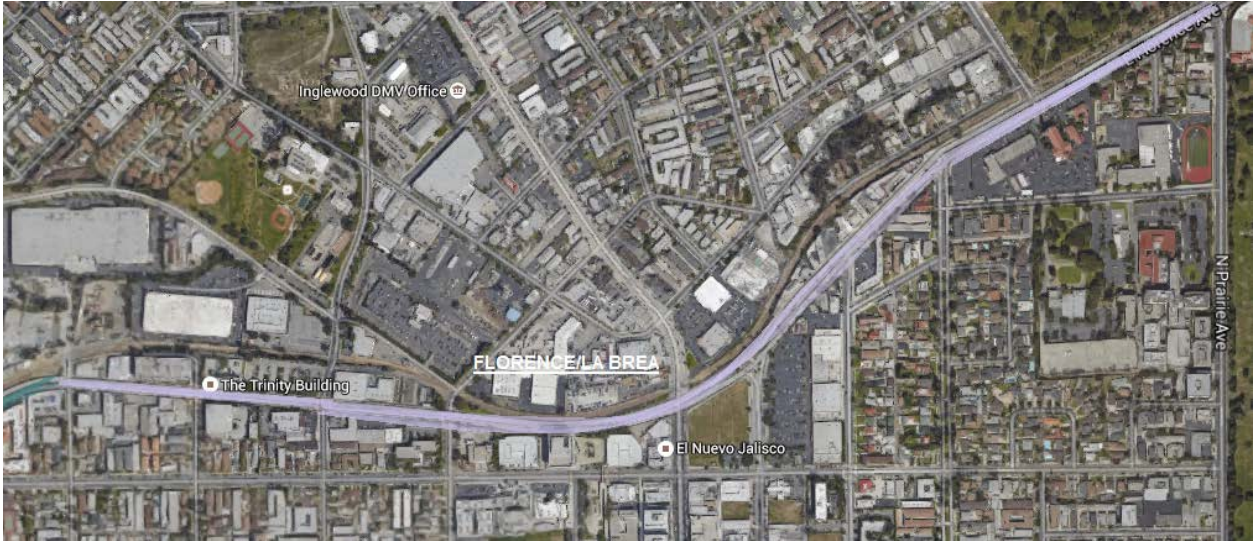
48th to 60th

*Not yet impacted as of June 30, 2015



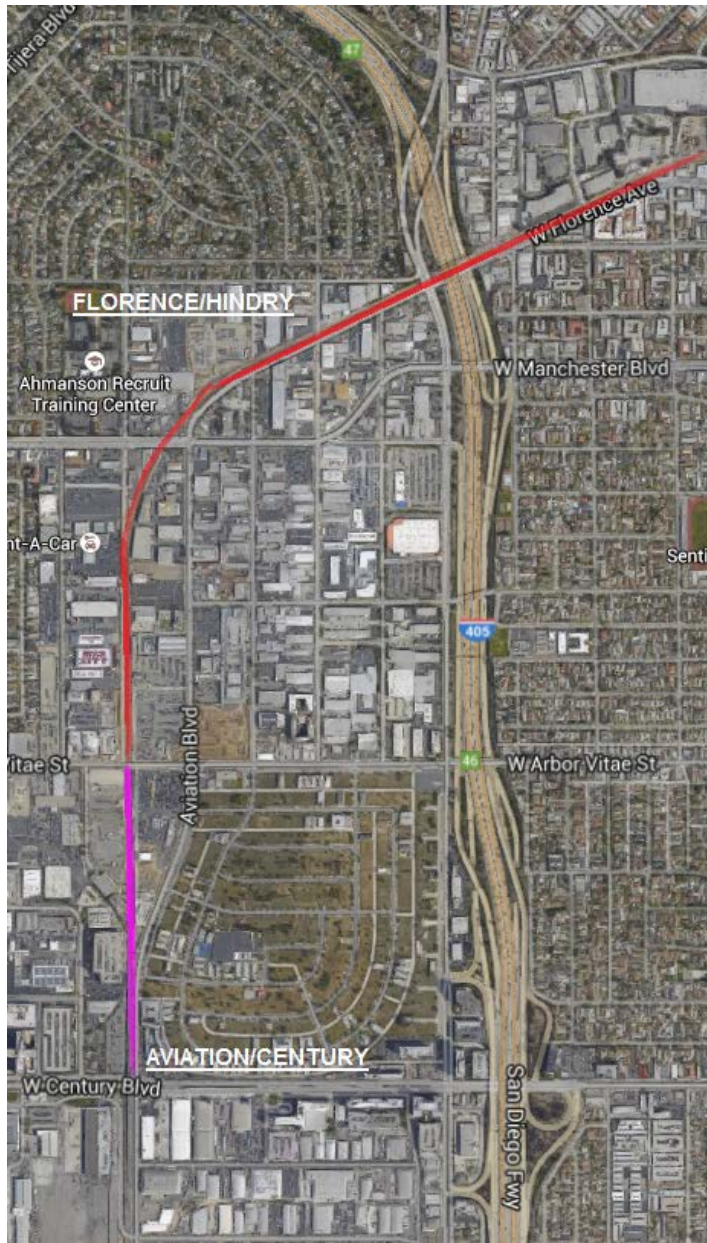
NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/WEST

*Not yet impacted as of June 30, 2015



NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/LA BREA

*Not yet impacted as of June 30, 2015



NUMBER OF GRANTS	TOTAL GRANT AMOUNT	SECTION
0	\$0.00	FLORENCE/HINDRY
0	\$0.00	AVIATION/CENTURY

*Not yet impacted as of June 30, 2015

2.4.2 Little Tokyo Area of the Regional Connector

Not yet impacted as of June 30, 2015.

Regional Connector Transit Project



2.4.3 Purple Line Extension Phase 1

Not yet impacted as of June 30, 2015.

Metro Purple Line Extension

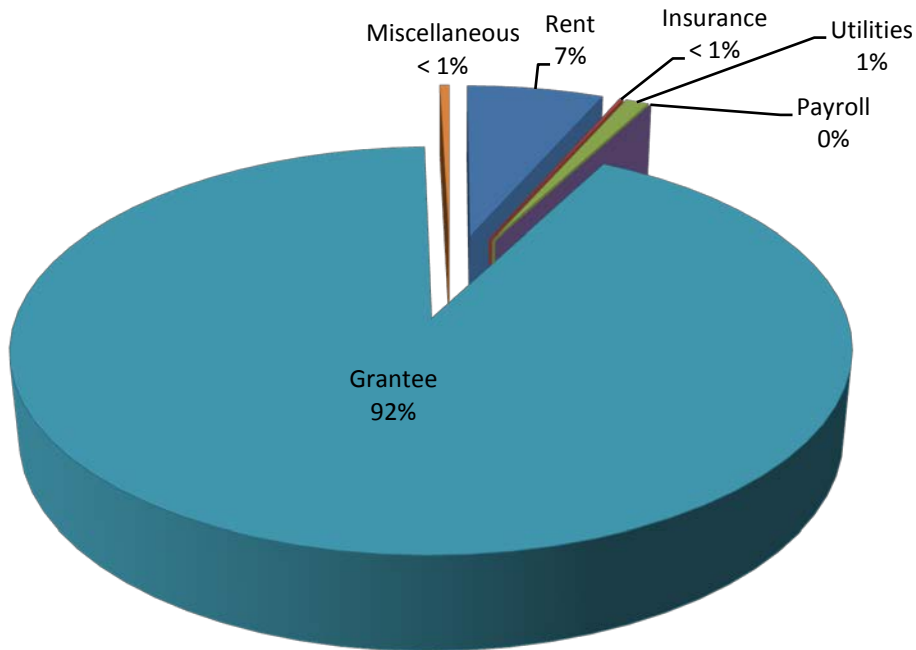


2.5 Grantee Statistics

The following charts (Figures 1-7) illustrate grant disbursement categories.

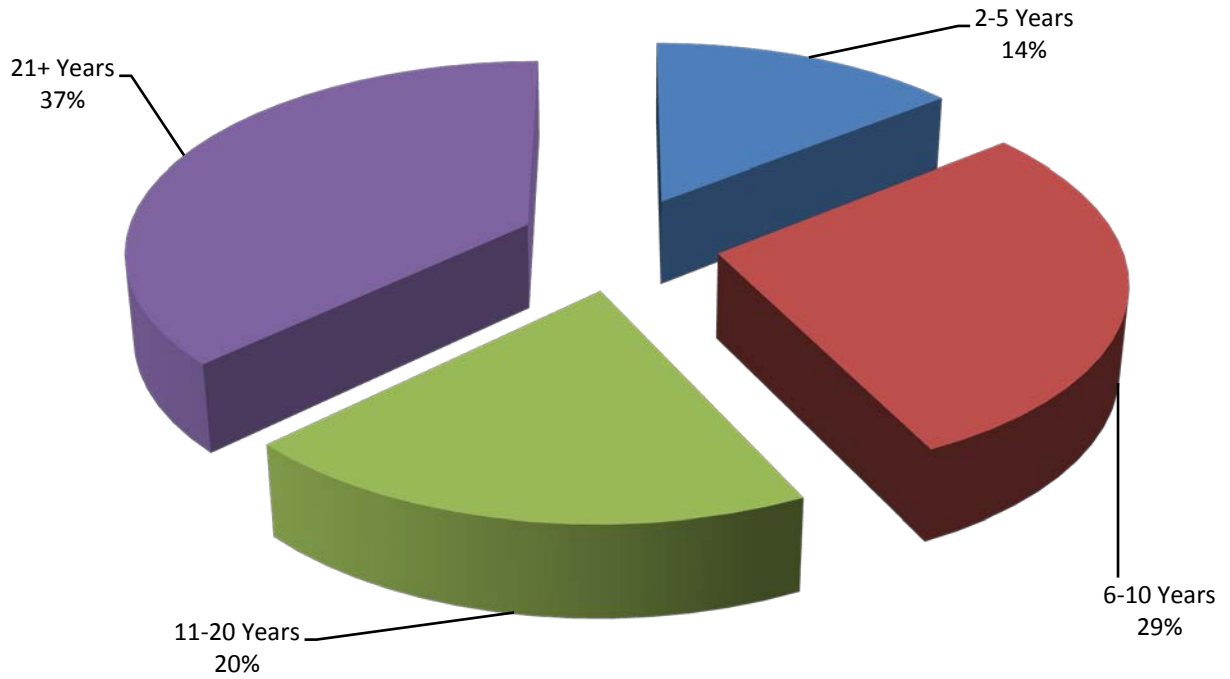
*See Attachment D for grant payment transaction detail.

Figure 1: Grant Disbursement Payments by Type



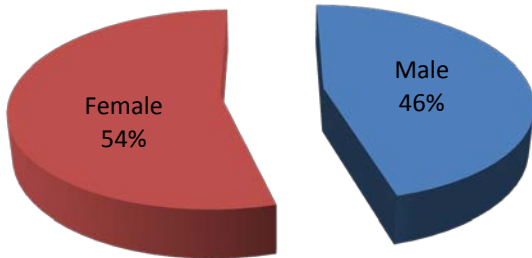
Grant Disbursement by Type	
Rent	\$ 44,507.59
Insurance	\$ 1,130.14
Utilities	\$ 7,500.73
Payroll	\$ -
Grantee	\$ 632,570.86
Miscellaneous	\$ 2,972.98
Total	\$ 688,682.30

Figure 2: Grant Disbursement by Years in Business



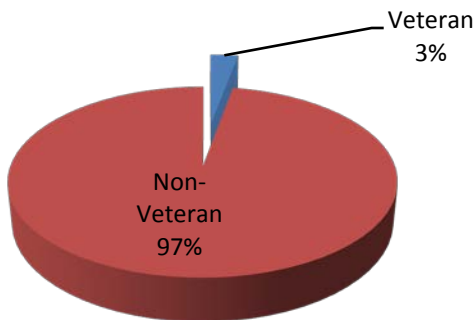
Grants by Years in Business	
2-5 Years	5
6-10 Years	10
11-20 Years	7
21+ Years	13

Figure 3: Grant Disbursement by Gender



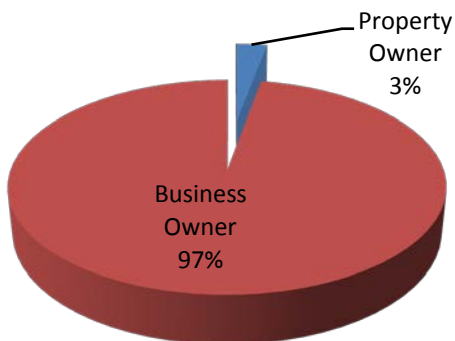
Grant Award by Gender	
Male	16
Female	19

Figure 4: Grant Disbursement by Veteran Status



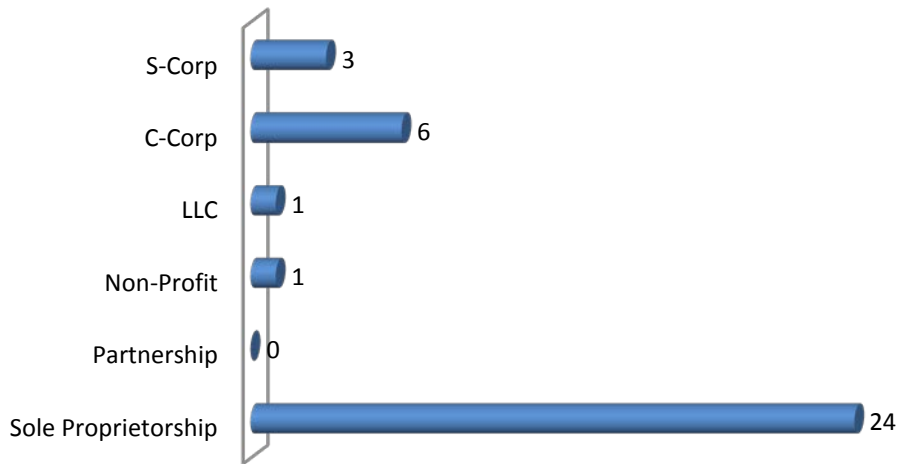
Grant Award by Veteran Status	
Veteran	1
Non-Veteran	34

Figure 5: Property Owner vs. Business Owner



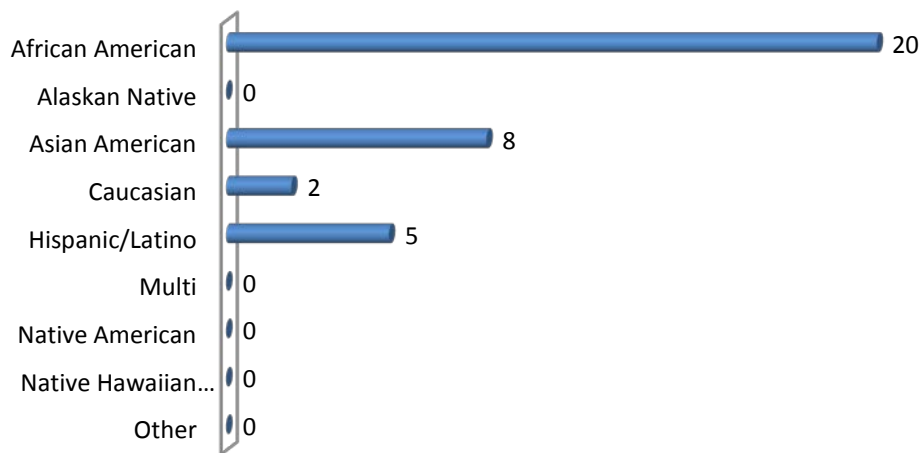
Property Owner vs. Business Owner	
Property Owner	1
Business Owner	34

Figure 6: Grant Disbursement by Business Type



Grant Disbursement by Business Type	
S-Corp	3
C-Corp	6
LLC	1
Non-Profit	1
Partnership	0
Sole Proprietorship	24

Figure 7: Grant Disbursement by Ethnicity



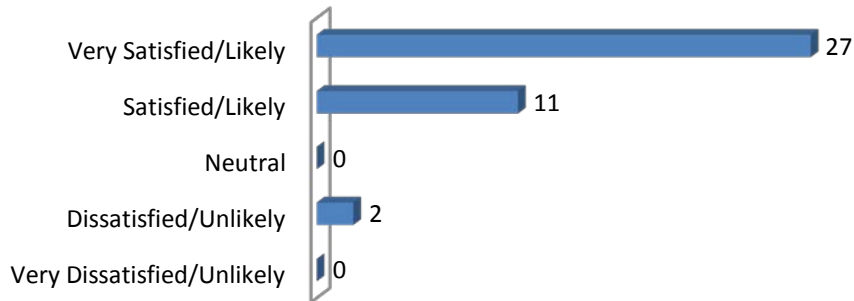
Grant Disbursement by Ethnicity	
African American	20
Alaskan Native	0
Asian American	8
Caucasian	2
Hispanic/Latino	5
Multi	0
Native American	0
Native Hawaiian /Pac. Islander	0
Other	0

3.1 Client Satisfaction Survey Report

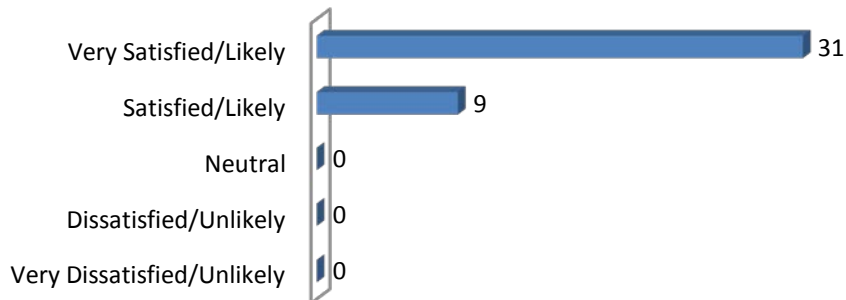
The intent of the client satisfaction survey is to assess the initial client experience and contact with the BIF Program process. This survey was distributed to BIF applicants after the first visit with their assigned Business Advisor.

*See Attachment E1 for actual survey administered.

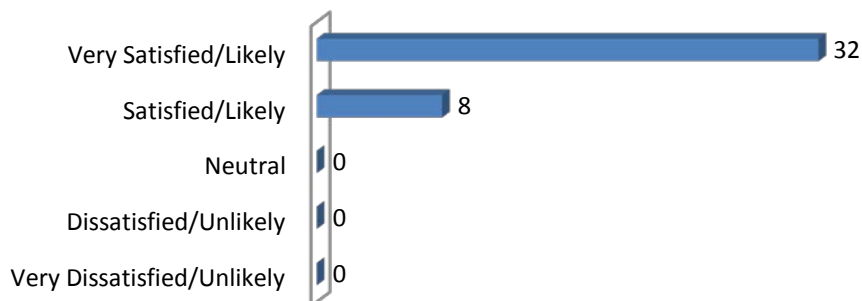
Question 1: How would you rate your overall satisfaction with us?



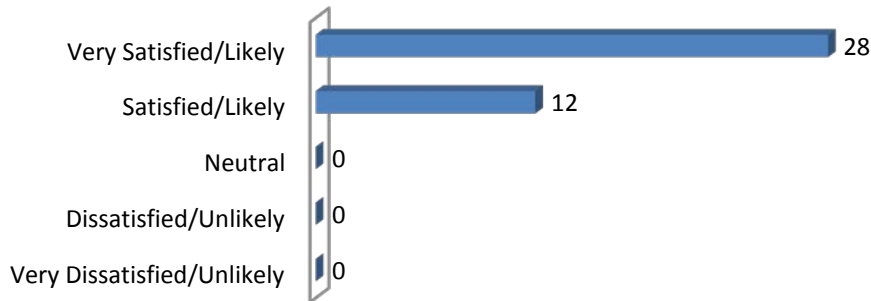
Question 2a: Please rate us on the following experiences: Customer Service



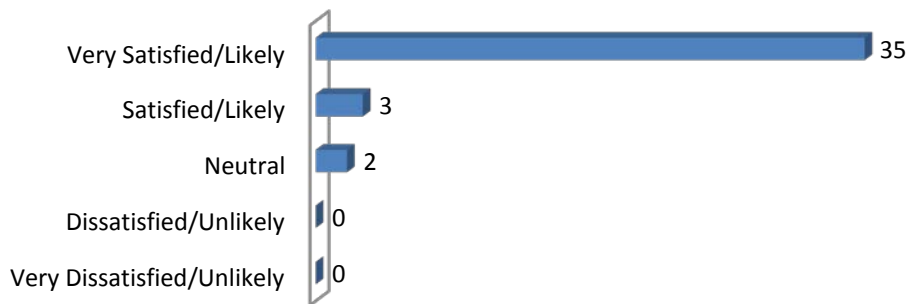
Question 2b: Please rate us on the following experiences: Professionalism



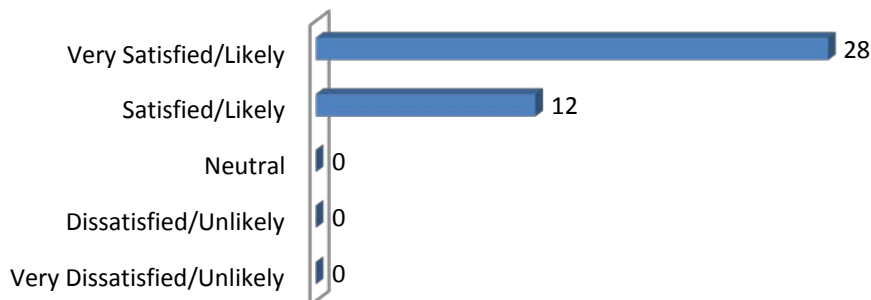
Question 2c: Please rate us on the following experiences: Quality of Services



Question 3: How likely would you recommend us to a friend/business owner?



Question 4: If needed, will you use our services in the future?



Comments (Client Satisfaction Survey)

The following are a few of the comments from those applicants who answered the question: Do you have any suggestions for improving our services?

“Absolutely none.”

“Thanks for being there for us and for doing your best to help us.”

“Excellent service.”

“Everything was excellent. Great people, great experience.”

3.2 Client Process Evaluation Form

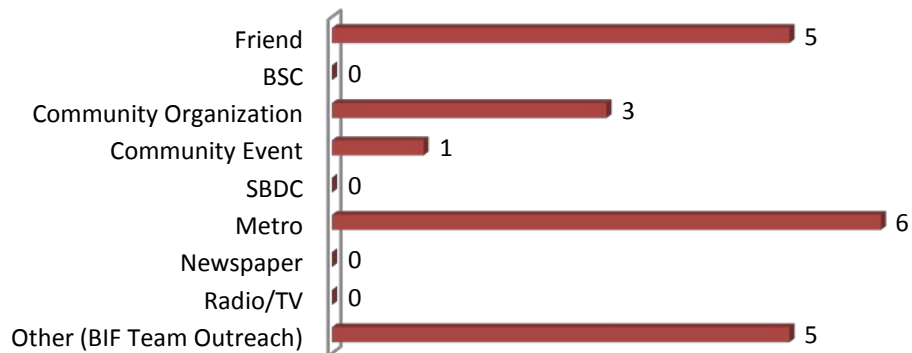
The intent of the Client Process Evaluation Form is to assess the performance of the assigned Business Advisor and to evaluate the application and complete program processes of the BIF. This survey was distributed to BIF grantees at the end of the BIF grant process.

*See Attachment E2 for actual survey administered.

Question 1: Do you presently own or manage a business?



Question 2: How did you hear about the BIF?



Question 3: Was the BIF application form easy to complete and submit?



Question 4: Did you receive an appointment with a BIF Business Advisor in a timely manner?



Question 5: Was your initial contact with the BIF informative and friendly?



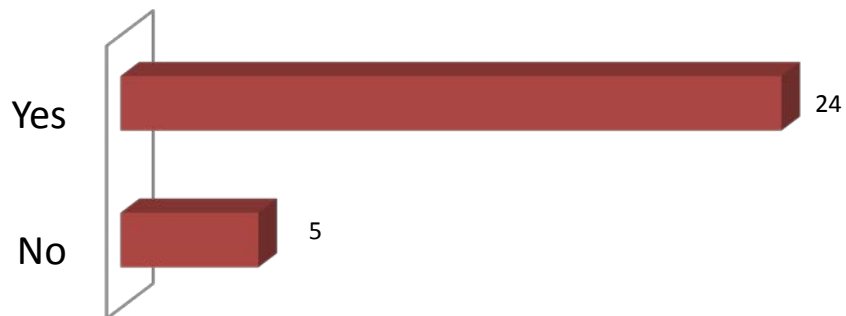
Question 6: Are you satisfied with the assistance you received?



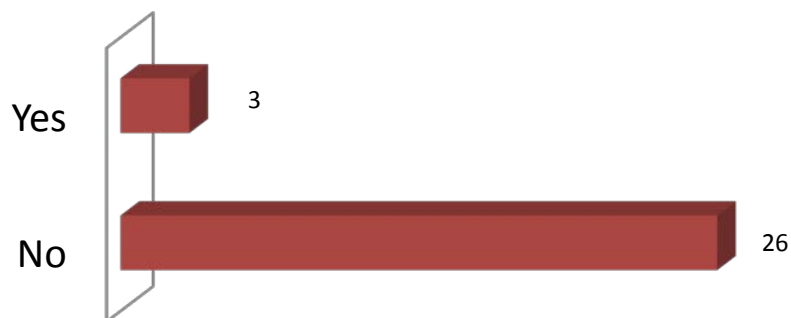
Question 7: Are you getting the assistance you need at this time?



Question 8: Did you receive specific recommendations and/or referral services?



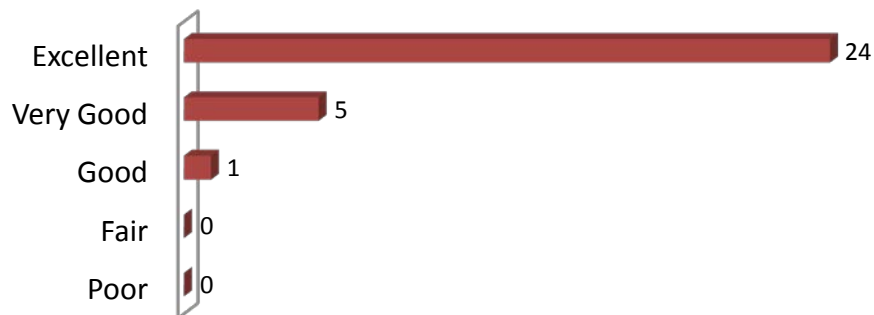
Question 9: Were there advising areas where we were not able to assist you?



Question 10: Was the overall BIF application process smooth?



Question 11: How would you rate the business advising services you received at the BIF?



The following are a few comments from those applications who answered the question: Any additional comments?

- “The experience was great and the product knowledge was well appreciated.”
- “I was very impressed with how smooth the process was in getting this grant. Thanks to all involved.”
- “Wonderfully attentive and helpful advisor.”
- “This program is a God-send.”
- “Disappointed that projected revenues are not considered in the analysis- this is essential to our business moving forward.”

Conclusion: The overall results of both surveys indicate that BIF applicants are very satisfied with the client experience at PCR as well as the BIF application process and general program procedures. At this time, PCR has not identified any major issues or problematic areas in the analysis of the survey responses.

*Note: Not all applicants choose to complete a survey or answer every question. The survey results charted here are based on responses PCR has been able to capture from applicants. Additionally, the total number of surveys does not equal total number of grants due to business owners receiving multiple grants.

4.1 Frequently Asked Questions

BIF team members are consistently asked the following questions:

4.2 How do I apply to the BIF?

The BIF application process is seamless, convenient and web-based. The application is located on the Pacific Coast Regional Small Business Development Corporation (PCR) website at www.pccorp.org. Simply go online to the webpage, scroll down to the Metro icon, click on it to begin. You will be asked for your email address and to create a password. Then answer the application questions and click submit. The application should take no more than 15 minutes to complete. Once your application is submitted, you should receive a call from a BIF Business Advisor within 24 hours to set up a meeting and begin the process.

4.3 How long does it take to get a grant?

Once an applicant has met with their business advisor and all requested financial documents have been submitted, it generally takes less than 9 business days to have a check in hand.

4.4 What do you need from me?

Your willingness and ability to get your financial documentation to your business advisor in a timely manner. You will need to provide a copy of your current year tax return and any of the following documents to demonstrate your revenue:

- Business bank statements
- Board of Equalization statements (BOE)
- Sales receipts
- Other documentation that shows your business revenue

4.5 How do you keep my financial documents secure?

The BIF application and any financial documents submitted in the online application system are secured by establishing your personal account when asked to input your email address and create a password. Any documents submitted by hard copy are kept secure in a locked file at the PCR office. PCR has not experienced any breach or accidental release of information in the 37 years PCR has been in business and take the client's confidentiality very seriously.

5.1 Observations

The following are issues PCR has observed in the execution of the BIF Program to date:

- a. Business owners who went out of business before the BIF was operational. A few businesses said they were trying to hang on for the BIF but closed shop in December 2014 and January 2015.
- b. Substantial increase in the number of applications received as a direct result of the door to door canvassing. Meeting business owners face to face has been extremely beneficial as many were skeptical that the "money was real". Putting a face to the BIF Program gives business owners a personal connection and makes the program tangible for them.
- c. Those business owners that have received grants have been very helpful in spreading the word to their neighbors to apply to the BIF. Grantees are also more than willing to speak at outreach events on behalf of the BIF and share their experiences.

- d. Major difference in quality of the applications submitted. PCR is receiving more applications that have comprehensive documentation no doubt due to the increasing experience in what is needed to document the grant requests and being able to reach out to many business owners ahead of direct impact.
- e. However, PCR is still finding a significant number of businesses on the Crenshaw Corridor that do not have adequate financials to document their business transactions and revenues. Also, many of these same businesses have not filed tax returns.
- f. The tide is shifting. There appears to be a number of businesses that are considering applying who thought impact would come and go and that they might weather the storm. But as it turns out, impact is lasting much longer than anticipated and they are NOW excited to apply to the BIF.
- g. Myth: Cash businesses are not eligible for the BIF. Not true. PCR just funded a grant for a sole proprietor barber that was a cash business but had filed verified tax returns that PCR could compare business revenue year over year, pre-impact period and impact period.
- h. The change in the actual application which allows the applicant to state in their own words how Metro construction impacted their business is a good tool and gives us a unique insight into how the construction impact is perceived and their attitude about it. It also gives the applicant an opportunity to share which has been well received.
- i. Language barrier problems: PCR is well prepared to handle issues with small business owners who don't speak English or is not their first language. Usually in these cases, PCR has found that the business owner has a relative, CPA and other colleague that has a command of the English language to assist. PCR's business advisor, Brian Lazo is bilingual- Spanish. PCR also has access to interpreters through the BSC and Metro. To date, PCR has funded **4** Korean speaking businesses and **3** Spanish speaking businesses.

6.1 Monthly Testimonial

- **Business Name:** *Lula Washington Dance Theater*
- **Address:** *3773 Crenshaw Boulevard, Los Angeles, CA 90016*
- **Phone Number:** *(323) 292-2852*
- **Date Business Opened:** *January, 1980*
- **Business Designation:** *Non-Profit 501 (c) (3)*
- **Website Address:** *www.lulawashington.org*
- **Business Category:** *Modern Dance Performance School*
- **Grant Amount:** *\$50,000*
- **Unique Qualities:** *1st Non-Profit Grantee. Financial analysis was based upon earned income demonstrated from Dance School student tuition as reported on tax return and P&L statement.*

Business Narrative

Lula Washington Contemporary Dance Foundation (LWCDF) is a 501(c)3 tax-exempt non-profit organization founded in 1980 by Lula and Erwin Washington to provide a creative outlet for minority dance artists in South Los Angeles. The Foundation seeks to build bridges between people of different cultures and ethnic backgrounds through its inter-related parts: the professional Dance Company (Lula Washington Dance Theatre), the [Dance School](#), the Youth Dance Ensemble, and the [Dance Studio](#). LWCDF, located along Crenshaw Metro corridor in 2004 after losing its first home in the 1990 Northridge earthquake, and its second home to fire. LWCDF's dance school has garnered a reputation as one of the best in Los Angeles. The professional company as noted in the following Wikipedia entry is mentioned among the top dance companies in the nation: *There are a number of notable African American modern dance companies using African American cultural dance as an inspiration, amongst these are the Alvin Ailey American Dance Theater, Dance Theater of Harlem and Lula Washington Dance Theater.*

Metro construction impacted the Lula Washington Contemporary Dance Foundation from April 2014 – December of 2014. When Metro construction began Lula and Erwin indicated that student enrollment fell by approximately 50% severely impacting LWCDF's ability to operate at maximum efficiency. However, not a stranger to hard times, they persevered and continued to offer dance classes with fewer students and volunteer instructors, while having to postpone their tours. They provided excellent financial documents including Profit and Loss statements that clearly demonstrated their business revenue loss. Their BIF grant award of \$50,000 will help them stay afloat during construction. Erwin and Lula look forward to the Metro train being completed and bringing even more students to LWCDF.

"We are so happy about this. I want to thank Angela and Andre and the whole team for making this happen for us. We need it badly. It is coming at a time when we were impacted greatly by Metro construction. We are overjoyed about this. And, it is going to help a lot of kids." - Erwin Washington



ATTACHMENT A

APPLICATION TO GRANT TURNAROUND ANALYSIS

Attachment A: Application to Grant Turnaround Analysis

	Business Name	Business Owner	Date of Complete File	Grant Approval Date	Business Days to Turnaround	Notes
1	Lili Wigs	Jerry Song	3/12/2015	3/19/2015	6	
2	1st Choice Driving and Traffic School	Gibert Carrillo	3/16/2015	3/19/2015	4	
3	Design Studio 27	Marilyn Brown	3/6/2015	3/19/2015	10	
4	Parisian Wigs, Inc.	Cynthia Park	3/12/2015	3/19/2015	6	
5	One of a Kind Hats	Sonja Robinson	3/23/2015	4/9/2015	14	No GAC on 03/26 and 04/02
6	Crenshaw Industrial Medical Clinic	Dr. Paul Guidry	3/31/2015	4/9/2015	8	
7	James Brumfield Design	Dawn Brumfield	4/3/2015	4/9/2015	5	
8	Metropolitan Optical	Jose Diaz	4/9/2015	4/16/2015	6	
9	Crenshaw Car Wash	Nuriel Zeituni	4/3/2015	4/16/2015	10	Waited for 4506-T to verify
10	Gina of Beverly Hills Salon	Regina Wilson	4/3/2015	4/16/2015	10	Waited for manual sales ledger
11	More than Hair Salon	Tracie Smith	4/23/2015	4/30/2015	6	
12	John Nibo	John Nibo	4/21/2015	4/30/2015	8	
13	Jendayi, Inc.	Monnae Michael	5/1/2015	5/7/2015	5	
14	Tak's Coffee Shop	Florentino Bravo	4/29/2015	5/7/2015	7	
15	Call The Tax Doctor.com	Kevin Hayes	4/29/2015	5/7/2015	7	
16	Tax Ease Plus Accounting	Taylor Mayfield	5/1/2015	5/14/2015	10	
17	Lili Wigs	Jerry Song	5/14/2015	5/21/2015	6	
18	Crenshaw Discount Store	Hyung Park	5/14/2015	5/28/2015	11	Waited for signed 4506-T
19	Total Body Nutrition	Sonia Robinson	5/19/2015	5/28/2015	8	
20	Parisian Wigs, Inc.	Cynthia Park	5/18/2015	5/28/2015	9	
21	Rustyro, Inc.	Ronald Graves	5/22/2015	5/28/2015	5	
22	Maurice Guillmeno	Maurice Guillmeno	5/21/2015	5/28/2015	6	
23	Southern Girl Desserts, LLC	Catarah Coleman	5/21/2015	5/28/2015	6	
24	Elegant Chic Purse	Chinyere Jackson	5/18/2015	5/28/2015	9	
25	Crenshaw Gold for Cash	Gennady Tikhonov	6/10/2015	6/11/2015	2	Rewrite from 05/07/15
26	Cynthia Park - Property Owner	Cynthia Park	6/2/2015	6/11/2015	8	
27	Lula Washington Dance Theater	Erwin Washington	5/27/2015	6/11/2015	12	First non-profit analysis
28	Cool Muffler Electric Auto Repair	Ingrid Gudiel	6/12/2015	6/18/2015	5	
29	Sense Fashion	Eunice Pae	6/15/2015	6/18/2015	4	
30	Black Sheep Insurance	Erica Sykes	6/12/2015	6/18/2015	5	
31	A Sharp Edge Beauty & Barber Salon	Jacquelyn Hunt	6/8/2015	6/18/2015	9	
32	Ebony Wigs Beauty Supply	Ki Han	6/16/2015	6/25/2015	8	
33	Nationwide Insurance	Lucious Wilder	6/15/2015	6/25/2015	9	
34	Proby's Tax Service	Elaine Proby	6/16/2015	6/25/2015	8	
35	Dave's Tattoos	David Velazquez	6/16/2015	6/25/2015	8	

Average Submission Time (in calendar days)

7.43

Applications Processed Within 9 Business Days:

28

ATTACHMENT B

COMMUNITY OUTREACH AND COMMUNICATION ACTIVITIES CALENDAR

Attachment B: Metro BIF Outreach Activities Calendar

<u>OUTREACH EVENT NAME</u>	<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>BIF STAFF ASSIGNED</u>	<u>PROJECT CORRIDOR</u>
Beverly Hills Chamber of Commerce Meeting	Thurs. March 19, 2015	8 a.m - 10 a.m.	9400 S. Santa Monica Blvd., Beverly Hills, CA 90210	Angela	Phase 1 Purple Line Extension
Eat, Shop Play Community Fest	Sat. March 21, 2015	10 a.m. - 4 p.m.	Leimert Park Village	Angela, Devon, Andre	Crenshaw/LAX
Mayor's Small Business Resource Fair	Sat. March 28, 2015	10 a.m. - 2 p.m.	Baldwin Crenshaw Mall Center Court	Angela, Devon, Robert	Crenshaw/LAX
Crenshaw Chamber Meeting	Thurs. April 16, 2015	12 p.m. - 2:00 p.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
BIF Canvassing	Fri. April 17, 2015	8:00 a.m. - 5:00 p.m.	Crenshaw/Exposition	Angela, Devon, Andre	Crenshaw/LAX
BIF Presentation - Little Tokyo Connector	Tue. April 28, 2015	11:30 a.m. - 1:30 p.m.	Japanese American Museum, Alameda & 1st	Angela, Brian, Bryan	Crenshaw/LAX
2015 Business Mixer (West Adams Worksource Center & Crenshaw Chamber)	Thurs. April 30, 2015	6:00 p.m. - 8:00 p.m.	2900 Crenshaw Boulevard, Los Angeles, CA 90016	Angela	Crenshaw/LAX
Crenshaw Square Visit	Mon. May 11, 2015	3:00 p.m - 5:00 p.m.	3860-3870 Crenshaw Blvd.	Angela	Crenshaw/LAX
Greater Wilshire Neighborhood Council Presentation	Wed. May 13, 2015	7:00 p.m. - 8:00 p.m.	Ebell Theater - 4401 W. 8th Street, Los Angeles, CA 90005	Angela	Phase 1 Purple Line Extension
Keynote Speaker @ Crenshaw Chamber Meeting	Thurs. May 21, 2015	12 p.m. - 2:00 p.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
Sec 1 Construction Community Meeting	Thurs. May 21, 2015	5:30 p.m. - 7:00 p.m.	Temple Beth Am, 1039 S. La Cienega Blvd. 90035	Angela	Phase 1 Purple Line Extension
BIF Canvassing	Fri. May 22, 2015	8:00 a.m. - 5:00 p.m.	Crenshaw/Exposition	Angela, Devon, Andre	Crenshaw/LAX
Metro Construction Update Community Meeting	Thurs. May 28, 2015	6:00 p.m. - 7:30 p.m.	Inglewood City Hall - 1 Manchester Blvd., Inglewood, CA 90301	Angela	Crenshaw/LAX
Little Tokyo Regional Connector Project Update Meeting	Wed. June 3, 2015	5:30 p.m. - 7:30 p.m.	100 W. 1st Street - Deaton Auditorium	Angela	Little Tokyo
Recycling Black Dollars Presentation	Tue. June 9, 2015	8:00 a.m. - 10:00 a.m.	Denny's 3740 S. Crenshaw Blvd. Los Angeles, CA 90016	Angela	Crenshaw/LAX
Baldwin Hills Crenshaw Mall Quarterly Tenants Meeting	Wed. June 17, 2015	8:30 a.m - 10 a.m.	Baldwin Crenshaw Mall Center Court	Angela	Crenshaw/LAX
Little Tokyo Community Forum	Wed. June 17, 2015	6:00 p.m. - 8:00 p.m.	St. Francis Xavier Japanese Catholic Church - 222 S. Hewitt Street Classroom #3	Angela	Little Tokyo
PCR Workshop	Mon. June 22, 2015	10:00 a.m. - 12:00 p.m.	Pacific Coast Regional - Lottie Center for Business Excellence	Andre	Crenshaw/LAX
Eat, Shop Play - Inglewood	Fri. June 26, 2015	11:30 a.m. - 2:00 p.m.	Orleans & York 400 E. Florence Ave. Inglewood, CA 90301	Angela	Crenshaw/LAX
The Leimert Park Village 20 20 Initiative	Sat. June 27, 2015	8:00 a.m. - 3:00 p.m.	Leimert Park Village	Angela	Crenshaw/LAX
BIF Workshop - Little Tokyo	Tue. June 30, 2015	6:00 p.m. - 8:00 p.m.	Little Tokyo Branch Library 200 S. Los Angeles Street Los Angeles, CA 90012	Angela	Little Tokyo

ATTACHMENT C

GRANT AWARD MATRIX - CRENSHAW/LAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
1	Lili Wigs	Jerry Song	4072 Crenshaw Boulevard Los Angeles, CA 90008	Retail; specialty hair products	\$ 9,384.00	\$ 9,384.00	3/19/2015	4/1/2015	CLAX
2	1st Choice Driving and Traffic School	Gibert Carrillo	4112 Crenshaw Blvd. Los Angeles, CA 90008	Service; traffic school	\$ 44,480.00	\$ 44,480.00	3/19/2015	4/1/2015	CLAX
3	Design Studio 27	Marilyn Brown	3679 Crenshaw Blvd. Suite 219 Los Angeles, CA 90016	Service; hair salon	\$ 9,897.00	\$ 9,897.00	3/19/2015	4/1/2015	CLAX
4	Parisian Wigs, Inc.	Cynthia Park	4102 S. Crenshaw Boulevard Los Angeles, CA 90008	Retail; specialty hair products	\$ 29,549.00	\$ 2,549.00	3/19/2015	4/1/2015	CLAX
5	One of a Kind Hats	Sonja Robinson	3856 Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 629.50	\$ 629.50	4/9/2015	4/15/2015	CLAX
6	Crenshaw Industrial Medical Clinic	Dr. Paul Guidry	4343 Crenshaw Blvd. Suite 305 Los Angeles, CA 90008	Service	\$ 50,000.00	\$ 50,000.00	4/9/2015	4/15/2015	CLAX
7	James Brumfield Design	Dawn Brumfield	3650 West Martin Luther King Jr. Boulevard Los Angeles, CA 90008	Retail	\$ 3,192.00	\$ 3,192.00	4/9/2015	4/15/2015	CLAX
8	Metropolitan Optical	Jose Diaz	3848 Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 1,581.79	\$ 1,581.79	4/16/2015	4/23/2015	CLAX
9	Crenshaw Car Wash	Nuriel Zeituni	4220 Crenshaw Boulevard Los Angeles, CA 90008	Service	\$ 50,000.00	\$ 50,000.00	4/16/2015	4/22/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
10	Gina of Beverly Hills Salon	Regina Wilson	3870 Crenshaw Blvd., Suite 103 Los Angeles, CA 90008	Service; hair salon	\$ 5,836.00	\$ 5,836.00	4/16/2015	4/22/2015	CLAX
11	More than Hair Salon	Tracie Smith	3411 1/2 West 43rd Place Los Angeles, CA 90008	Service; hair salon	\$ 1,991.00	\$ 1,991.00	4/30/2015	5/1/2015	CLAX
12	John Nibo	John Nibo	4074 Crenshaw Boulevard Los Angeles, CA 90008	Commercial property Owner	\$ 30,400.00	\$ 30,400.00	4/30/2015	5/1/2015	CLAX
13	Jendayi, Inc.	Monnae Michael	3650 West Martin Luther King Jr Blvd Ste# 245 Los Angeles, CA 90008	Jewelry Store	\$ 9,383.03	\$ 9,383.03	5/7/2015	5/13/2015	CLAX
14	Tak's Coffee Shop	Florentino Bravo	3870 Crenshaw Blvd., Suite 101 Los Angeles, CA 90008	Restaurant	\$ 17,942.70	\$ 17,942.70	5/7/2015	5/13/2015	CLAX
15	Call The Tax Doctor.com	Kevin Hayes	3860 Crenshaw Blvd #203 Los Angeles, CA 90008	Tax Preparer	\$ 3,045.57	\$ 3,045.57	5/7/2015	5/13/2015	CLAX
16	Tax Ease Plus Accounting	Taylor Mayfield	4371 Crenshaw Blvd. Unit B2 Los Angeles, CA 90008	Tax Preparer	\$ 7,967.34	\$ 7,967.34	5/14/2015	5/20/2015	CLAX
17	Lili Wigs	Jerry Song	4072 Crenshaw Boulevard Los Angeles, CA 90008	Retail, Specialty Hair	\$ 4,854.00	\$ 4,854.00	5/21/2015	5/26/2015	CLAX
18	Crenshaw Discount Store	Hyung Park	3657 Crenshaw Blvd. Los Angeles, CA 90016	Retail	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
19	Total Body Nutrition	Sonia Robinson	3650 Martin Luther King Blvd. Los Angeles, CA 90008	Retail	\$ 15,212.01	\$ 15,212.01	5/28/2015	6/3/2015	CLAX
20	Parisian Wigs, Inc.	Cynthia Park	4102 S. Crenshaw Boulevard Los Angeles, CA 90008	Retail	\$ 2,584.00	\$ 2,584.00	5/28/2015	6/3/2015	CLAX
21	Rustyro, Inc.	Ronald Graves	3650 West Martin Luther King Los Angeles, CA 90008	Hair Salon	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX
22	Maurice Guillmeno	Maurice Guillmeno	4283 Crenshaw Boulevard Los Angeles, CA 90008	Barber	\$ 20,658.75	\$ 20,658.75	5/28/2015	6/3/2015	CLAX
23	Southern Girl Desserts, LLC	Catarah Coleman	3650 West Martin Luther King Jr. Blvd., Suite 100 Los Angeles, CA 90008	Bakery	\$ 50,000.00	\$ 50,000.00	5/28/2015	6/3/2015	CLAX
24	Elegant Chic Purse	Chinyere Jackson	3650 Martin Luther King Blvd Los Angeles, CA 9008	Retail	\$ 3,471.53	\$ 3,471.53	5/28/2015	6/3/2015	CLAX
25	Crenshaw Gold for Cash	Gennady Tikhonov	4343 Crenshaw Blvd. Suite 106 Los Angeles, CA 90008	Retail	\$ 26,215.00	\$ 26,215.00	6/11/2015	6/17/2015	CLAX
26	Cynthia Park - Property Owner	Cynthia Park	4086/4114 Crenshaw Blvd. Los Angeles, CA 90008	Commercial Property Owner	\$ 24,000.00	\$ 24,000.00	6/11/2015	6/17/2015	CLAX
27	Lula Washington Dance Theater	Erwin Washington	3773 Crenshaw Blvd. Los Angeles, CA 90016	Non-Profit Service	\$ 50,000.00	\$ 50,000.00	6/11/2015	6/17/2015	CLAX

Attachment B: BIF Grant Awards June 25, 2015

	Business Name	Business Owner	Business Address	Business Type	Reported Revenue Loss Value	Grant Award Amount	Grant Approval Date	Grant Payment Date	Rail Corridor
28	Cool Muffler Electric Auto Repair	Ingrid Alvarez de Gudiel	4252 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 7,939.54	\$ 7,939.54	6/18/2015	6/24/2015	CLAX
29	Sense Fashion	Eunice Pae	3868 Crenshaw Blvd. Los Angeles, CA 90008	Retail	\$ 5,556.84	\$ 5,556.84	6/18/2015	6/24/2015	CLAX
30	Black Sheep Insurance Services	Erica Sykes	3886 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 17,499.00	\$ 17,499.00	6/18/2015	6/24/2015	CLAX
31	A Sharp Edge Beauty & Barber Salon	Jacquelyn Hunt	4088 Crenshaw Blvd. Los Angeles, CA 90008	Service	\$ 8,626.66	\$ 8,626.66	6/18/2015	6/24/2015	CLAX
32	Ebony Wigs Beauty Supply	Ki Han	3677 Crenshaw Blvd. Los Angeles, CA 90016	Retail	\$ 50,000.00	\$ 50,000.00	6/25/2015	7/1/2015	CLAX
33	Nationwide Insurance	Lucious Wilder	3631 Crenshaw Blvd. Suite 101 Los Angeles, CA 90016	Service	\$ 2,616.36	\$ 2,616.36	6/25/2015	7/1/2015	CLAX
34	Proby's Tax Service	Elaine Proby	3870 Crenshaw Blvd. Ste. 226 Los Angeles, CA 90008	Service	\$ 27,012.34	\$ 27,012.34	6/25/2015	7/1/2015	CLAX
35	Dave's Tattoo	David Velazquez	4343 Crenshaw Blvd. #102 Los Angeles, CA 90008	Service	\$ 24,157.34	\$ 24,157.34	6/25/2015	7/1/2015	CLAX

\$ 715,682.30 **\$ 688,682.30**

ATTACHMENT D

**GRANT AWARD
TRANSACTIONS**

Pacific Coast Regional Corporation
Attachment D: Transactions by Account

	<u>Date</u>	<u>Grantee Business</u>	<u>As of June 30, 2015 Name</u>	<u>Amount</u>	<u>Balance</u>
Apr 15					0.00
	04/01/2015	Parisian Wigs	MS. CYNTHIA PARK	-2,549.00	-2,549.00
	04/01/2015	Parisian Wigs	LOS ANGELES DWP	-675.73	-3,224.73
	04/01/2015	Design Studio 27	MARILYN BROWN	-9,221.27	-12,446.00
	04/01/2015	Lili Wigs	JERRY YONGHAN SONG	-9,384.00	-21,830.00
	04/01/2015	1st Choice Driving and Traffic School	GILBERTO CARRILLO	-44,480.00	-66,310.00
	04/14/2015	James Brumfield Designs	DAWN BRUMFIELD	-3,192.00	-69,502.00
	04/14/2015	One-of-a-Kind Hats	SONJA T. ROBINSON	-629.50	-70,131.50
	04/14/2015	Crenshaw Industrial Medical Clinic	PAUL L. GUIDRY MD, INC.	-50,000.00	-120,131.50
	04/21/2015	Metropolitan Optical	JOSE A. DIAZ DBA METROPOLITAN OPTICAL	-1,581.79	-121,713.29
	04/21/2015	Gina of Beverly Hills	LOS ANGELES D.W.P.	-580.44	-122,293.73
	04/21/2015	Gina of Beverly Hills	REGINA WILSON	-5,255.56	-127,549.29
	04/21/2015	Crenshaw Carwash	NURIEL ZEITUNI dba CRENSHAW CARWASH	-38,369.43	-165,918.72
	04/21/2015	Crenshaw Carwash	LOS ANGELES DWP	-3,102.57	-169,021.29
	04/21/2015	Crenshaw Carwash	HAMNI BANK	-8,528.00	-177,549.29
				-177,549.29	-177,549.29
Apr 15					0.00
May 15					0.00
	05/05/2015	More Than Hair Salon	CITY OF LOS ANGELES OFFICE OF FINANCE	-350.70	-350.70
	05/05/2015	More Than Hair Salon	ROBERT MONRENO INSURANCE AGENCY	-435.00	-785.70
	05/05/2015	More Than Hair Salon	TRACIE H SMITH dba MORE THAN HAIR SALON	-1,205.30	-1,991.00
	05/05/2015	John Nibo	JOHN E NIBO	-30,400.00	-32,391.00
	05/12/2015	Jendayi, Inc.	RFP INSURANCE AGENCY	-550.00	-32,941.00
	05/12/2015	Jendayi, Inc.	BOARD OF EQUILIZATION	-127.00	-33,068.00
	05/12/2015	Jendayi, Inc.	BOARD OF EQUILIZATION	-318.00	-33,386.00
	05/12/2015	Jendayi, Inc.	JENDAYI INCORPORATED	-8,388.03	-41,774.03
	05/12/2015	Tak's Coffee Shop	TAK'S COFFEE SHOP INCORPORATED	-17,942.70	-59,716.73
	05/12/2015	Call the Tax Doctor.com	CALL THE TAX DOCTOR.COM INC.	-3,045.57	-62,762.30
	05/19/2015	Tax Ease Plus Accounting	EUNICE KIM	-1,730.00	-64,492.30
	05/19/2015	Tax Ease Plus Accounting	LOS ANGELES DWP	-859.56	-65,351.86
	05/19/2015	Tax Ease Plus Accounting	TAYLOR MAYFIELD	-5,377.78	-70,729.64
	05/26/2015	Lili Wigs	DWP	-280.59	-71,010.23
	05/26/2015	Lili Wigs	JERRY Y. SONG	-4,316.93	-75,327.16
	05/26/2015	Lili Wigs	DWP	-256.48	-75,583.64
				-75,583.64	-75,583.64
May 15					0.00
Jun 15					0.00
	06/03/2015	Parisian Wigs, Inc.	PARISIAN WIGS, INC.	-953.47	-953.47
	06/03/2015	Parisian Wigs, Inc.	LADWP	-686.63	-1,640.10
	06/03/2015	Parisian Wigs, Inc.	THE GAS COMPANY	-126.27	-1,766.37
	06/03/2015	Parisian Wigs, Inc.	CITY OF LOS ANGELES TREASURER	-817.63	-2,584.00
	06/03/2015	Elegant Chic Purse	CHINYERE JACKSON	-3,471.53	-6,055.53
	06/03/2015	Total Body Nutrition dba GNC	TOTAL BODY NUTRITION, INC.	-14,615.36	-20,670.89
	06/03/2015	Total Body Nutrition dba GNC	LADWP	-596.65	-21,267.54
	06/03/2015	Southern Girl Desserts, LLC	SOUTHERN GIRL DESSERTS, LLC	-27,404.99	-48,672.53
	06/03/2015	Southern Girl Desserts, LLC	CITY OF LOS ANGELES, PUBLIC WORKS SANIT,	-238.25	-48,910.78
	06/03/2015	Southern Girl Desserts, LLC	CITY OF LOS ANGELES DEPARTMENT OF PUBL	-97.56	-49,008.34

Pacific Coast Regional Corporation
Attachment D: Transactions by Account

<u>Date</u>	<u>Grantee Business</u>	<u>As of June 30, 2015 Name</u>	<u>Amount</u>	<u>Balance</u>
06/03/2015	Southern Girl Desserts, LLC	CITY OF LA BUSINESS TAX	-410.67	-49,419.01
06/03/2015	Southern Girl Desserts, LLC	CAPRI RETAIL SERVICES, LLC	-21,848.53	-71,267.54
06/03/2015	Rustyro, Inc. dba Hair Architects	RUSTYRO, INCORPORATED	-41,098.94	-112,366.48
06/03/2015	Rustyro, Inc. dba Hair Architects	CAPRI RETAIL SERVICES, LLC	-8,901.06	-121,267.54
06/03/2015	Maurice Guillmeno	MAURICE GUILLMENO	-20,658.75	-141,926.29
06/05/2015	Crenshaw Carwash	HYUNG B. PARK	-50,000.00	-191,926.29
06/15/2015	Lula Washington Dance Theater	LULA WASHINGTON CONTEMPORY DANCE FOI	-50,000.00	-241,926.29
06/16/2015	Crenshaw Gold for Cash	GENNADY TIKHONOV	-26,215.00	-268,141.29
06/18/2015	Cynthia Park	CYNTHIA PARK	-24,000.00	-292,141.29
06/24/2015	A Sharp Edge Beauty Salon	JACQUELYN HUNT	-5,051.66	-297,192.95
06/24/2015	A Sharp Edge Beauty Salon	CYNTHIA PARK	-3,500.00	-300,692.95
06/24/2015	A Sharp Edge Beauty Salon	BOARD OF BARBERING & COSMETOLOGY	-75.00	-300,767.95
06/24/2015	Cool Muffler Electric Auto Repair	FRANCISCO GUDIEL AND	-7,939.54	-308,707.49
06/24/2015	Sense Fashion	EUNICE C. KIM	-5,556.84	-314,264.33
06/25/2015	Black Sheep Insurance Services	STATE OF CALIFORNIA FRANCHISE TAX BOAR	-873.98	-315,138.31
06/25/2015	Black Sheep Insurance Services	ALLIED PREMIUM FINANCE, INC.	-145.14	-315,283.45
06/25/2015	Black Sheep Insurance Services	BLACK SHEEP FINANCIAL SRV. INC.	-16,479.88	-331,763.33
06/30/2015	Proby's Tax & Accounting	Elaine Proby dba Proby's Tax & Accounting	-27,012.34	-358,775.67
06/30/2015	Dave's Tattoos	David Velazquez dba Dave's Tattoos	-24,157.34	-382,933.01
06/30/2015	Nationwide Insurance	Lucious Wilder dba Lucious Wilder Insuran	-2,616.36	-385,549.37
06/30/2015	Ebony Wigs Beauty Supply	Ki Hwan Han dba Ebony Wigs and Beauty	-50,000.00	-435,549.37
			<u>-435,549.37</u>	<u>-435,549.37</u>
			<u>-688,682.30</u>	<u>-688,682.30</u>

Jun 15
TOTAL

ATTACHMENT E1

**CLIENT SATISFACTION
SURVEY**

Metro Business Interruption Fund (BIF) Client Satisfaction Survey

Thank you for your participation in the Metro Business Interruption Fund (BIF). Please take the time to answer a few quick questions regarding your experience.

1. How would you rate your overall satisfaction with us?

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

2. Please rate us on the following experiences:

Customer Service

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

Professionalism

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

Quality of Services

Very Satisfied Satisfied Neutral Dissatisfied Very Dissatisfied

3. How likely would you recommend us to a friend/business owner?

Very Likely Likely Neutral Unlikely Very Unlikely

4. If needed, will you use our services in the future?

Very Likely Likely Neutral Unlikely Very Unlikely

5. Do you have any suggestions for improving our services?

ATTACHMENT E2

**CLIENT PROCESS
EVALUATION FORM**



Metro

Attachment E2



**Metro Business Interruption Fund (BIF)
Client Process Evaluation Form**

Dear BIF Client:

The desire of the Metro Business Interruption Fund (BIF) is to make the process of applying to the BIF as meaningful and beneficial as possible for our clients. You can help us by completing this form and returning it to us.

BIF BUSINESS ADVISOR NAME: _____

1. Do you presently own or manage a business? Yes No

2. How did you hear about the BIF?

<input type="checkbox"/> Friend	<input type="checkbox"/> SBDC
<input type="checkbox"/> Business Solutions Center (BSC)	<input type="checkbox"/> Metro
<input type="checkbox"/> Community Organization: _____	<input type="checkbox"/> Newspaper (name): _____
<input type="checkbox"/> Community Event: _____	<input type="checkbox"/> Radio/TV: _____
<input type="checkbox"/> Workshop: _____	<input type="checkbox"/> Little Tokyo Small Business Assistance Center
<input type="checkbox"/> Other: _____	

3. Was the BIF application form easy to complete and submit? Yes No

4. Did you receive an appointment with a BIF Business Advisor in a timely manner? Yes No

5. Was your initial contact with the BIF informative and friendly? Yes No
 If no, please comment: _____

6. Are you satisfied with the assistance you received? Yes No
 If no, please comment: _____

7. Are you getting the assistance you need at this time? Yes No Unsure
 If no or unsure, please explain: _____

8. Did you receive specific recommendations and /or referral services from the BIF Business Advisor? Yes No

9. Were there advising areas where we were not able to assist you? Yes No
 If yes, please list those areas: _____

10. Was the overall BIF application process smooth? Yes No

11. Generally speaking, how would you rate the business advising services you received at the BIF?

<input type="checkbox"/> Excellent	<input type="checkbox"/> Very Good	<input type="checkbox"/> Good
<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	

12. Any additional comments? _____

Thank you for your time and consideration. If you would like us to contact you regarding any of your concerns please check the box and leave a phone number.

Please contact me at _____



Board Report

File #: 2015-1086, **File Type:** Informational Report

Agenda Number: 56.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

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

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

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

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

DISCUSSION

There are nine active construction contracts and five completed contracts, as of June 2015, with the PLA/CCP program requirements.

Project Name:	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/LAX Transit Corridor	Walsh/Shea Corridor Constructors	58.98%	17.91%	10.85%	43.47%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	60.73%	14.77%	10.88%	95.93%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	61.69%	16.33%	8.52%	83.92%
Division 13 CNG Fueling Facility Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Station Refurbishment Project	S.J. Amoroso	55.42%	27.16%	11.11%	22.05%
Universal City Pedestrian Bridge	Griffith Company	30.01%	26.01%	7.95%	38.34%
Westside Subway Extension Advanced Utility Relocation (Fairfax Station)	W.A. Rasic	60.00%	18.82%	7.31%	19.48%
Metro Rail Security Kiosks	Icon-West	46.60%	33.80%	24.49%	100%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	78.11%	14.96%	34.50%	2.07%

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

*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category

Part of Metro's PLA/CCP workforce requirement is the utilization of Disadvantaged workers on the project. One of the nine criteria for a disadvantaged worker is "having a criminal record or other involvement with the criminal justice system". The data shown above is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and were given the opportunity to work in Metro's PLA/CCP project sites.

Currently Active Contracts

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

The contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 58.98%, 17.91% and 10.85%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Disadvantaged Worker and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal and the 6.90% Female Participation goal (2.54%). The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in January of 2017. Staff will continue to work closely with the contractor toward meeting all worker goals for this project. To date, 24.36% of the estimated construction work hours for this project have been performed. No work stoppages have occurred on this contract.

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

The Regional Connector Transit Corridor Project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 60.73%, 14.77% and 10.88% respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Disadvantaged Worker and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal and the 6.90% Female Participation goal (5.10%). This project is still in the design-phase with limited construction activities and attainment is in line with the contractor's submitted Employment Hiring Plan which states that the Apprentice Worker goal will be met in mid-2016. To date, 0.94% of the estimated construction work hours for this project have been performed. No work stoppages or grievances have occurred on this contract.

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

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

contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 61.69%, 16.33% and 8.52%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker and the minority participation goals, but not meeting the 20% Apprentice Worker goal, 10% Disadvantaged Worker goal and the 6.90% Female Participation goal (5.98%). Metro staff issued a Notice of Non-Compliance to the Contractor for the low Apprentice and Disadvantaged Worker percentage attainments and will keep the Board updated on the Contractor's progress. To date, 35.58% of the estimated construction work hours for this project have been performed. No work stoppages or grievances have occurred on this contract.

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

The Division 13 CNG Fueling Facility, Design/Build/Operate project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 67.54%, 20.17% and 60.72%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Apprentice Worker, Disadvantaged Worker, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal (1.69%). To date, 100% of the estimated construction work hours for this project have been performed and is currently in a close-out phase. Final attainments will be reported in the next quarterly report. No work stoppages or grievances have occurred on this contract.

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

The Metro Blue Line Station Refurbishments project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 55.42%, 27.16%, and 11.11%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Apprentice Worker, Disadvantaged Worker, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal (0.30%). To date, 55.22% of the estimated construction work hours for this project have been performed. No work stoppages have occurred on this contract.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 30.01%, 26.01% and 7.95%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Apprentice Worker and the minority participation goals, but not meeting the 40% Targeted Worker goal, 10% Disadvantaged Worker goal and the 6.90% Female Participation goal (1.67%). Metro staff issued a Notice of Non-Compliance to the

Contractor for the low Targeted and Disadvantaged Worker percentage attainments and will keep the Board updated on the Contractor's progress. To date, 67.74% of the estimated construction work hours for this project have been performed. No work stoppages have occurred on this contract.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)

Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation - Fairfax Station project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 60.00%, 18.82% and 7.31%, respectively.

The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker and the minority participation goals, but not meeting the 20% Apprentice Worker goal, 10% Disadvantaged Worker goal and the 6.90% Female Participation goal (1.61%). Metro staff issued a Notice of Non-Compliance to the contractor for the low Apprentice and Disadvantaged Worker percentage attainments and will keep the Board updated on the Contractor's progress. To date, 81.84% of the estimated construction work hours for this project have been performed. No work stoppages have occurred on this contract.

Metro Rail Security Kiosks

Prime: Icon-West

The Metro Rail Security Kiosks project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 46.60%, 33.80%, and 24.49%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Apprentice Worker, Disadvantaged Worker, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal (0.0%). To date, 30.37% of the estimated construction work hours for this project have been performed. No work stoppages or grievances have occurred on this contract.

Westside Extension Project Advanced Utility Relocation (La Cienega)

Prime: Bubalo Construction

The Westside Extension Project Advance Utility Relocation project contractor is currently attaining Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 78.11%, 14.96%, and 34.50%, respectively. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor is currently exceeding the Targeted Worker, Disadvantaged Worker, and the minority participation percentage goals, but not meeting the Apprentice Worker and the 6.90% Female Participation goal (0.82%). To date, 13.06% of the estimated construction work hours for this project have been performed. No work stoppages or grievances have occurred on this contract.

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%

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

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

Westside Subway Extension Advanced Utility Relocation
Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project contractor attained Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 67.47%, 11.12% and 11.08% respectively. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. The Westside Subway Extension Advanced Utility Relocation is now complete, as of the

November 2014. Final Targeted Worker, Disadvantaged Worker, minority participation percentage and the 6.90% Female Participation goals (7.48%) were attained with the exception of the Apprentice Worker goal. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Exploratory Shaft
Prime: Innovative Construction Solutions (ICS)

The Westside Subway Exploratory Shaft project contract attained Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 50.88%, 75.05% and 11.23% respectively. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. The Westside Subway Exploratory Shaft project is now complete, as of the October 2014. Final Targeted Worker, Apprentice Worker, Disadvantaged Worker and the minority participation percentages were attained with the exception of the 6.90% Female Participation goals (0.42%). No work stoppages or grievances have occurred on this contract.

Regional Connector Transit Corridor Advanced Utilities Relocation
Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project contractor attained Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 51.61%, 21.37% and 22.83% respectively. This contract was terminated for convenience in April 2015 and is now closed. Final reporting shows that the Targeted Worker, Apprentice Worker, Disadvantaged Worker and the minority participation goals were attained with the exception of the 6.90% Female Participation goal (2.57%).

CNG Emergency Generator Division 7 and 8
Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project contractor attained Targeted Worker, Apprentice Worker and Disadvantaged Worker percentages of 46.42%, 25.51% and 39.08%, respectively. The attainment for the 20% Apprentice worker is based on total apprentice-able hours. The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows that the Targeted Worker, Apprentice Worker, Disadvantaged Worker and the minority participation percentage goals were attained with the exception of the 6.90% Female Participation goal (4.68%). No work stoppages or grievance have occurred on this project.

FEMALE UTILIZATION UPDATE:

At the July 2015 Board Meeting, Director Dupont-Walker requested a female utilization participation

report on Metro's PLA/CCP projects to track improvements. Shown below is a chart of female utilization percentages on active PLA/CCP projects within the last three months.

Project Name:	Prime Contractor:	Executive Order 11246 (6.90% Female Participation)		
		Female Utilization (%) April 2015	Female Utilization (%) May 2015	Female Utilization (%) June 2015
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	2.66%	2.64%	2.54%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	4.34%	4.29%	5.10%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	3.05%	3.73%	5.98%
Division 13 CNG Fueling Facility Design/Build/Operate	Clean Energy	1.69%	1.69%	1.69%
Metro Blue Line Station Refurbishment Project	S.J. Amoroso	0.48%	0.48%	0.30%
Universal City Pedestrian Bridge	Griffith Company	2.18%	1.86%	1.67%
Westside Subway Extension Advanced Utility Relocation (Fairfax Station)	W.A. Rasic	0.84%	1.21%	1.61%
Metro Rail Security Kiosks	Icon-West	Project has not started	0.00%	0.00%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	Project has not started	Project has not started	0.82%

In an effort to increase female participation within Metro's PLA/CCP projects, staff is currently coordinating the following efforts.

- Metro has convened a taskforce to develop strategies, and outreach activities to highlight the need for women in the construction industry, with emphasis on the opportunities and assistance that is available. The taskforce membership includes: LA/OC Building Trade Council Executive Secretary, Ron Miller, IBEW Vice President Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), National Association of Women Business Owner (NAWBO), National Association of Women in Construction (NAWIC), Women's Transportation Seminar (WTS), Prime Contractors, Jobs Coordinators and others.

- Metro staff has convened a Women Build LA Committee to develop a Pre-Apprenticeship training program in conjunction with Los Angeles Trade Technical College. The most recent meeting held on August 14, 2015 included the Vice President of Los Angeles Trade Technical College, Prime Contractor representatives and Metro staff.
 - Prime Contractors have committed to assist in providing employment opportunities to graduates of this Pre-Apprenticeship training program.
 - The 1st Pre-Apprenticeship training program is scheduled to take place in October 2015
 - Recruitment for this training program will be focused primarily on women interested in starting a career in the construction industry.

Staff will report to the Board on the developments of this program.

PILOT LOCAL HIRE INITIATIVE

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

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

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

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

Metro must obtain DOT and FTA approval to use the Local Hire Pilot program on its Rolling Stock projects. Metro requested approval from the DOT and FTA on March 30, 2015, to use the Pilot program on its Rolling Stock procurements and is awaiting a formal decision. In the meantime Metro has issued three solicitations for the New Heavy Rail Vehicle and two rail car Overhaul procurements for the A-650 Red Line Car and the P2000 Blue Line Car, which all contain the Pilot Local Hire Initiative.

If DOT approval is not granted to Metro to use the Pilot Local Hire Program on Metro's Rolling Stock projects, Metro intends to amend all three solicitations to apply the FTA approved U.S. Employment Program that was successfully implemented on the P3010 Light Rail Vehicle Contract.

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

OUTREACH

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

- Updated Metro's Federal Legislative Programs to request more stringent rules and local enforcement capabilities regarding employment of women and under-represented minorities in construction.
- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.
- Presentation at the Los Angeles County Jail on Metro's PLA/CCP workforce initiatives held on June 2, 2015.
- "10,000 Strong" Veterans Career Summit held on July 14, 2015.
- Flintridge Center Apprenticeship Preparatory Graduation Ceremony held on August 6, 2015.
- 3rd Annual Veterans Economic Summit Job Fair held on August 7, 2015.
- Inaugural Career and Resources Fair for Veterans held on August 21, 2015.

NEXT STEPS

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

ATTACHMENTS

- A. PLA/CCP Report, Data Through June 2015

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

Victor Ramirez, Interim Executive Officer, Vendor & Contract
Management, (213) 922-1059


Keith Compton, Director, PLA/CCP

Compliance & Administration, (213) 922-2406

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

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

Reviewed by: Stephanie Wiggins, Deputy Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

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

Report Data Through June 2015 Reporting
Period

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime:

Walsh/Shea

Report Data Through June 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
730,874.74	58.98%	17.91%	10.85%
Percentage Project Complete Based on Worker Hours: 24.36%			

Based on Total Apprenticable Work Hours

(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%
730,874.74	16.64%	0.96%	22.82%	54.80%	1.26%	3.52%	73.66%	2.54%



*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 June 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
30,735.95	60.73%	14.77%	10.88%
Percentage Project Complete Based on Worker Hours: 0.94% <small>Based on Total Apprenticeship Hours</small> (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%
30,735.95	9.34%	1.02%	25.78%	60.77%	0.00%	3.09%	71.13%	5.10%

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



Metro

MRL/MOL North Hollywood Station West Entrance

PLA Targeted New Worker Data Attainment 2015 Prime: Skanska

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
18,857.00	61.69%	16.33%	8.52%
Percentage Project Complete Based on Worker Hours: (rounded)	35.58% <small>Based on the Apprenticeshipable Work Hours</small>		

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%
18,857.00	6.98%	0.08%	20.23%	71.96%	0.00%	0.75%	79.02%	5.98%

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



Metro

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment, Prime: Clean Energy

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%	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

Metro Blue Line Station Refurbishments

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

Report Data Through June 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
40,779.75	55.42%	27.16%	11.11%
Percentage Project Complete Based on Worker Hours: 55.22%	(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%
40,779.75	19.83%	1.44%	20.98%	57.74%	0.00%	0.00%	79.01%	0.30%

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



Metro

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith

Company

Report Data Through June 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
20,100.00	30.01%	26.01%	7.95%
Percentage Project Complete Based on Worker Hours: 67.74% (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%
20,100	8.38%	2.87%	32.13%	55.88%	0.04%	0.71%	67.17%	1.67%

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



Metro

Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment Report Data Through June 2015 Prime: W.A. Rasic

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
28,018.00	60.00%	18.82%	7.31%
Percentage Project Complete Based on Worker Hours: 81.84%	(rounded)		

Executive Order 11246 Demographic

Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
28,018.00	8.33%	0.01%	13.75%	77.79%	0.00%	0.11%	86.13%	1.61%

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



Metro

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through June 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,666.25	46.60%	33.80%	24.49%
Percentage Project Complete Based on Worker Hours: 30.37%	(rounded)		

Executive Order 11246 Demographic

Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,665	58.09%	1.20%	20.18%	15.54%	3.81%	1.17%	78.64%	0.00%

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



Metro

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment Report Data Through June 2015 Prime: Bubalo Construction

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,917.00	78.11%	14.96%	34.50%
Percentage Project Complete Based on Worker Hours: 13.06%	(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%
3,917.00	0.28%	0.00%	7.21%	92.51%	0.00%	0.00%	92.79%	0.82%

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



Metro

Crenshaw/LAX Advanced Utilities Relocation

Report Date Through Oct 31, 2014 (FINAL)
 PLA Targeted Worker Attainment: Prime:

Metrobuilders

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.								



Metro

** Total Apprenticable Cumulative Hours as Reported by Prime Contractor

Westside Subway Extension Advanced Utilities

PLA Targeted Date Through November 2014 (FINAL)
 Report Date Through November 2014 Prime:

Metrobuilders

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
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%
37,776	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



Metro

*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 Report Data Through October 2014 (FINAL) Prime: Innovative

Constructive 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.



Metro

** Total Apprenticable Cumulative Hours as Reported by Prime Contractor

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment (FINAL) Report Data Through May 2015

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%	39.08%
Percentage Project Complete Based on Worker Hours: 100.00% <small>(rounded) (Based on 3,289.50 Apprenticeable Work Hours)</small>			

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.



Metro

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%	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%
58,900	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.



Metro



Board Report

File #: 2015-1358, **File Type:** Informational Report

Agenda Number: 57.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2015

SUBJECT: STATE AND FEDERAL LEGISLATIVE REMARKS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on **State and Federal Legislative Remarks**.

DISCUSSION

This report was prepared on September 3, 2015 and will be updated with more current information at the Executive Management Committee meeting.

Special Session Continues to Consider Proposed Transportation-Related Measures*

Debates on the transportation funding proposals continue in the first extraordinary session of the State Legislature. Pursuant to Board direction, staff has continued to advocate that transit state of good repair needs be addressed in the special session and to advocate for authority for Metro to pursue public private partnerships.

Earlier this month a coalition of legislators (State Senators Jerry Hill and Ben Allen and Assemblymembers Adrin Nazarian, David Chiu, and Richard Bloom), transit stakeholders, unions, and environment advocates to urge passage of two bills (SBX17 & SBX18) that combined would provide over \$600 million annually for critically needed public transit funding in California. The State Senate Transportation and Infrastructure Development Committee voted to approve SBX17 - Diesel Sales Tax Increase & SBX18 - Cap and Trade Adjustment. The coalition urged the State Assembly to also consider similar measures before that body: ABX17 - Cap and Trade Adjustment & ABX18 - Diesel Sales Tax Measure. In addition, Assembly Member Nazarian introduced AB 1X 12 which would authorize Metro to pursue public private partnerships on the state highway system.

The Legislature is scheduled to finish this year's session on Friday, September 11, 2015.

Metro's Orange Line Improvement Legislation Moves Forward *

AB 726 (Nazarian) is Metro's sponsored bill which would authorize us to operate up to 82 foot buses on the Metro Orange Line route in Los Angeles County. AB 726 is now at the Senate Desk to be scheduled for a Floor vote soon.

Assembly to Approve Metro's Sales Tax Legislation*

SB 767 (De Leon) is Metro's sponsored bill which authorizes Metro to place a sales tax measure on a future ballot is currently pending in the Assembly.

*Comments will be updated at Committee meeting.

This report was prepared on September 3, 2015 and will be updated with more current information at the Executive Management Committee meeting next month.

Chairman Ridley-Thomas and members of the committee, I am pleased to provide an update on a number federal transportation issues.

Surface Transportation Authorization Bill:

On July 30, 2015 the U.S. Senate passed a six-year transportation authorization bill called the Developing a Reliable and Innovative Vision for the Economy Act or DRIVE Act - H.R. 22. The total bill costs approximately \$361 billion over six-years, however the Senate's version only provided for roughly half or 3 years of the funding needed to reach the six year mark. Over six years, the bill provides 11.4% growth for highway program funding and 15.4% growth for transit programs.

The DRIVE Act provides a marker for the U.S. House of Representatives to return to Washington, DC in September and mark-up their own transportation bill that can then be conferenced with the Senate's version. As H.R.22 represents the most substantial federal policy proposal to pass either branch of Congress in three years, I want to summarize the bill for members of this Board Committee.

The DRIVE Act would, if adopted into federal law:

- Establish a formula freight program based on a state's total freight miles compared to the national number of freight miles and allow for those funds to be used on intermodal projects that would improve the movement of goods. This program could potentially be a good source of funds for any freight related congestion improvement projects on the I-710 or any of Los Angeles Counties designated freight corridors.
- The DRIVE Act Creates an Assistance for Major Projects Discretionary Grant Program which would benefit projects of regional and national significance that are eligible under Title 23. Funding is approximately \$300 million per year.
- With respect to the New Starts Pilot Program - the DRIVE Act would establish a pilot program to expedite the delivery of projects seeking minimum federal participation. The pilot program will

receives a set-aside of between \$276 million and \$311 million per year of the CIG authorization.

- For the Bus and Bus Facilities program, the DRIVE Act would establish a discretionary grant program in addition to the current formula program that would provide further flexibility for use of these funds.
- On Positive Train Control, the DRIVE ACT would provide \$199 million for the installation of Positive Train Control systems nationwide. The grant funds could be used for credit-risk premiums on a RRIF loan. Also included in the legislation is a change in the deadline for railroads to implement a Positive Train Control Systems. The policy change requires railroads to submit a plan that will then be approved by the Secretary of Transportation. The Secretary would be able to review each plan to enforce implementation no later than December 31, 2018.
- With respect to Innovative Procurement, the DRIVE Act seeks to create a new regulation that allows for contracts to purchase rolling stock and related equipment for multiple participants.
- On Buy America, the DRIVE Act increases the Buy America requirement on rolling stock from 60% to 70% (incrementally) by 2020.
- The DRIVE Act reduced funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) and stipulated that TIFIA funds from prior years will not be redistributed to other programs. Due to low participation nationally, reduced funding for the program will not impact Metro's ability to secure future TIFIA loans. Additionally, transit oriented development projects were added to eligible expenses in the TIFIA program.

We will continue to closely track congressional efforts to adopt a new surface transportation authorization bill. Among the key issues we will be working on is advancing specific issues identified in our Board-approved 2015 federal legislative program, including but not limited to, ensuring full funding for a national freight program, reforming federal Local Hire rules, enhancing federal P3 regulations, and bolstering the federal New Starts and TIGER grant programs.

PEPRA/13(c)

Last month, we were pleased that the U.S. Department of Labor (DOL) certified four Federal Transit Administration (FTA) grants for our agency that had been withheld due to 13(c) objections filed by labor unions in response to the California Public Employee's Pension Reform Act (PEPRA). In May 2015, DOL sent notifications to California transit agencies stating that the Department would certify grants if the agencies agreed to certain new conditions. Pursuant to Board direction, Metro accepted DOL's new conditions subject to qualifications and clarifications. The four grants certified total approximately \$45 million and are programmed for the Crenshaw/LAX Transit Corridor Project (\$24 million), Rail Preventive Maintenance (\$7.1 million), Eastside Access Project (\$11.8 million) and Innovative Platform Track Intrusion Detection System Project (\$1.7 million). This is welcome news because we anticipated that another \$280 million in federal grants scheduled to be received by year's end would be delayed due to the PEPRA/13(c) issue. We now expect to receive all of Metro's federal grant funds without further delay. We anticipate that other transit agencies will pursue further litigation against DOL related to the PEPRA/13(c) issue, but our acceptance of the new DOL grant

conditions will allow our federal grant funds to continue to flow during such litigation.

Fiscal Year 2016 Appropriations Process:

We are working with House and Senate appropriators to ensure that our New Starts projects again receive funding, consistent with their pre-existing Full Funding Grant Agreements, in the Fiscal Year 2016 transportation spending measures. We are also working to ensure that Congress fully funds Section 2 of the Purple Line Extension, which was recommended for a Full Funding Grant Agreement in the President's Fiscal Year 2016 Budget. It is our hope to secure over \$200 million in New Starts funding during this Federal Fiscal Year - which is about three times more than our historical average of securing New Starts funds.

America Fast Forward Transportation Bond Initiative:

We are very pleased that over 250 Chambers of Commerce from around the nation have endorsed our America Fast Forward Transportation Bonds initiative - along with hundreds of Mayors. We continue to work with House and Senate members, from Los Angeles County and elsewhere, to embed this innovative finance tool in either the next surface transportation bill or in a tax reform package that Congress may consider later this year.

Local Hire - Appropriations and Authorization Tracks:

During the 113th Congress we worked closely with Congresswoman Karen Bass (D-CA) on our Board-adopted Local Hire initiative. Thankfully, Congresswoman Bass successfully included language reforming federal Local Hire rules in the omnibus spending bill (H.R. 83) adopted during the very last days of the congressional session. The language, in part, allows for local hiring for transportation projects using Federal Fiscal Year 2015 funds. In September of 2011, our Board of Directors amended our America Fast Forward initiative to include reforming federal Local Hire rules as a major goal for our agency.

At present, we are working closely with the U.S. Department of Transportation and Members of Congress, like Congresswoman Bass and senior Transportation and Infrastructure Committee member - Congresswoman Grace Napolitano (D-32), to advance this issue. Our ultimate goal is to include reforms to current Local Hire rules in the next long-term surface transportation authorization bill.

Earlier this year, the Obama Administration announced that they will be launching a one year pilot program to permit local hiring for projects funded through FHWA and FTA. Metro has submitted a letter of support for this program to USDOT and looks forward to being a leading participant in the Obama Administration's one year pilot program - for construction projects and rolling stock as well.

TIGER

Earlier this year, United States Department of Transportation Secretary Anthony Foxx announced that \$500 million will be made available under the Transportation Investment Generating Economic

Recovery (TIGER) competitive grant program. TIGER grants are for capital transportation projects that will have a significant impact on the nation, a region, or metropolitan area. Grant awards in a single state, for projects in both urban and rural areas, cannot exceed a combined total of \$125 million. Last year, the average grant for projects in urban areas was about \$14 million.

TIGER is a highly competitive discretionary grant program that supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. Since 2009, the TIGER grant program has provided a combined \$4.1 billion to 342 projects in all 50 states, the District of Columbia and Puerto Rico. Demand has been overwhelming, and during the previous six rounds, the Department received more than 6,000 applications requesting more than \$124 billion for transportation projects across the country.

Two Metro projects were selected for a funding award last year for a combined total of about \$22 million. In fact - Metro received the two largest TIGER grants awarded in the State of California last year - \$10.3 million for the Rosa Parks Station enhancement project and \$11.8 million for the Eastside Access improvement project.

This year, Metro is seeking a \$21.3 million federal TIGER grant for our Rail to Rail Active Transportation Corridor Connector Project. This project is an innovative 6.4 mile long corridor project that will convert a rail right-of-way to an active transportation corridor that will facilitate opportunities for improved access to major transit facilities, both locally and regionally. Metro is also seeking a \$10.3 million federal TIGER grant for our All-Door Bus Boarding Project. This is a smartly designed project that will significantly improve bus boarding times, enhance on-time performance and reduce bus bunching of Metro buses.

We will continue to coordinate closely with Board members, members of the Los Angeles County Congressional Delegation and key stakeholders to increase our prospects for securing TIGER grants for these worthwhile projects.

Conclusion:

Chairman Ridley-Thomas and members of the committee, thank you for your attention to the issues addressed in this report. This concludes my remarks before the committee. I would very much welcome the opportunity to respond to any questions members of the committee may have on this update or any other matter.

ATTACHMENTS

Attachment A - State and Federal Legislative Matrix

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

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



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p>AB 2 (Alejo) D-Parajo and Salinas Valley</p> <p>Community revitalization authority.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	<p>Monitor</p>	<p>4/23/2015-A. AP PR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p>AB 4 (Linder) R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p>	<p>Monitor</p>	<p>1/16/2015-A. TR ANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 6 (Wilk) R</p> <p>Bonds: transportation: school facilities.</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 \$9 billion in general obligation bonds 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 construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 8 (Gatto) D</p> <p>Emergency services: hit-and-run incidents.</p>	<p>Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.</p>	<p>Monitor</p>	<p>3/24/2015-A. PU B. S. 3/24/2015-From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on PUB. S.</p>
<p>AB 21 (Perea) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>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 requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>1/16/2015-A. NA T. RES. 4/13/2015-In committee: Hearing postponed by committee.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 23 (Patterson) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 24 (Nazarian) D</p> <p>Transportation network companies: public safety.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re-referred to Com. on TRANS.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 28 (Chu) D</p> <p>Bicycle safety: rear lights.</p>	<p>Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-Re- referred to Com. on TRANS.</p>
<p>AB 33 (Quirk) D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>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 requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	<p>Monitor</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Re- referred to Com. on NAT. RES.</p>

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 156 <u>Perea D</u></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. AP PR. 4/20/2015-Re- referred to Com. on APPR.</p>
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Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix

<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>
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<p>AB 210 <u>Gatto D</u></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.</p>	<p>OPPOSE</p>	<p>4/15/2015-A. AP PR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.</p>
<p>AB 227 <u>Alejo D</u></p> <p>Transportation funding.</p>	<p>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.</p>	<p>SUPPORT</p>	<p>4/16/2015-A. BUDGET 4/16/2015-Referred to Com. on BUDGET.</p>

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<p>AB 318 <u>Chau D</u></p> <p>Lost money and goods: restoration to owner.</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/15/2015-A. AP PR. 4/15/2015-Re-referred to Com. on APPR.</p>
<p>AB 326 <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. L. & E. 4/22/2015-Re-referred to Com. on L. & E.</p>
<p>AB 338 <u>Hernández, Roger D</u></p> <p>County transportation commissions: Los Angeles County.</p>	<p>The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.</p>	<p>OPPOSE</p>	<p>4/23/2015-A. TR ANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.</p>

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<p>AB 457 Melendez R High-occupancy vehicle lanes.</p>	<p>Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p>AB 464 Mullin D Transactions and use taxes: maximum combined rate.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.</p>	<p>Monitor</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>
<p>AB 471 Harper R Employment.</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	<p>Monitor</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>
<p>AB 518 Frazier D Department of Transportation.</p>	<p>Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>3/5/2015-A. TRA NS. 3/5/2015-Referred to Com. on TRANS.</p>

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<p>AB 584 <u>Cooley D</u></p> <p>Public employee retirement systems.</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	<p>Monitor</p>	<p>4/8/2015-A. RLS 4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.</p>
<p>AB 620 <u>Hernández, Roger D</u></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>3/9/2015-A. TRA NS. 3/9/2015- Referred to Com. on TRANS.</p>

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<p>AB 726 <u>Nazarian D</u></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	<p>SPONSOR</p>	<p>4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>
<p>AB 754 <u>Ridley-Thomas D</u></p> <p>Taxation.</p>	<p>The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.</p>	<p>SUPPORT</p>	<p>2/25/2015-A. PRINT 2/26/2015-From printer. May be heard in committee March 28.</p>

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<p>AB 755 Ridley-Thomas D</p> <p>Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.</p>	<p>Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.</p>	<p>SPONSOR</p>	<p>5/14/2015-A. REV. & TAX SUSPENSE FILE 5/14/2015-Referred to Com. on REV. & TAX.</p>
<p>AB 779 Garcia, Cristina D</p> <p>Environmental quality: transit priority areas.</p>	<p>(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.</p>

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<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>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 from the auction or sale of allowances 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, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-A. NA T. RES. 4/16/2015-Re- referred to Com. on NAT. RES.</p>
<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/14/2015-A. AP PR. 4/14/2015-Re- referred to Com. on APPR.</p>

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<p>AB 877 <u>Chu D</u></p> <p>Transportation.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/6/2015-Re- referred to Com. on TRANS.</p>
<p>AB 914 <u>Brown D</u></p> <p>Toll facilities: County of San Bernardino.</p>	<p>Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/9/2015-A. TRA NS. 4/9/2015-Re- referred to Com. on TRANS.</p>

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<p>AB 952 <u>Garcia,</u> <u>Cristina D</u></p> <p>Local government: cities: special districts: governing boards: vacancies.</p>	<p>Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.</p>
<p>AB 1068 <u>Allen,</u> <u>Travis R</u></p> <p>California Environmental Quality Act: priority projects</p>	<p>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 authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/19/2015-A. NA T. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>

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<p>AB 1087 <u>Grove R</u></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>
<p>AB 1098 <u>Bloom D</u></p> <p>Transportation: congestion management.</p>	<p>Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRA NS. 4/16/2015-In committee: Hearing postponed by committee.</p>
<p>AB 1138 <u>Patterson R</u></p> <p>High-speed rail: eminent domain</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>4/20/2015-A. TR ANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>

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<p>AB 1171 <u>Linder R</u></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. TR ANS. 4/22/2015-Re- referred to Com. on TRANS.</p>
<p>AB 1250 <u>Bloom D</u></p> <p>Vehicles: buses: gross axle weight</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	<p>Monitor</p>	<p>4/20/2015-S. RL S. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.</p>
<p>AB 1265 <u>Perea D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>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 delete obsolete cross-references and make technical changes to these provisions.</p>	<p>SUPPORT</p>	<p>4/14/2015-A. AP PR. 4/14/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.</p>

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<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.</p>
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>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 provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Monitor</p>	<p>4/6/2015-A. TRANNS. 4/20/2015-In committee: Hearing postponed by committee.</p>
<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.</p>		

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<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>		
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		

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<p>ABX1 5 Hernández, Roger D</p> <p>Income taxes: credits: low-income housing: farmworker housing assistance.</p>	<p>Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.</p>		
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.</p>		
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		

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<p>SB 1 (Gaines) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>
<p>SB 5 (Vidak) R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>1/15/2015-S. E. Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>

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<p>SB 8 (Hertzberg) D</p> <p>Taxation.</p>	<p>The Sales and Use Tax Law imposes 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. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.</p>	<p>Monitor</p>	<p>2/19/2015-S. G. & F. 2/19/2015-Re-referred to Com. on GOV. & F.</p>
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<p>SB 9 (Beall) D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	<p>WORK WITH AUTHOR</p>	<p>4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATION S, GOMEZ, Chair</p>
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<p>SB 16 (Beall) D</p> <p>Department of Transportation.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</p>	<p>SUPPORT</p>	<p>4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>8/17/2015 #38 SENATE SENATE BILLS-THIRD READING FILE</p>
<p>SB 29 (Beall) D</p> <p>Employment: sick leave.</p>	<p>Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>4/15/2015-S. AP PR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 32 (Pavley) D</p> <p>California Global Warming Solutions Act of 2006: emissions limit</p>	<p>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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and 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 approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.</p>	<p>Monitor</p>	<p>3/16/2015-S. E. Q. 4/10/2015-Set for hearing April 29.</p>

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<p>SB 39 (Pavley) D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.</p>
<p>SB 59 (Knight) R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.</p>	<p>Monitor</p>	<p>1/15/2015-S. RL S. 1/15/2015-Referred to Com. on RLS.</p>
<p>SB 64 (Liu) D</p> <p>California Transportation Plan.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</p>	<p>Monitor</p>	<p>1/15/2015-S. T. & H. 4/14/2015-Set for hearing April 28.</p>

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<p>SB 122 (Jackson) D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.</p>	<p align="center">Monitor</p>	<p>4/20/2015-S. AP PR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.</p>	<p align="center">Monitor</p>	<p>4/7/2015-S. T. & H. 4/7/2015-Re-referred to Coms. on T. & H. and E.Q.</p>
<p>SB 194 Cannella R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	<p align="center">Monitor</p>	<p>2/19/2015-S. RL S. 2/19/2015-Referred to Com. on RLS.</p>

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<p><u>SB 207</u> <u>Wieckowski</u> D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>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 the auction or sale of allowances 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. 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. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>
<p><u>SB 254</u> <u>Leyva D</u></p> <p>Transit districts: ordinances.</p>	<p>Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

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<p><u>SB 321</u> <u>Beall D</u></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/23/2015-S. AP PR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><u>SB 348</u> <u>Galgiani D</u></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.</p>

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<p>SB 350 <u>De León D</u></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.</p>	<p>Monitor</p>	<p>4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>
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<p><u>SB 391</u> <u>Huff R</u></p> <p>Assault and battery: transit employees.</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/21/2015-S. PU B. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>
<p><u>SB 413</u> <u>Wieckowski D</u></p> <p>Public transit: prohibited conduct.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Work with Author</p>	<p>4/16/2015-S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATION S, GOMEZ, Chair</p>
<p><u>SB 461</u> <u>Hernandez D</u></p> <p>Toll bridges and facilities: funds.</p>	<p>Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into</p>	<p>Monitor</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on</p>

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	<p>a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.</p>		<p>APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>
<p><u>SB 491</u> Committee on Transportation and Housing Transportation: omnibus bill.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>

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<p><u>SB 508</u> <u>Beall D</u></p> <p>Transit operations: financial requirements.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>3/12/2015-S. T. & H. 4/2/2015-Set for hearing May 5.</p>
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<p>SB 516 Fuller R</p> <p>Transportation: motorist aid services.</p>	<p>Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.</p>	<p align="center">Monitor</p>	<p>4/21/2015-S. T. & H. 4/21/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>
<p>SB 529 Pan D</p> <p>Public transit.</p>	<p>Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.</p>	<p align="center">Monitor</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>

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<p><u>SB 599</u> <u>Mendoza D</u></p> <p>Employment: public transit service contracts.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	<p>Monitor</p>	<p>4/20/2015-S. AP PR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>
<p><u>SB 767</u> <u>De León D</u></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	<p>SUPPORT</p>	<p>4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>
<p><u>SCA 5</u> <u>Hancock D</u></p> <p>Local government: special taxes: voter approval.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Monitor</p>	<p>4/7/2015-S. G. & F. 4/7/2015- Referred to Coms. on GOV. & F., E. & C.A., and APPR.</p>

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<p>SBX1 1 Beall D</p> <p>Transportati on funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>		<p>7/14/2015-S. T. & I.D. 7/14/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>		<p>6/30/2015-S. T. & I.D.</p>
<p>SBX1 3 Vidak R</p> <p>Transportati on bonds: highway, street, and road projects.</p>	<p>Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds 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.</p>		<p>7/1/2015-S. T. & I.D.</p>
<p>SBX1 4 Beall D</p> <p>Transportati on funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>		<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>

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<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>		<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures</p>	<p>Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.</p>		<p>7/13/2015-S. T. & I.D. 7/14/2015-From printer.</p>
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>		<p>7/16/2015-S. PRINT 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>

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<p>SBX1 9 Moorlach R</p> <p>Department of Transportation</p>	<p>Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 11 Berryhill R</p> <p>California Environmental Quality Act: exemption: roadway improvement</p>	<p>CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>

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<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>		<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>		<p>7/8/2015-S. T. & I.D. 7/8/2015-Re- referred to Com. on T. & I.D.</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>

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<p>SRX1 1 De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>		<p>6/30/2015-S. ADOPTED 6/30/2015- Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>
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FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 3620 Bass D</p>	<p>Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.</p>	<p>January 2014 - SUPPORT</p> <p>Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and</p>

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		Hazardous Materials
H.R. 680 Blumenauer D	<p>Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024.</p> <p><i>Board previously supported HR 3636 bill last session.</i></p>	<p>May 2015 - SUPPORT</p> <p>Referred to the House Committees on Ways and Means and House Transportation and Infrastructure</p>
H.R. 935 Hahn D-CA	<p>Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund.</p> <p><i>Board previously supported HR 5101 bill last session.</i></p>	<p>May 2015 - SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Rail, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 990 King R-NY	<p>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</p>	<p>May 2015 - SUPPORT</p> <p>House Ways and Means Committee</p>
H.R. 1308 Lowenthal D-CA	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 - SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee</p>

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		<p>on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	<p>May 2015 - OPPOSE</p> <p>House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1551 Sanford R-SC	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	<p>May 2015 - OPPOSE</p> <p>House Ways and Means Committee</p>
H.R. 2485 Torres D-CA	The Regional Infrastructure Accelerator Act of 2015 would , if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	<p>June 2015 - SUPPORT</p> <p>Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee</p>
H.R. 2495	The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an	June 2015 -

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

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<p>S. 1006 (Feinstein-D-CA)</p>	<p>Extend the national deadline to implement Positive Train Control by one year</p>	<p>MAY 2015 - SUPPORT Senate Commerce, Science and Transportation Committee</p>
<p>Omnibus Appropriations Bill For Fiscal Year 2015</p>	<p>A short-term continuing resolution (CR), <u>H.J. Res. 124</u>, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014.</p> <p>The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of \$1.012 trillion.</p>	<p>Signed by President, September 19, 2014</p> <p>U.S. Senate and House passes H.J. Res 124 on September 18, 2014</p>
<p>Moving Ahead For Progress In The 21st Century</p> <p>Surface Transportation Authorization Bill</p>	<p>MAP-21</p> <ul style="list-style-type: none"> • 27 month bill - expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • Total Funding: \$105 Billion <ul style="list-style-type: none"> o Highway Funding: \$39.7 Billion in FY13 and \$40 Billion in FY14 o Transit Funding: \$10.5 Billion in FY13 and \$10.7 Billion in FY14 • Includes America Fast Forward Innovative Financial Provision (TIFIA) <ul style="list-style-type: none"> o Does not include Qualified Transportation Improvement Bonds (QTIB) <p>H.R. 5021 passed both Chambers and provides approximately \$10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.</p>	<p>July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015</p> <p>July 6, 2012 Signed by President into law</p>
<p>Obama Administration Proposal</p> <p>Generating Renewal, Opportunity, and Work with Accelerated Mobility,</p>	<p>Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, \$302 billion surface transportation reauthorization bill.</p> <p>The proposal includes:</p> <ul style="list-style-type: none"> • \$199 billion for highways <ul style="list-style-type: none"> o \$92.1 billion for the National Highway Performance Program o \$13.6 billion for "critical immediate investments" • \$72 billion for transit 	<p>Introduced - April 29 2014</p>

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<p>Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act</p>	<ul style="list-style-type: none"> o \$11 billion for Capital Investment Grants o \$2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • \$5 billion for the TIGER program (\$1.25 billion per year – an increase of more than 100 percent over current levels) • \$19 billion in dedicated funding for rail programs • \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • \$4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • \$1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative <ul style="list-style-type: none"> o \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions o \$245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations • \$10 billion for a multi-modal freight program • \$7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety. 	
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**Board Report**

File #: 2015-1088, **File Type:** Informational Report

Agenda Number: 58.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: METRO INVOLVEMENT IN AFFORDABLE HOUSING

ACTION: RECEIVE AND FILE

RECEIVE AND FILE status update on **Metro involvement in Affordable Housing and Small Business Loan Fund.**

DISCUSSION

In March of this year, the Metro Board of Directors approved a motion (Attachment A) directing staff to report back on several actions that support affordable housing creation and preservation around transit. Two of those actions were implemented through amendments to the Metro Joint Development (JD) Policy, authorized in July of this year. The status of the remaining items is addressed herein and include:

- Development of Memoranda of Understanding with local municipalities
- Creation of a residential TAP program for residents of affordable housing units in Metro joint developments
- Pursuit of a collaborative Transit Oriented Affordable Housing and Small Business Loan Fund.

Background/Nexus

As Metro transportation investments expand, the potential exists for land values to increase near transit, making it more difficult for low income residents and businesses to locate near Metro. If rising rents push small businesses farther from transit, patrons and employees of businesses will be less likely to take transit. A large portion of Metro ridership is made up of lower-income, transit dependent patrons. In keeping with federal and state guidance surrounding greenhouse gas emissions reductions strategies and in order to preserve and increase ridership, the Board directed that the following actions be taken.

- Amend the Metro Joint Development Policy to establish an affordable housing goal and to allow for land discounting for affordable housing developments.
- Develop Memoranda of Understanding with local municipalities
- Negotiate terms and conditions for Metro's participation in a collaborative Transit Oriented Affordable Housing and Small Business Loan Fund.
- Establish a residential TAP program for residents of affordable housing units in Metro joint developments

Amendments to Joint Development Policy

In the July 2015 meeting of the Metro Board of Directors, the Board authorized amendments to the Metro Joint Development Policy. The amendments make the following key policy changes:

- Establish a 35% portfolio-wide goal for affordable units as a proportion of all housing units in the joint development portfolio.
- Grant Metro the authority to discount its land at a rate proportionate to the percentage of affordable housing units included in the project
- Define affordable housing as covenant-controlled affordable housing for residents earning 60% of the area median income (AMI) or less
- Codify a robust community outreach process that collaborates with local jurisdictions to inform all joint developments
- Extend the Exclusive Negotiation Agreement (ENA) period to allow time for California Environmental Quality Act (CEQA) requirements to be met (per Save Tara court decision)

The updated policy is being concurrently reviewed by the Federal Transit Administration (FTA). Additional edits to the policy are being made to reflect input from the FTA. Upon receipt of official concurrence from the FTA, Metro staff will incorporate non-substantive FTA's revisions to the Joint Development Policy. Any substantive revisions will be brought back to the Board.

Memoranda of Understanding with Local Jurisdictions

Staff has prepared an initial draft of a Memorandum of Understanding (MOU) for negotiation with the City of Los Angeles. Staff has met with the City of Los Angeles to discuss the MOU and will continue to discuss the terms with the City. Upon agreement with the City of Los Angeles, staff will return to the Board requesting authority to execute the MOU. The basic parameters of the MOU are likely to be as follows:

Metro Responsibilities:

- Metro shall consider affordable housing on joint development sites within the City are feasible and logical
- Metro shall consider discounting land for the purpose of helping to finance affordable housing consistent with Board and FTA policy
- Metro shall collaborate with the City on Cap and Trade project applications
- Metro shall share data regarding affordable housing

City Responsibilities (proposed by Metro):

- City shall seek to prioritize Metro joint development affordable housing projects in their funding pipeline
- City shall seek to provide permitting fast tracking for Metro affordable housing projects when

possible

- City shall work to reduce parking requirements for projects near transit
- City shall work to prioritize affordable housing near transit in planning documents
- City shall encourage first last mile projects near affordable housing sites served by transit
- City shall share data regarding affordable housing

Metro staff has also had discussions with the Cities of Inglewood and Duarte and the County of Los Angeles regarding potential MOUs. Upon finalization of the MOU with the City of Los Angeles, staff will bring the MOU to the Board for approval. Staff will then proceed with discussions in the remaining jurisdictions in which joint development sites are located and work with those jurisdictions, using the City of Los Angeles MOU as a starting point to create similar MOUs tailored to the needs of each jurisdiction.

Affordable Housing and Small Business Loan Fund - "Transit Oriented Community Investment Fund"

The Board has authorized the use of up to \$10 million over five years for the creation of an affordable housing and small business loan fund. Staff proposes the fund be branded the "Transit Oriented Community Investment Fund." Because of the varying administrative realities of loan funds for affordable housing versus small business, two separate funds may be useful for the purposes of accounting, while keeping both under the same umbrella of the Transit-Oriented Community Investment Fund and coordinated throughout.

Staff has been collaborating with a consortium of affordable housing organizations, first in the research of the state of affordable housing near transit and funding opportunities and gaps that exist for equitable TOD, and then in the development of the design of a potential loan fund. The affordable housing community has prepared a proposal of how an affordable housing portion of the investment fund could be structured, levered and administered. Discussions continue to flesh out the proposal.

Staff has also met with several small business organizations and lenders to conceptualize a transit-oriented loan fund that would stabilize and incentivize small businesses near transit. These organizations have been asked to offer comments on a range of program alternatives. Following their review, staff will consult with county counsel and will return to the Board with options and seek further direction.

Group Rate TAP Program

The Board directed staff to create a "revenue-neutral" TAP group rate program for the occupants of affordable units in Metro joint development projects. Countywide Planning Staff has consulted with OMB to develop a methodology for estimating a pass price that would minimize the impact on the agency's fare revenue. The proposed calculation recognizes that affordable housing residents have lower income than the overall county population and are therefore more likely to be current transit riders, and that revenue neutrality requires that Metro receives at least the average systemwide fare per boarding.

Using this approach, the initial cost per pass for the group rate TAP program would be based on an estimated usage and systemwide fare per boarding, and the cost per pass in subsequent group rate agreements would be adjusted to reflect actual usage. Currently, the average usage for a monthly pass is 94 boardings per month. The systemwide fare per boarding is \$0.76 per boarding. A sample calculation of the initial cost per pass is shown below:

$$94 \text{ estimated boardings} \times \$0.76 \text{ fare per boarding} = \$71.44 \text{ per month per pass}$$

This represents a 29% discount from the \$100 monthly pass price.

Metro would market such a program to existing affordable housing Joint Development projects, and make it available to all future affordable housing projects developed on Metro property.

One issue with the program is that if affordable housing developers were required to purchase passes for residents, it would raise the operating expenses for each unit by the price of the pass - \$71 per month per unit at the proposed, revenue neutral price. This would ultimately need to come from another source of subsidy.

It should be noted that the new Affordable Housing Sustainable Communities (Cap and Trade) funding source for affordable housing awards points for projects that provide reduced cost transit passes to their residents. The suggested group rate TAP program would make LA County affordable housing projects significantly more competitive for this funding source. This is the one of very few housing funding sources at this time that prioritizes transit-oriented affordable housing for families as opposed to special-needs populations, which are currently the key population targeted by local, county and federal affordable housing programs.

NEXT STEPS

Staff will pursue these remaining initiatives and report back to the Board on progress and options.

ATTACHMENTS

Attachment A - March 2015 Motion 51.1

Prepared by: Marie Sullivan, Transportation Planner II, (213) 922-5667
Koreyne Clarke, Budget Management Analyst IV, (213) 922-2801
Cal Hollis, Managing Executive Officer, (213) 922-7319

Reviewed By: Martha Welborne, FAIA, Chief Executive Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

51.1 **APPROVED REVISED MOTION by Directors Garcetti, Ridley-Thomas, Kuehl, Solis, Bonin and Dupont-Walker AS AMENDED by Directors DuBois and Knabe** that the CEO direct staff to report back to the Board with the following items:

- A. amendment to MTA's Joint Development Policy, establishing a goal that in the aggregate, affordable housing units represent 35% of all residential units developed on MTA-owned property;
- B. recommended criteria under which MTA would allow proportional discounts to the fair market value of MTA owned property for the purpose of contributing towards the cost of affordable housing;

FURTHERMORE, that the CEO direct staff to:

- C. develop a memorandum of understanding with interested local cities and the County of Los Angeles to promote co-investment along transit corridors, such as leveraging municipally-controlled affordable housing and small business dollars for MTA's Joint Development affordable housing sites;
- D. negotiate terms and conditions for the Board's consideration that reflect MTA's participation in the collaborative creation of a multi-partner Countywide Transit Oriented Affordable Housing and Business loan fund. Potential partners should include community development financing institutions and community-based development organizations whose primary goal is to develop, invest in or preserve affordable homes or businesses within ½ mile of MTA rail stations, bus rapid transit or rapid bus stops. Through the loan fund, developers would be able to access flexible, affordable capital to purchase or improve available property near transit lines for the development or preservation of affordable housing and small business, creating and retaining community job opportunities for MTA's joint development. and
- E. report back to the Board on the following:
 - 1. criteria for eligible joint development projects, including neighborhood serving businesses to be funded by the loan fund;

(Continued on next page)

(Item 51.1 – continued from previous page)

2. administration of the fund;
 3. loan program structure;
 4. potential sources of funds including, but not limited to partners/collaborators.
- F. report back to the Board during the FY2015-16 Budget regarding the feasibility to budget \$2 million annually for 5 years, up to \$10 million to establish the revolving loan fund; and from sources, including but not limited to, non-operations/maintenance eligible funding sources, such as cap and trade affordable housing funds and with a plan to geographically disperse the funds equitably so that sites within each subregion are eligible for a share of the funds
- G. work with a diverse stakeholder the affordable housing community to establish a revenue neutral TAP purchase program that provides passes to current and future occupants of MTA joint developments.
- H. reference MTA’s Sustainability Planning Policy to insure a compatible and integrated approach to joint development and any potential loan fund
- I. to the extent possible, provide an estimate or projection of the “proportional discount” to the fair market value of MTA-owned properties listed in Attachment C of the report using the “typical subsidy” level of \$80,000 to \$150,000 per unit.

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



Board Report

File #: 2015-1264, **File Type:** Ordinance / Administrative Code

Agenda Number: 59.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2015

SUBJECT: METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT FEE RESOLUTION

ACTION: ADOPT METRO PARKING ORDINANCE, METRO PARKING RATES AND PERMIT FEE RESOLUTION

RECOMMENDATION

- A. ADOPTING the attached **Parking Ordinance, as set forth in Attachment A (“Metro Parking Ordinance”)**, enacting a new Title 8 to Metro’s existing Administrative Code;
- B. ADOPTING the attached Fee Resolution, as set forth in Attachment B (“Metro Parking Rates and Permit Fee Resolution”) establishing parking rates and permit fees at all Metro operated parking facilities and proposed new parking fees at Los Angeles Union Station;
- C. AUTHORIZING the Chief Executive Officer to implement and begin regulating the adopted Metro Parking Ordinance and Parking Fee Resolution at all Metro operated parking facilities. Systemwide including proposed new fees at Los Angeles Union Station; and
- D. AUTHORIZING the Chief Executive Officer to deposit all additional revenues generated into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

ISSUE

At the March 2015 Board Meeting, staff introduced to the Board a draft of Metro’s first Parking Ordinance, and Parking Rates and Permit Fee Resolution to regulate parking and standardize existing parking rates and policies. The objective of the Parking Ordinance is to establish enforcement tools that promote safety and enhance the patrons’ experience. Metro is currently operating without a parking ordinance, which makes enforcement difficult, if not impossible. The California Vehicle Code (“CVC”) 21113 (d) allows government agencies to adopt their own parking ordinances to regulate parking. If adopted, the Parking Ordinance will be incorporated into Metro’s Administrative Code as Title 8.

Furthermore, Metro is currently operating its preferred parking permit program at several locations and at Union Station without a Board adopted Parking Rates and Permit Fee Resolution. Adopting a Parking and Permit Fee Resolution will standardize the existing fee structure at all parking facilities. Included in the Fee Resolution are the parking fee adjustments at Los Angeles Union Station going

into effect in winter of 2015. The Parking Rates and Permit Fee Resolution also includes a fee structure for all parking violations.

DISCUSSION

The recommended Parking Ordinance does not contain significant substantive changes from current parking law, policy or practices. The Parking Ordinance standardizes existing policies which include, but are not limited to, the following; (1) obeying posted signage; (2) ensuring vehicles park within a single parking space; (3) non parking related activities are prohibited; (4) ensuring that vehicles parked within a parking facility do not exceed 14,000 lbs. or twenty-four (24) feet in length; and (5) prohibit vehicles from parking longer than seventy-two (72) consecutive hours in a parking space or exceeding the posted time limit at park and ride facilities.

Vehicles other than automobiles such as bicycles and electric carts will also be regulated through the proposed Parking Ordinance when parked or left standing at any Metro parking facility. The Parking Ordinance also includes parking citation issuance procedures, the appeal process, hearing process and the policy on removal of vehicles.

The Parking Rates and Permit Fee Resolution does not propose any changes in the parking rates at park and ride facilities. However, it proposes new rates at Los Angeles Union Station. Below are the new proposed parking rates for the Los Angeles Union Station;

Los Angeles Union Station Parking Rates		
Parking Rates	Current	Proposed Rates
Transient (Time Increment)	\$2/20 minutes	\$2/15 minutes
Daily Max	\$6	\$8
Monthly (General Public)	\$70	\$110

- Event parking fees will be established based on market rate conditions.
- Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.

The rates have not been adjusted for the past eight years or more. The current parking rate of \$6.00 daily max is equivalent to one hour of the time increment rate of \$2.00 per 20 minutes. The new proposed parking rate of \$8.00 daily max is under the same formula which is equivalent to the new proposed time increment rate of \$2.00 per 15 minutes.

Following the March 2015 Board meeting, staff published the draft Parking Ordinance and Parking Rates and Permit Fee Resolution for public comment. Staff has presented the Ordinance to Regional Service Councils and other stakeholders groups, and has received and responded to all comments. Modifications were made to the Parking Ordinance and Parking Rates and Permit Fee Resolution in response to the comments received and are reflected in the Parking Ordinance and the Parking Rates and Permit Fee Resolution attached (Attachment A & B)

After the July 23, 2015 Board Meeting, Staff has further reviewed the policy on public parking rate adjustment authority. Consequently the parking rate setting parameters have been revised to only allow the CEO to establish special event parking rates and parking rates at additional and new rail line extension parking facilities not included in the fee resolution.

The Parking Ordinance and Parking Rates and Permit Fee Resolution will go into effect 30 days after the required "cooling off" period following the adoption by the Board.

BACKGROUND

Currently, there are over 22,000 parking spaces along the Metro Rail, Orange and Silver Line Stations. With current and future rail station expansions under way, and assuming the Caltrans park and ride facilities are transferred to Metro this number will continue to grow. It is essential to have policies in place that address current issues and allow for a more efficient operation of our parking system. Since Metro does not currently have an adopted Parking Ordinance in place, Metro cannot properly enforce rules that protect Metro transit riders.

This Parking Ordinance and Parking Rates and Permit Fee Resolution are a part of a larger set of activities developed to improve Metro's parking program to better serve our patrons. Additional activities will include returning to the Board for the authorization of the Supportive Transit Parking Program (STPP) Master Plan Study in Fall 2015. Staff will also be returning to the Board for the adoption of a parking management strategy, Metro's Parking Strategic Implementation Plan (5 to 10 year program) and the STPP Master Plan Study. Staff anticipates the STPP Master Plan Study will be completed by Fall 2016. Modifications to the Ordinance and Parking Rates may be proposed as part of the STPP Master Plan Study.

POLICY IMPLICATIONS

Adoption of the Parking Ordinance and Parking Rates and Permit Fee Resolution will essentially continue existing policies, with minor updates to comply with current law. It will administratively consolidate current policies into one document and clarify parking citation issuance procedures and the appeals process.

ALTERNATIVES CONSIDERED

The Board may choose to maintain the status quo. This is not recommended, as Metro-authorized enforcement agencies' capabilities are currently limited. Maintaining the status quo would also result in no adjustment of Metro policies to address concerns regarding security, non-transit rider use and long term parking.

FINANCIAL IMPACT

The total cost associated with the implementation of the Parking Ordinance is estimated at \$100,000. Funding is available in the FY16 budget in cost center 3046 - Parking Management with Enterprise Funds under Project 308001. Enterprise Funds are eligible for bus/rail operating and capital expenses. Costs are associated with signage fabrication at all park and ride entrances and various locations within the parking lots. Additional costs include printing materials such as flyers, pamphlets and flyer distribution.

The gross revenue impact by the adjustment of parking rates at the Los Angeles Union Station is estimated at \$400,000 annually. The additional net revenues generated will be deposited into the RISA, pending Board approval of the full concept.

NEXT STEPS

Upon Board approval of this item, staff will initiate the installation of official signage at park and ride facility entrances and major pathways and make the Parking Ordinance and Parking Rates and Permit Fee Resolution available online. To notify customers, staff will distribute printed information and continue community outreach. Staff anticipates enforcement will begin next fiscal year.

Staff will continue efforts on the STPP Master Plan Study and return to the Board for the adoption of a parking management strategy. Any additional net revenues generated through modification of the parking rates will be deposited into the RISA.

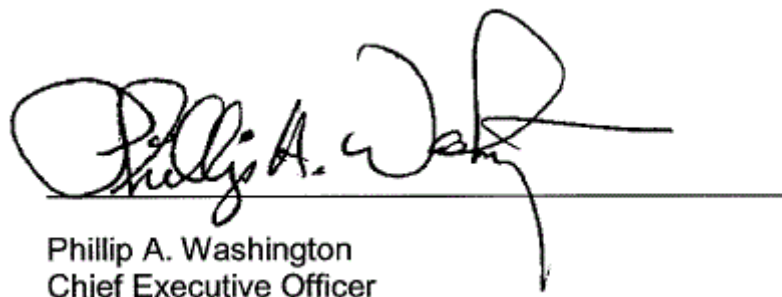
ATTACHMENTS

Attachment A - Metro Parking Ordinance

Attachment B - Metro Parking Rates and Permit Fee Resolution

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333
Frank Ching, Director, Parking Management, (213) 922-3033
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed By: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation
Authority**

**Administrative Code
Title 8**

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

The Los Angeles County Metropolitan Transportation Authority's ("METRO") authority to regulate parking, Vehicles (including vehicles other than automobiles), and traffic upon the driveways, paths, parking facilities or the grounds of METRO is conferred by section 21113 of the California Vehicle Code ("CVC").

8-01-020 Laws and Enforcement on the METRO Property

The California Vehicle Code and the regulations contained within this Title (Title 8, METRO Parking Ordinance) shall be in effect and will be enforced on METRO property 24 hours daily, 365 Days a Year, including holidays.

8-01-030 Responsibility for Compliance

Temporary parking on properties owned, leased, financed, contracted, operated or managed for METRO use is a privilege available only as provided by the parking policies and regulations of METRO, which reserves unto itself the right to revoke this privilege at any time because of inappropriate behavior, violation of any regulation in this ordinance or misuse of parking facilities or services. METRO reserves the right to establish what are inappropriate behaviors and the misuse of its property.

The operator of a vehicle on property owned, leased, financed, contracted, operated and managed for METRO use is responsible for complying with all state, local or METRO parking and traffic laws, ordinances and regulations and is subject to established penalties for violations thereof.

If a vehicle operator's identity cannot be determined, as in the case of a parked and locked vehicle, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of any regulation governing the parking of a vehicle under this code, under any federal statute or regulation, or under any ordinance enacted by a local authority shall be jointly liable for parking penalties imposed under this article, unless the owner can show that the vehicle was used without the consent of that person, express or implied. An owner who pays any parking penalty, civil judgment, costs, or administrative fees pursuant to this Article shall have the right to recover the same from the driver, rentee, or lessee in accordance with CVC section 40200(b).

By entering onto METRO owned, leased, financed, operated, managed or contracted for property, the owner of a Vehicle grants METRO the right to examine the exterior of their vehicle for any legal purpose described herein, including the authorization to remove or tow the Vehicle from the property.

8-01-040 Fees to be Paid for Parking in METRO Parking Facilities

No Vehicle shall be parked in any METRO parking facilities at any time without payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park Vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned Vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the Vehicle desiring to park. Any person who willfully fails to pay the fees, rate and charges for use of the METRO parking facilities after having been given a notice to pay will be considered as violating the METRO parking ordinance in this Chapter.

No Vehicle may be removed from any METRO parking facility until all fees, rates and charges have been paid and discharged, except as provided in subsections (a) of this section:

- a. In the event that the person operating a Vehicle parked in any METRO parking facilities attempts to remove the Vehicle from the facility but is unable to pay all fees, rates and charges due at such time, such person shall, prior to removing such Vehicle from the facility, be required to sign an agreement to pay any unpaid fees, rates and charges. A copy

of such agreement shall be given to the person signing the agreement. Such agreement shall set forth the location of the facility, the date and approximate time that the vehicle is removed, the name of such person, the vehicle license number, the registration expiration date, if visible, the last four digits of the Vehicle identification number, if available, the color of the Vehicle, and, if possible, the make of the Vehicle. Such agreement shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than seven days after the agreement is signed, and shall indicate the address to which payment may be delivered or sent. If full payment is not made within such seven day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven days after the date of such notice. In the event that such amount is not fully paid within such seven day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the Vehicle's registered owner. All owed parking fee will be subject to submit for collection process. The above agreement shall include a reference to this section.

- b. **Evidence of parking fee payment**, such as, but not limited to, parking permit, tickets, receipt or electronic display devices, is required during entire parking duration time.
- c. **Prohibition of Selling, Reselling, Leasing or Reserving for Compensation of Parking Spaces.** No person shall sell, resell, lease or reserve for compensation, or facilitate the selling, reselling, leasing or reserving for compensation of any METRO owned, leased, financed, contracted, managed and operated spaces or property without authorization from METRO.

By entering a METRO parking facility and parking a Vehicle in such facility, the registered owner, operator or person in charge of such Vehicle shall be deemed to have consented to the provisions of subsections A and B of this section. Any notices required to be mailed under subsections A and B of this section, shall be deemed served on the day that they are deposited in the U.S. mail, first class, postage prepaid. The issuance and review of notices of parking violation and delinquent parking violation, and the liability for and payment and collection of parking violation penalties, shall be governed by sections 40200 et seq. of the CVC and this Chapter.

8-01-050 Parking Facility Use, Designation, and Closure

METRO reserves the right to limit the temporary use of its parking area to specific Vehicle types as required by facility design or aesthetic considerations. METRO may change any parking zone designation. METRO may close, either temporarily or permanently, any parking area. Notice of parking area changes or closings will be provided whenever practical. However, failure to give such notice shall not create any liability on the part of METRO, its directors, officers, employees, agents, representatives, assigns or successors to any third party.

8-01-060 Liability

The use of a METRO owned, leased, financed, contracted, operated and managed parking facilities shall not create, simply by the condition of ownership, management or operation liability or responsibility for damage to any person or personal property. In addition, such use shall not result in METRO assuming liability or responsibility for damage, vandalism, theft or fire to any person or personal property, which may result from the use of parking facilities or services, or enforcement of laws or regulations.

8-01-070 Parking Policy and Regulation Notification or Changes

Parking policies and regulations are public information and are available online on METRO's website at metro.net/parking. Changes in parking policy or regulation are effective upon approval by the Board of Directors. Whenever possible, the public will be notified in a timely manner prior to implementation of changes to METRO's parking policies and regulations.

8-01-080 Administrative Review of Parking Citation Issuance

A registered owner or operator of a Vehicle who believes a parking citation has been issued in error or in an improper manner may request an administrative review of the conditions for issuance of the citation as set forth in section 8-09-020.

8-01-090 Towing Vehicles

METRO is authorized by CVC section 21113 and CVC section 22650 et seq. to remove Vehicles as set forth below in Chapter 8-11.

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

The words or phrases hereinafter in this Chapter are defined in this chapter and; they shall have the meanings respectively ascribed to them unless the context indicates the contrary.

Accessible Parking Space. “Accessible Parking Space” means any parking space designated for the exclusive use of a vehicle displaying a special identification license plate or distinguishing valid placard subject to the provisions stated in section 22511.5 of the CVC. Accessible parking spaces shall be marked in accordance with section 22511.7 of the CVC.

Accessible Parking Space Path of Travel. “Accessible Parking Space Path of ” means any blue cross-hatched path between accessible parking spaces or along the designated path for which a vehicle operator with disabilities may travel from an accessible parking space to the accessible entry of a building, pedestrian area, or METRO transit or rail vehicle.

Agency. “Agency” shall mean METRO or its authorized agent that processes and issues parking citations and issues notices of delinquent parking violations on behalf of METRO.

Alley. “Alley” means any highway, as defined in this Chapter, unnamed, and having a width of less than twenty-five feet, and not provided with a sidewalk or sidewalks.

Board. “Board” means the METRO Board of Directors.

Bus Loading Zone. “Bus Loading Zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers.

Chief Executive Officer. “Chief Executive Officer” or “CEO” is the person designated by the METRO Board of Directors as the CEO of the Los Angeles County Metropolitan Transportation Authority.

Commercial Vehicle Loading Zone. “Commercial Vehicle Loading Zone” means that space adjacent to the curb reserved for the exclusive use of vehicles during the loading or unloading of passengers and materials marked and designated as hereinafter provided in this document.

Department of Motor Vehicles. “Department of Motor Vehicles” or “DMV”, or “Department” for this section shall mean the California Department of Motor Vehicles.

Enforcement Officer. “Enforcement Officer” shall mean a peace officer as defined in Chapter 4.5, commencing with section 830 of Title 3 of the California Penal Code, or the successor statutes thereto, or other issuing officer that is authorized or contracted by METRO to issue a parking citation.

Hearing Officer. “Hearing Officer” shall mean any qualified individual as set forth in the CVC section 40215 appointed or contracted by METRO to adjudicate parking citation contests administratively.

Highway. “Highway” means every way set apart for public travel except bridle trails and footpaths.

METRO. “METRO” shall mean the Los Angeles County Metropolitan Transportation Authority.

METRO Facility. “METRO Facility” includes all property and equipment, including rights of way and related tracks, rails, signals, power, fuel, communication systems, ventilation systems, power plants, cameras, signs, loudspeakers, fare collectors or registers, sound walls, stations, vacant parcels, bicycle paths, terminals, platforms, plazas, waiting areas, signs, art work, storage yards, depots, repair and maintenance shops, yards, offices, parking areas, parking lots, facilities, and other real estate or personal property owned or leased by METRO, used for any METRO activity, or authorized to be located on METRO property.

METRO Representative. “METRO Representative” shall mean a METRO security officer, transit operator, or other authorized METRO employee, Board or service council member, or METRO authorized contractor or entity.

METRO Transit Court. “METRO Transit Court” means the department authorized by the METRO Board of Directors to conduct parking, fare evasion or similar hearings and assign penalties for this Chapter.

METRO Vehicle. “METRO Vehicle” means a vehicle owned or operated by METRO.

Operator. “Operator” means any person who is in actual physical control of a vehicle or streetcar.

Owner of the Vehicle. “Owner of the Vehicle” shall mean that last registered owner and legal owner of record.

Park. “Park” means to stop or to allow standing any vehicle, whether occupied or not, vehicle stopped in obedience to official traffic-control devices or by direction of a police officer are not parked for the purposes of this section.

Parker. “Parker” means any person who holds a valid California driver’s license and intends to park a validly registered motor vehicle on METRO owned, leased, financed or contracted for property.

Parking Citation. “Parking Citation” is a notice to the vehicle owner of any failure to comply with METRO parking regulations or the CVC, municipalities or county ordinances. A penalty shall be attached to each violation as described on each violation notice unless otherwise noticed.

Parking Facility. “Parking Facility” includes any covered, enclosed parking garage, facility, and/or deck, any open air or individually covered parking space and or a multiple space parking area. Parking facility types include above grade, below grade or underground, mechanical and automated parking facilities.

Parking Penalty. “Parking Penalty” includes the fine authorized by law for the particular violation, any late payment penalties, administrative fees, assessments, costs of collection as provided by law, and other related fees.

Parking Permit. “Parking Permit” is a non-transferable decal, printed card or tag, or other form of temporary authorization issued for a specific period of time by authority of METRO which is authorized to grant to any eligible person permission to park on METRO owned, leased, financed or contracted property. A parking permit is valid only when issued to an eligible person who has complied with all terms of issuance prescribed by METRO and when the permit is properly displayed.

Parking Space. “Parking Space” is all painted parking stalls located in Parking Facility that may or may not be marked by a sign, parking meter, and/or other restrictive designation painted on the ground or lot/facility surface.

Parking Violation. “Parking Violation” means the breach or intrusion of a vehicle required to comply with any general parking legislation enforced under the provision of METRO parking regulations or the CVC, municipalities and county ordinances that warrants the issuance of a parking citation penalty to the vehicle’s registered owner.

Parkway. “Parkway” means the portion of a highway other than a roadway or a sidewalk.

Passenger Bus. “Passenger Bus” is any multiple passenger conveyance vehicle over 20’ long and carrying more than 15 persons or exceeding 6,000 pounds in gross weight.

Passenger Loading Zone. “Passenger Loading Zone” means that space adjacent to a curb reserved for the exclusive use of vehicles during loading and unloading of passengers, marked and designated with white paint.

Pedestrian. “Pedestrian” means any person afoot.

Pedestrian Conveyance Device. “Pedestrian Conveyance Device” includes skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

Person. “Person” means and includes every individual, firm, government entity and business entity.

Rail Car. “Rail Car” includes any passenger railway rolling stock that is designed to carry passengers. This term includes heavy weight, lightweight, commuter, bi-level or other type of rail industry vehicles.

Registered Owner. “Registered Owner” shall mean the individual or entity whose name is recorded by the Department of Motor Vehicles as having ownership of a particular vehicle.

Respondent. “Respondent” shall mean any “operator” or “registered owner” as defined in this section who contests a parking citation.

Roadway. “Roadway” means that portion of a highway between the regularly established curb lines or, when no curb exists, that portion improved, designated, and ordinarily used for vehicular travel and parking.

Safety Zone. “Safety Zone” means that portion of a roadway reserved for the exclusive use of pedestrians, marked and designated as hereinafter provided in this section.

Section. “Section” means a section of the ordinance codified in this Division 1 unless some other ordinance or statute is specifically mentioned.

Sidewalk. “Sidewalk” means that portion of a highway between the curb line or traversable roadway and the adjacent property lines that dedicate for pedestrian use.

Street. “Street” means and includes the portion of any public street, road, highway, freeway, lane, alley, sidewalk, parkway or public place which now exists or which may hereafter exist within METRO Facilities.

Taxicab. “Taxicab” means any passenger vehicle for hire for the directed transportation of not more than eight passengers, excluding the driver, at rates based on the distance, duration or number of trips, or waiting time, or any combination of such rates.

Taxicab Zone. “Taxicab Zone” means and includes the portion of the street area designated for the standing or stopping of taxicabs while awaiting employment.

Vehicle. “Vehicle” means every motorized device by which any person or property is or may be propelled, moved, or drawn upon a highway, excepting

a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

Vehicle Operator. “Vehicle Operator” shall mean any individual driving and/or in possession of a vehicle at the time a citation is issued or the registered owner of the vehicle.

Violation. “Violation” shall mean any parking, equipment, or other vehicle violations as established pursuant to state law or METRO ordinances and administrative code.

Chapter 8-05

Parking Regulations

8-05-010 Parking Activities

Unless otherwise authorized by METRO in writing, METRO owned, leased, financed, contracted, operated and managed parking facilities shall only be used for parking, entering and exiting, loading and unloading activities.

8-05-020 Enforcement Practice

Citations will be issued according to the printed and posted regulations as appropriate. The frequency with which parking citations are issued is dependent on the nature of the violation and time control restrictions for each of the various parking zones. METRO is also authorized by CVC section 21113 to remove vehicles consistent with Chapter 10 (commencing with Section 22650) of Division 11 of the CVC.

8-05-030 Illegal Parking Outside of a Defined Parking Space or Parking Space Markings

No Vehicle shall be parked or cause to be parked within any parking facility except between the lines indicating where Vehicles shall be parked and shall not park any Vehicle as to use or occupy more than one marked parking space. METRO may install and maintain parking space markings to indicate parking spaces adjacent to any curb where parking is permitted. When such parking space markings are placed in the right-of-way, no Vehicle shall be stopped or left standing other than within the markings of a single space.

8-05-040 Failure to Obey Signs

No person shall fail or refuse to obey or comply with any sign, marking or device erected, made or placed to indicate and carry out the provisions of this Chapter.

8-05-050 Exceeding Posted Time Limit

METRO may post signs indicating a maximum parking time limit in a space of lot. If a vehicle has been parked in an area restricting parking to a specific time interval, such Vehicle shall not be re-parked in the same spaces, or same lot, or within a distance of five hundred feet of the place initially parked within a period of four hours thereafter. Vehicles used for vending or peddling purposes shall also comply with the provisions of this section.

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of Vehicles during the holding of public or private special events, assemblages, gatherings or functions, during construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of Vehicles at least seventy-two hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two-hour notice required herein.

8-05-070 Restricted Parking

Whenever any parking area is assigned for the exclusive use of the occupants of a facility a person, other than an occupant of the facility shall not park any vehicle in such parking area. The property owner manager or manager's designee responsible for overseeing the parking area may request that a parking violation be issued by METRO.

8-05-080 Parking Within Marked Bicycle Lane

A vehicle shall not be parked in a bicycle lane except to cross at a permanent or temporary driveway, or for the purpose of parking a vehicle where parking is permitted or where the vehicle is disabled.

8-05-090 Illegal Parking in Loading Zone

A Vehicle shall not be stopped for any purpose other than loading or unloading between the hours of 6:00 a.m. and 6:00 p.m. on any day except Sunday, or at such other times as designated by METRO in a place marked as a commercial and passenger loading zone. Such stop shall not exceed

the time it takes to load and unload passengers or goods for a commercial vehicle. METRO shall place signs or curb markings to designate areas as commercial loading zones. Commercial loading zones shall be a minimum of thirty feet and not exceed forty-eight feet in length, and may be established in a parking meter / pay station location. Parking meters / pay station spaces shall be enforced during posted hours when the loading zone is not in effect.

8-05-100 Vehicle Exceeds Load Size Limit

- a. No person shall park or leave standing in METRO facility and/or lot any Vehicle having either of the following:
 1. A manufacturer's rated load capacity greater than 14,000 lbs; or
 2. A length in excess of twenty-four (24) feet.
 - b. The following vehicles are hereby exempt from the provisions of this section:
 1. Any Vehicles properly displaying a large vehicle permit. Large Vehicle permits shall be issued for special events. Under any circumstances on any of the following Vehicles: tour buses, movie, television, or photographic production Vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
 2. Any authorized emergency Vehicle, METRO Transit Security, any authorized highway work vehicle or any Vehicle used in the construction, installation, or repair of a utility or public utility in accordance with sections 22512 and 35702 of the CVC;
 3. Any Vehicle engaged in loading or unloading;
 4. Any Vehicle making pickups or deliveries of goods, wares, and merchandise; and
 5. Any Vehicle picking up or delivering materials used in the actual or bona fide repair, alternation, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.
 - c. Pursuant to section 40200 *et seq.*, of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any Vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC.
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- d. Large Vehicle parking permits shall be issued by METRO pursuant to Metro policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of sections 8-05-010 through 8-05-440 of the METRO Administrative Code.
- e. The fee for a large Vehicle parking permit shall be according to METRO fee schedule.

8-05-110 Disconnected Trailer

Parking any trailer or semi-trailer in any METRO facility, while detached from or attached to a Vehicle is prohibited.

8-05-120 Bus Loading Zones

A Vehicle shall not be parked or stopped from in any METRO owned, leased, financed, contracted, operated and managed parking facilities in a bus loading zone. No bus shall stop in any bus loading zone longer than necessary to load or unload passengers, except at a terminus station. Appropriate signs or red curb markings or both shall indicate a bus loading zones. METRO shall place signs or red curb markings or both at locations where Metro determines appropriate to establish. Unless otherwise specified by METRO or its designees, such loading zones shall not exceed eighty feet in length.

8-05-130 Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone

- a. A Vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.
- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

8-05-140 No Parking - Alley

A Vehicle shall not be parked or stopped in any alley for any other purpose other than the loading or unloading of passengers or materials, or both. A

Vehicle shall not be stopped for the loading or unloading of passengers for more than three minutes nor for the loading or unloading of materials for more than twenty minutes at any time in any alley.

8-05-150 Illegal Parking in Red Zones

A Vehicle shall not be stopped, parked or otherwise left standing, whether attended or unattended, except in compliance with a traffic sign or signal or direction of an authorized enforcement officer, between a safety zone and the adjacent right hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, where a sign or paint was erected METRO owned, leased, financed, contracted, operated and managed parking facilities. Violating vehicle(s) will be towed at the registered owner's expense.

8-05-160 Vehicle Parked Seventy-Two (72) or More Hours

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any Vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO.

8-05-170 Parking on Grades

When METRO has placed or caused to be placed appropriate signs, a Vehicle shall not be parked upon any grade of six percent or more within any METRO facilities without turning the wheels of the Vehicle toward the curb while parked facing downhill and turning the wheels of the Vehicle away from the curb while the Vehicle is parked facing an uphill grade.

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of Vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle Vehicles shall be parked by placing parallel white lines on the surface of the roadway. An operator shall not stop, stand, or park any Vehicle except between, at the angle indicated by, and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

Vehicle shall not be parked on the roadway side of another Vehicle that is stopped, parked or standing at the curb or edge of the public right-of-way, whether attended or unattended. Violating Vehicle(s) will be towed on registered owner's expense immediately.

Authorized emergency vehicles exempt from this section may display flashing or revolving amber warning lights when engaged in the enforcement of parking and traffic policies.

8-05-200 No Parking Anytime/Posted Hours

Whenever the parking of Vehicles at all or certain hours of the day upon any portion of METRO Parking Facilities, travel lanes, or alleys which are open for public constitutes a traffic hazard or impedes the free flow of traffic, or both, METRO shall erect signs stating that parking is prohibited at all or certain hours of the day.

8-05-210 Wrong Side Two Way Traffic or Roadway

A Vehicle shall not be parked, whether attended or unattended, regardless of loading or unloading in the public right-of-way within METRO facilities, or other transit/rail/park-n-ride facilities in such a manner where the Vehicle is parked in the direction of opposing traffic. Violating Vehicle(s) will be towed at registered owner's expense immediately.

8-05-220 Blocking Street or Access

A Vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked Vehicle is left clear or unobstructed for the free passage of other Vehicles. Violating Vehicle(s) will be towed at registered owner's expense immediately.

8-05-230 Parking Special Hazard

At any place for a distance not to exceed one hundred feet where METRO finds that parking would unduly hamper the free flow of traffic, resulting in a special traffic hazard, or endanger public health or safety, METRO shall place appropriate signs or markings prohibiting such parking.

8-05-240 Illegal Parking at Fire Hydrant

A Vehicle shall not be parked within fifteen feet of a fire hydrant along any unmarked curb or in front of or as prohibited by section 22514 of the CVC or by any other state law. Violating Vehicle(s) will be towed at registered owner's expense.

8-05-250 Illegal Parking at Assigned / Reserved Spaces

Whenever any Vehicle parking space is assigned for the exclusive use of the occupant of any building, whether residential, commercial or industrial, which parking space is within such building or elsewhere, and at, in or near such parking space there is a legible sign stating either that such space is exclusively assigned, or that parking is prohibited, or both, a person, other than the person to whom such parking space is assigned, shall not park any Vehicle in such parking space except with the permission of the person to whom such parking space is assigned.

8-05-260 Illegal Parking at Taxicab Stands

The use of taxicab stand or stands shall be limited exclusively to Vehicles that display a taxicab vehicle permit by METRO pursuant to Chapter 8 and attended by a driver in possession of a valid taxi drivers permit issued by the METRO. No person shall park, stop, or stand any attended or unattended vehicle in METRO taxicab stand except as provided in this section.

8-05-270 Illegal Parking at/ adjacent to a Landscape Island or Planter

A Vehicle shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a Landscape Island or Planter.

8-05-280 Transient, Daily or Preferred Monthly Parking Permits

Parking permits for transient, daily and monthly parking shall be issued by METRO. METRO shall be responsible for establishing policies, administering procedures and disseminating information regarding the distribution of parking permits for parking in METRO Parking Facilities.

Preferred Parking is an optional program that secures a patron a parking space prior to a specified time according to signage. All spaces become

available to the public after the specified time according to signage. Spaces are available on a first come first serve basis.

- a. The number of permits to be issued shall be determined by the parking demand and conditions within each Parking Facility.
- b. Parking permits shall not be issued to any person who has outstanding parking citations.

Permittee shall obey all rules of the parking permit program. Failure to obey such rules may result in the termination or denial of a permit.

8-05-290 Posting Signs in Preferred Permit Parking Area

- a. METRO shall cause appropriate signs to be erected in parking facilities, indicating prominently thereon the parking limitation, period for its application, and motor Vehicles with valid permits shall be exempt from the limitations.
- b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot or parking facility within the prescribed METRO Facility.
- c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.
- d. A motor Vehicle on which a valid permit is displayed shall be permitted to stand or be parked in the authorized parking lot or parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all Vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

8-05-300 Exemption of Certain Vehicles to Permit Restrictions

No person shall, without a permit therefor, park or leave standing any vehicle or trailer in a designated parking permit area or parking lot and parking facility in excess of the parking restrictions authorized pursuant to this Chapter, except for the following:

- a. Repair, maintenance, refuel, utility, fuel or delivery vehicle providing services to METRO within the METRO facility with METRO's prior written consent.

- b. Emergency Vehicles

8-05-310 Permit Penalty Provisions

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a motor Vehicle in any designated permit parking area or parking lot or parking facility established pursuant to this Chapter. A violation of this section shall result in the revocation of the parking permit and rights in any METRO parking facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. Permit holders shall report to METRO a lost, stolen or missing permit within five days of loss, at which time that permit shall be canceled and a new permit issued for the full face value of the parking permit. No pro-ration or refund requests will be accepted.
- d. No person shall misuse a permit or display a stolen permit.
- e. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot or facility.
- f. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a Vehicle parked on a METRO Facility.
- g. Violation of this sub-Chapter may be subject to parking privileges and permit to be immediately revoked.

8-05-320 Expired Meter or Pay Station

- a. **Deposit of Fees Required.** A person shall be required to deposit the proper fee for occupying a parking metered /pay station space at a charge set in METRO's fee resolution during the posted hours and days of operation.
 - b. **Parking Lot Requirements when Meters or Pay Station Installed.** A person shall not park any Vehicle on any parking lot,
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parking facility or public right of way maintained or operated by METRO on which a parking meter or multi-space pay machine is installed at any time without paying the posted and adopted parking fees.

8-05-330 Parking Facilities Cleaning, Maintenance and Capital Projects

No vehicular parking shall be permitted at specific locations in any parking facilities during posted hours to allow for routine cleaning, maintenance and capital project implementation.

8-05-340 Electric Vehicle Parking Spaces

METRO has established *Electric Vehicle (EV) Charging Station Spaces* in Parking Facilities for use by electric Vehicles. No person shall park or leave standing vehicles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.
- b. Electric Vehicles must be actively charging when parking in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

When not charging, Electric Vehicles may park in any designated parking space at METRO facilities.

8-05-350 Parking on Sidewalk/ Parkway

No vehicular parking shall be permitted on any portion of a sidewalk, nor shall any portion of a Vehicle be parked in such a manner to overhang or encroach onto any portion of the sidewalk or parkway. Violating Vehicle(s) will be towed at registered owner's expense immediately. Metro is authorized by CVC section 21113 and CVC section 22651 to remove a vehicle found to have been parked in violation.

8-05-360 Areas Adjacent to Schools

Whenever METRO finds that parking on Metro property adjacent to any school property would unduly hamper the free flow of traffic or otherwise constitute a traffic hazard, appropriate signs or markings prohibiting such parking on METRO property shall be posted.

8-05-370 Peak Hour Traffic Zones

Whenever METRO finds that traffic congestion is such that the movement or flow of traffic may be improved by the elimination of parking on Metro property during certain peak travel times, signs prohibiting the stopping, standing or parking of vehicles shall be posted. No Vehicle shall park or be left standing a Vehicle where a sign indicating a peak hour traffic zone has been posted. Vehicles in violation shall be cited and/or towed whenever the parking of Vehicles constitutes a traffic hazard or impedes the free flow of traffic, or both.

8-05-380 Parking Prohibition for Vehicles Over Six Feet High, Near Intersections

Whenever METRO finds that the parking of Vehicles, with a height of six feet or more, within one hundred feet of an intersection, creates a visibility limitation resulting in a potential traffic hazard, METRO shall erect signs or markings stating that the parking of Vehicles with a height of six feet or more is prohibited within one hundred feet of an intersection.

8-05-390 Interim Parking Regulations

METRO can temporarily waive existing or establish new parking regulations in order to accommodate or to mitigate the impacts of construction projects in the vicinity of the parking lot and parking facility.

8-05-400 Car Share or Vanpool Authorization Required

No Vehicle shall be stopped, parked or left standing any Vehicle in a place or a parking space designated for the exclusive parking of Car Share or Vanpool vehicles participating in the METRO Car Share or Vanpool Program, unless the vehicle obtained authorization as a METRO Car Share or Vanpool Program participant and registered as direct by METRO.

8-05-410 Speed Limit

METRO speed limit is five (5) miles per hour in all parking areas, access roads and drives unless otherwise posted.

8-05-420 Motor Vehicle Access

Operating a motor Vehicle on sidewalks, mall, lawns, or any surface not specifically designated as a road, street, highway or driveway is prohibited.

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no Vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO parking facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement. Any Vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed Vehicle in addition to two fees.

8-05-440 Accessible Parking Spaces Designated for Vehicle Operators with Disabilities

Parking in accessible spaces designated for vehicle operators with disability is restricted to those individuals who have secured an authorized disabled license plate or disabled placard pursuant to CVC section 5007, 22511.55 or 22511.59 that is currently in effect. No Vehicle shall be stopped, parked or left standing in a parking stall or space in a METRO facility that has been designated as parking for vehicle operators with a disability in the manner required by CVC section 22507.8. In order for a vehicle to be parked in a designated accessible parking space, disabled parking placards must not be expired and must be properly displayed. Parking is prohibited in any area adjacent to a parking stall or space designated for disabled persons or disabled veterans that is marked by crosshatched lines or space identified as for the loading and unloading of Vehicles parked in such stall or space.

Vehicle operators with a disability are not exempt from the payment of fees for parking a vehicle on METRO facility. METRO reserves the right to adopt or amend the disabled parking pricing policy at all METRO facility. However, Vehicle operators with a disability shall not be charged more than the established parking fees listed for all parking spaces. Valid out of state disabled placards will be accepted at parking facilities.

The number and dimension of accessible parking spaces and van-accessible parking spaces are determined by ADA guidelines and specifications.

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of Vehicles, bicycles and pedestrian conveyance devices upon METRO property.

All rules and regulations of the CVC shall apply to Vehicles, bicycles and pedestrian conveyance devices operated on METRO Facilities. All Vehicles and bicycles must meet the equipment requirements of the CVC, including brakes, lights and reflectors.

8-07-020 Enforcement

This Chapter may be enforced by verbal or written warnings, administrative citations, fines vehicle towing and suspension or expulsion from Metro Facilities. Violations by METRO employees may also result in corrective or disciplinary action. Any appeal arising from the enforcement of this Chapter should be reported to METRO Transit Court, or as otherwise directed.

8-07-030 Parking Bicycles at METRO Facilities

1. Parking Bicycles

- a. Bicycles may be left, parked or stored on METRO Facilities only in areas designed for bicycle parking. These areas are: bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area. However, METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities, regardless of whether the bicycle was in an area designated for bicycle parking.
- b. Bicycles parked in designated parking areas may not extend into the landscape. Bicycles may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.

2. Removal of Bicycles

- a. METRO may cause bicycles to be removed under any of the following circumstances:

- Is secured to any item other than a bicycle rack designed for parking bicycles.
 - Prevents use of available Vehicle parking spaces.
 - Poses a hazard or impedes pedestrian access.
 - Has been reported stolen and verified by the Agency.
 - Appears to be abandoned. A bicycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of intentional neglect. Signs included, but not limited to, deflated tires, missing wheels, and other parts.
- b. If a locking device must be detached to remove a bicycle, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement.
- c. METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle a notice identifying the condition of the bicycle and the removal date.
- d. Removed bicycles may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
- e. Removed bicycles are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles are disposed of in accordance with METRO policy.

8-07-040 Parking of Motorized Bicycles, Motorcycles and Mopeds

1. Motorized bicycles, motorcycles and mopeds must obtain permission, display a valid parking permit when parking on METRO Facilities to the same extent as a vehicle would be required.
2. Motorized bicycles, motorcycles and mopeds shall be parked only in designated area of parking facilities.
3. Motorized bicycles, motorcycles and mopeds shall not be operated on bicycle pathways or sidewalk.

Motorized bicycles, motorcycles and mopeds may be cited or towed for the same reasons as automobiles in violation of any regulations stated in this ordinance.

Chapter 8-09

Parking Citations

This Chapter shall be known as the “Parking Citation Processing Ordinance” of METRO.

8-09-010 Authority to Contract with Outside Agencies

METRO may issue and/or process parking citations and notices of delinquent parking violations, or it may enter into a contract with a private parking citation Agency, or with another city, county, or other public issuing or Agency.

Any contract entered into pursuant to this section shall provide for monthly distribution of amounts collected between the parties, except amounts payable to the County pursuant to Chapter 09 (commencing with section 76000) of Title 8 of the California Government Code, or the successor statutes thereto, and amounts payable to the METRO pursuant to CVC section 4763 or the successor statute thereto.

METRO’s Board of Directors or Chief Executive Officer shall designate the officers, employees or law enforcement contractors who shall be authorized to issue notices of violation and citation and any requisite training for such persons.

8-09-020 Appeal Review Process

The Agency may review appeals or other objections to a parking citation pursuant to the procedures set forth in METRO’s Administrative Code.

- a. A Person who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall

ATTACHMENT A

be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify, the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.

- b. If the Person subject to the notice of violation is not satisfied with the result of the initial review, the Person may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

If the Person prevails at the administrative hearing, the full amount of the parking penalty deposited shall be refunded.

- c. The administrative hearing shall consist of the following:
 1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.
 2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as

determined by METRO's Chief Executive Officer or Chief Hearing Officer.

3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

The hearing officer's decision following the administrative hearing may be delivered personally by the hearing officer or may be sent by first class mail.

4. The hearing officer's decision at administrative review is final except as otherwise provided by law.

If the contestant is not the registered owner of the vehicle, all notices to the contestant required under this section shall also be given to the registered owner by first-class mail.

8-09-030 Procedures of Parking Citations Issuance

Parking citations shall be issued in accordance with the following procedures:

- a. If a Vehicle is unattended at the time that the parking citation is issued for a parking violation, the issuing officer shall securely attach to the Vehicle the parking citation setting forth the violation, including reference to the section of the CVC, the METRO Administrative Code or other parking regulation in the adopted ordinance violated; the date; the approximate time of the violation; the location of the violation; a statement printed on the notice indicating that payment is required to be made not later than twenty-one (21) calendar days from the date of issuance of the parking citation; and the date by which the operation is to deposit the parking penalty or contest the parking citation pursuant to section 8-09-050. The citation shall state the amount of the parking penalty and the address of the agent authorized to receive deposit of the parking penalty.

ATTACHMENT A

The parking citation shall also set forth the Vehicle license number and registration expiration date, if such date is readable; the last four digits of the vehicle identification number, if the number is readable through the windshield; the color of the vehicle; and, if possible, the make of the vehicle.

The parking citation or copy thereof shall be considered a record kept in the ordinary course of business of the issuing agency and the agency, and shall be prima facie evidence of the facts contained therein.

- a. The parking citation shall be served by attaching it to the Vehicle either under the windshield wiper or in another conspicuous place upon the Vehicle so as to be easily observed by the person in charge of the Vehicle upon the return of that person.
- b. Once the parking citation is prepared and attached to the Vehicle pursuant to paragraph (a), above, the issuing officer shall file notice of the parking violation with the Agency.
- c. If during issuance of the parking citation, without regard to whether the Vehicle was initially attended or unattended, the vehicle is driven away prior to attaching the parking citation to the Vehicle, the issuing officer shall file the notice with the Agency. The Agency shall mail, within fifteen (15) calendar days of issuance of the parking citation, a copy of the parking citation to the registered owner of the Vehicle.
- d. If within twenty-one (21) calendar days after the parking citation is issued, the issuing agency or the issuing officer determines that, in the interests of justice, the parking citation should be canceled, the issuing agency shall cancel the citation, or, if the issuing agency has contracted with the a agency, shall notify the agency to cancel the parking citation. The reason for the cancellation shall be set forth in writing.
- e. If after the copy of the notice of parking violation is attached to the Vehicle, the issuing officer determines that there is incorrect data on the notice, including but not limited to the date or time, the issuing office may indicate in writing, on a form attached to the original notice, the necessary correction to allow for the timely entry of the notice on the agency's data system. A copy of the correction shall be mailed to the registered owner of the Vehicle.

Under no circumstances shall a personal relationship with any public official, officer, issuing officer, or law enforcement Agency be grounds for cancellation of a citation. Initial Review and Hearing shall only be candidates

by a Person who has no close personal or financial relationship with the Person cited.

- f. If an agency makes a finding that there are grounds for cancellation as set forth in the METRO Administrative Code, or pursuant to any other basis provided by law, then the finding or findings shall be filed with the agency, and the parking citation shall be canceled pursuant to subsection (c)(3) of section 8-09-120.

8-09-040 Parking Administrative Penalties

- a. Administrative penalties shall initially be established by resolution of the METRO Board and amended throughout to the extent delegated to the Chief Executive Officer or Chief Hearing Officer.
- b. Administrative penalties received by Metro shall accrue to the benefit of METRO.

8-09-050 Parking Penalties Received by Date Fixed - No Contest / Request to Contest

If the parking penalty is received by the Agency and there is not contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

If the operator contests the parking citation, the Agency shall proceed in accordance with section 8-09-020.

8-09-060 Parking Penalties Not Received by Date Fixed

If payment of the parking penalty is not received by METRO by the date fixed on the parking citation, the agency shall deliver to the registered owner a notice of delinquent parking violation pursuant to section 8-09-110.

Delivery of a notice of delinquent parking violation may be made by personal service or by first class mail addressed to the registered owner of the Vehicle as shown on the records of the department.

8-09-070 Notice of Delinquent Parking Violation - Contents

The notice of delinquent parking violation shall contain the information required to be included in a parking citation pursuant to section 8-09-030. The notice of delinquent parking violation shall also contain a notice to the registered owner that, unless the registered owner: (a) pays the parking penalty or contests the citation within twenty-one calendar days from the

date of issuance of the parking citation, or (b) within fourteen calendar days after the mailing of the notice of delinquent parking violation or completes and files an affidavit of non-liability that complies with section 8-09-90 or section 8-09-100, the Vehicle registration shall not be renewed until the parking penalties have been paid. In addition, the notice of delinquent parking violation shall contain, or be accompanied by, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing an affidavit, and instructions for returning the affidavit to the issuing agency.

If the parking penalty is paid within twenty-one (21) calendar days from the issuance of the parking citation or within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation, no late penalty or similar fee shall be charged to the registered owner.

8-09-080 Copy of Citation upon Request of Registered Owner

- a. Within fifteen (15) calendar days of request, made by mail or in person, the agency shall mail or otherwise provide to the registered owner, or the registered owner's agent, who has received a notice of delinquent parking violation, a copy of the original parking citation.

The issuing agency may charge a fee sufficient to cover the actual cost of copying and/or locating the original parking citation, not to exceed two dollars (\$2.00) per page. Until the issuing or agency complies with a request to provide a copy of the parking citation, the agency may not proceed to immobilize the vehicle merely because the registered owner has received five or more outstanding parking violations over a period of five or more calendar days.

- b. If the description of the vehicle on the parking citation does not substantially match the corresponding information on the registration card for that vehicle, the agency shall, on written request of the operator, cancel the notice of the parking violation.

8-09-090 Affidavit of Non-liability - Leased or Rented Vehicle

A registered owner shall be released from liability for a parking citation if the registered owner files with the agency an affidavit of non-liability in a form satisfactory to METRO and such form is returned within thirty (30) calendar days after the mailing of the notice of delinquent parking violation together with proof of a written lease or lessee and provides the operator's driver's license number, name and address.

8-09-100 Affidavit of Non-liability - Sale

A registered owner of a Vehicle shall be released from liability for a parking citation issued to that Vehicle if the registered owner served with a notice of delinquent parking violation files with the agency, within thirty (30) calendar days of receipt of the notice of delinquent parking violation, an affidavit of non-liability together with proof that the registered owner served with a notice of delinquent parking violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged violation. The agency shall obtain verification from the department that the former owner has complied with the requirements necessary to release the former owner from liability pursuant to CVC section 5602 or the successor statute thereto.

If the registered owner has complied with CVC section 5602 or the successor statute thereto, the agency shall cancel the notice of delinquent parking violation with respect to the registered owner.

If the registered owner has not complied with the requirement necessary to release the owner from liability pursuant to CVC section 5602, or the successor statute thereto, the agency shall inform the registered owner that the citation must be paid in full or contested pursuant to section 8-09-050. If the registered owner does not comply, the agency shall proceed pursuant to section 8-09-060.

8-09-110 Collection of Unpaid Parking Penalties

Except as otherwise provided below, the agency shall proceed under subsection (a) or subsection (b), but not both, in order to collect an unpaid parking penalty:

- a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC section 4760 or the successor statute thereto.
- b. If more than four hundred dollars (\$400.00) in unpaid parking penalties and other related fees have been accrued by any one registered owner or the registered owner's renter, lessee or sales transferee, proof thereof may be filed with the court which has the same effect as a civil judgment. Execution may be levied and such other measures may be taken for the collection of the judgment as are authorized for the collection of unpaid civil judgments entered against a defendant in an action against a debtor.

The agency shall send notice by first-class mail to the registered owner or renter, lessee, or sales transferee indicating that a civil judgment has been filed and the date that the judgment shall become effective. The notice shall

also indicate the time that execution may be levied against that person's assets, that liens may be placed against that person's property, that the person's wages may be garnished, and that other steps may be taken to satisfy the judgment. The notice shall also state that the agency will terminate the commencement of a civil judgment proceeding if all parking penalties and other related fees are paid prior to the date set for hearing. If judgment is entered, then the Agency may file a writ of execution or an abstract with the court clerk's office identifying the means by which the civil judgment is to be satisfied.

If a judgment is rendered for the agency, that agency may contract with a collection agency.

The agency shall pay the established first paper civil filing fee at the time an entry of civil judgment is requested.

- c. If the registration of the Vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC section 4760, or the successor statute thereto, then the agency may file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in section 8-09-110 (a).
- d. The agency shall not file a civil judgment with the court relating to a parking citation filed with the Agency unless the agency has determined that the registration of the Vehicle has not been renewed for sixty (60) calendar days beyond the renewal date and the citation has not been collected by the Agency pursuant to CVC section 4760 or the successor statute thereto.

8-09-120 Obligation of Agency Once Parking Penalty Paid

If the operator or registered owner served with notice of delinquent parking violation, or any other person who presents the parking citation or notice of delinquent parking violation, deposits the penalty with the person authorized to receive it, the agency shall do both of the following:

- 1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.

2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to section 8-09-110 (b).
 - a. If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor entered a civil judgment, then all proceedings for that citation shall cease.
 - b. If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.
 - c. If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:
 1. Deliver a certificate of payment to the operator, or other person making payment;
 2. Within five working days transmit payment information to the department in the manner prescribed by the department;
 3. Terminate proceedings on the notice of delinquent parking violation;
 4. Deposit all parking penalties and other fees as required by law.

8-09-130 Deposit of Parking Penalties with METRO

All parking penalties collected, including process services fees and costs related to civil debt collection, shall be deposited to the account of the agency, and then remitted to METRO, if METRO is not also the agency.

If METRO is not the agency, then METRO shall enter into an agreement with the agency for periodic transfer of parking citation receipts, along with a report setting forth the number of cases processed and the sums received.

8-09-140 Bailment Schedule

METRO shall adopt a penalty schedule for parking violation penalties and administrative penalties and any necessary additional procedures in furtherance of enforcement of this Code. The schedule and any procedures deemed necessary shall be subject to the approval of the Chief Executive Officer. The Schedule shall be deposited and maintained at all times by the METRO Transit Court for use and examination by the public.

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound Vehicles in accordance with CVC section 22650 et seq., including but not limited to Vehicles that:

- a. Have three or more outstanding (unpaid) METRO parking violations.
- b. Have five or more outstanding (unpaid) parking violations from any agency in the State.
- c. Display lost, stolen, altered, counterfeit, or unauthorized permits.
- d. Have expired vehicle registration (more than six months).
- e. Park in tow away zones, such as disabled, reserved and no parking areas.

- f. Park in emergency/fire access lanes.
- g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.

8-11-020 Post-storage Hearing

- a. Whenever METRO directs removal of a Vehicle pursuant to this Chapter, the Vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
 - 1. The name, address, and telephone number of the agency providing the notice.
 - 2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
 - 3. The authority and purpose for the removal of the vehicle.
 - 4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within 10 days of the date appearing on the notice.
- c. The post storage hearing shall be conducted within 48 hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

ATTACHMENT B

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 and Sierra Madre and Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City. 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 demographic 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 customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

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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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 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 flat rate at designated preferred spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.

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- 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 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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 8. The following fees are established at the Metro Wardlow Blue Line Station:

- a. Parking rates shall be as follows:
- b. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- 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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 10. The following fees are established at the Metro Norwalk Green Line Station:

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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 11. The following fees are established at the Metro Lakewood 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 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.
- b. 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. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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

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.

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. Parking prior to 11am will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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.

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

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 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 flat rate at designated preferred parking spaces on a monthly basis.

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- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

- a. Parking will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking is only available Monday through Friday.
- c. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 30. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

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- 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 31. The following fees are established at the Metro La Cienega/Jefferson Expo 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 32. The following fees are established at the Metro Culver City Expo 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 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.

SECTION 34. 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.

SECTION 35. 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 flat rate at designated preferred parking spaces on a monthly basis.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- 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 36. The following fees are established at the Metro Reseda Orange Line Station:

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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 37. 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.

SECTION 38. 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 39. 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.

SECTION 40. The following fees are established at the Metro El Monte 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.

SECTION 41. 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.

SECTION 42. 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.

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SECTION 43. 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.

SECTION 44. 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.

SECTION 45. 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 46. 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 47. All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution

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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 demographic location of the facility.

SECTION 48. 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 49. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 50. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 51. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION 52. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION 53. The following fees are established for each type of violation:

1. Failure to Obey Signs shall be \$63.00.
2. Non-Parking Activities are Prohibited shall be \$63.00.
3. Vehicles parked longer than seventy-two (72) hours shall be \$53.00.
4. Temporary No Parking shall be \$53.00.
5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be \$63.00.
6. Parking in a Restricted Parking Space area shall be \$38.00.
7. Parking within a Marked Bicycle Lanes shall be \$48.00.
8. Illegal Parking in a Bus Loading Zone shall be \$263.00.
9. Illegal Parking in a Loading Zone shall be \$53.00.
10. Illegal Parking in a Commercial Loading Zone shall be \$78.00.
11. Vehicles Exceeding Posted Weight Limits shall be \$53.00.
12. Parking a Disconnected Trailer shall be \$53.00.
13. Vehicle Parking in Alleys shall be \$53.00.
14. Illegal Parking in Red Zones shall be \$53.00.

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15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be \$55.00.
16. Parking in an Accessible Parking Space without a valid placard or Authorization and Misuse of the Placard or Parking in a Crosshatched Accessible Area shall be \$338.00.
17. Parking on Grades shall be \$48.00.
18. Angled Parking shall be \$48.00.
19. Double Parking shall be \$53.00.
20. No Parking Anytime shall be \$53.00.
21. Parking on the Wrong Side of the Street shall be \$53.00.
22. Blocking Street or Access shall be \$53.00.
23. Improper Parking of a Vehicle causing a Special Hazard shall be \$53.00.
24. Parking at/blocking a Fire Hydrant shall be \$68.00.
25. Parking at Assigned / Reserved Space without a valid permit or permission shall be \$53.00.
26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be \$33.00.
27. Parking At/Adjacent to a Landscape Island or Planter shall be \$53.00.
28. Permit Provisions Violation shall be \$63.00.
29. Expired Meter or Pay Station shall be \$53.00.
30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas \$53.00.
31. Non Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be \$53.00.
32. Parking on Sidewalk/Parkway shall be \$53.00.
33. Parking in Peak Hour Traffic Zones shall be \$53.00.
34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be \$53.00.
35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be \$53.00.
36. Exceeding Posted Speed Limit shall be \$35.00.
37. Operating a Vehicle in a Non-Vehicular Access location shall be \$63.00.
38. Bicycle Violations shall be \$38.00.
39. Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be \$38.00.

SECTION 54. 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 55. 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.

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SECTION 56. The Metro Board shall certify to 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.



Board Report

File #: 2015-1288, File Type: Agreement

Agenda Number: 60.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2015

SUBJECT: AMENDED AND RESTATED PARKING LICENSE

ACTION: APPROVE LICENSE AMENDMENT WITH WEST ANGELES CHURCH OF GOD IN CHRIST

RECOMMENDATION

AUTHORIZING the Chief Executive Officer to:

- A. negotiate and execute an **Amended and Restated Parking License** (“Amended License”) for transit patron parking for an initial term of five years at 3500 Crenshaw Boulevard, Los Angeles, California with West Angeles Church of God In Christ (WA COGIC) for an amount not to exceed an annual lease payment of \$323,100 plus applicable real estate taxes;
- B. exercise options contained in the lease at his discretion; and
- C. deposit cost savings into the Risk Allocation Matrix Internal Savings Account (RISA), pending Board approval of the full concept later this year.

ISSUE

On April 2, 2012 Metro entered into a parking license (“Existing License”) with WA COGIC for the use of 450 parking spaces for transit patrons in a parking structure, six (6) days per week in support of the Crenshaw/Exposition Light Rail Station. Current demand and parking surveys by Metro indicate a need for less than 100 parking spaces per day.

As part of its review of Metro Parking assets the Board has directed Metro staff to renegotiate the Existing License with WA COGIC to lower the cost of the license fees to an amount commensurate with the use of the parking by Metro patrons.

DISCUSSION

Metro’s Travel Demand Model estimated the demand for parking on the opening day of the Expo Phase I Project to be 1,490 spaces. Parking facilities were proposed at three locations along the Expo route: Culver City Station, La Cienega/Jefferson Station and Crenshaw Station. Metro constructed surface parking at the Culver City Station and a parking structure at the La Cienega/Jefferson Station. The parking for the Crenshaw Station is being provided through a shared

use agreement with WA COGIC. Metro also plans to provide approximately 100 parking spaces at the Expo Crenshaw Station as part of the Crenshaw/LAX Transit Corridor Project. The current parking facilities, number of parking spaces and an occupancy report are summarized below:

LOCATION	NUMBER OF SPACES	UTILIZATION PERCENTAGE
Culver City	586	95%
La Cienega/Jefferson	476	50%
Crenshaw Blvd.	450	15%
Total	1512	57%

The License commenced April 28, 2012 and will terminate by its terms on April 27, 2017. The term of the License is five (5) years with an option to extend the term for up to three (3) additional periods of five (5) years. Metro has the right to terminate the License with 60 days prior written notice and the payment of a termination fee of \$50,000 (which must be paid at the time that the termination notice is issued).

Metro leases 450 of the existing 500 parking spaces within the structure. The annual cost of this lease is approximately \$750,000, including approximately \$467,000 in annual operating expenses that Metro reimburses to WA COGIC. Based on our current counts of parking patrons, day and evening, staff estimates a need of between 70-100 spaces per day. The Fiscal Year 15 boardings and alightings for the Expo Line stations are shown on Attachment A.

Staff has held discussions with WA COGIC to reach consensus regarding amending the existing agreement to reduce the number of parking spaces and associated costs. WA COGIC is willing to amend the License to reduce the number of parking spaces to 225 spaces and reduce the Metro's share of the operating costs such that our total annual cost would be reduced from \$750,000 to \$323,100 (not including real estate taxes which are estimated at \$41,000 per year). Retaining 225 parking spaces at this facility could eliminate the need to construct 100 additional parking at the Expo Crenshaw Station once the LAX Crenshaw Project is completed. The term of the license will be amended beginning at the date of execution and running an additional five years. The license will include options to extend the term for up to three (3) additional periods of five (5) years.

A summary of the negotiated terms of the Amended License is outlined in Attachment B. A Term Sheet from WA COGIC outlining the negotiated terms is shown on Attachment C.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The Project is expected to substantially reduce Metro's expenditure for this License and result in savings to Metro, in the amount of \$595,175 for the remainder of the existing term. The total cost under the Restated Agreement is estimated to be \$1,820,500 over the term of the contract.

Impact to Budget

The source of funds for the Project is budgeted in Cost Center 0651 Project 300066 Task 01.01 Account 51201.

ALTERNATIVES CONSIDERED

One alternative is to not approve the Amended License. This alternative is not recommended because the License is expected to cost Metro approximately \$1.4 million total over the remaining 22 months balance of the existing term. Metro would pay for a significant amount of unutilized parking spaces.

Another alternative is to terminate the License, at a cost of \$50,000, pursuant to the existing License terms. Transit parkers would be directed to Metro's La Cienega/Jefferson facility which is at 50% capacity and could accommodate the additional parking. This alternative is not recommended because of the costs, displacement of parking patrons, and the possible need to negotiate with WA COGIC for additional parking once of the LAX Crenshaw Project is completed.

NEXT STEPS

CEO finalizes and executes an Amended and Restated Parking License with WA COGIC, subject to County Counsel approval as to form.

ATTACHMENTS

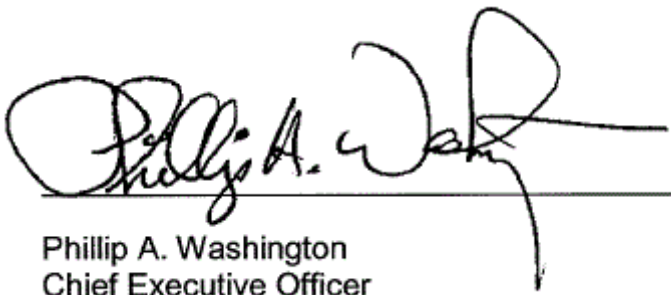
Attachment A - Summary of Fiscal Year 15 Boardings and Alightings

Attachment B - Summary of Amended License

Attachment C - Term Sheet from WA COGIC

Prepared by: Thurman Hodges, Director, Real Property Management and Development (213) 922-2435
David Means Executive Officer- Countywide Planning and Development (213) 922-2225

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

SUMMARY OF EXPO LIGHT RAIL
BOARDINGS AND ALIGHTINGS

Rail Activity by Station Fiscal Year 2015 (July 2014 - June 2015)					
Expo Line	Station	Daily		FY 2015	
		Boardings	Alightings	Boardings	Alightings
Weekday					
Northbound					
	CULVER CITY	4,713		1,201,886	
	LA CIENEGA/JEFFERSON	1,570	221	400,240	56,365
	EXPO/CRENSHAW	1,338	671	341,233	171,009
Southbound					
	EXPO/CRENSHAW	622	1,330	158,690	339,091
	LA CIENEGA/JEFFERSON	190	1,563	48,541	398,542
	CULVER CITY		4,657		#####
Saturday					
Northbound					
	CULVER CITY	2,876		149,553	
	LA CIENEGA/JEFFERSON	901	89	46,864	4,648
	EXPO/CRENSHAW	932	356	48,477	18,514
Southbound					
	EXPO/CRENSHAW	352	967	18,295	50,286
	LA CIENEGA/JEFFERSON	148	909	7,709	47,247
	CULVER CITY		2,991		155,533
Sunday/Holiday					
Northbound					
	CULVER CITY	2,150		124,727	
	LA CIENEGA/JEFFERSON	683	75	39,595	4,357
	EXPO/CRENSHAW	735	352	42,648	20,435
	EXPO/WESTERN	803	497	46,591	28,848
Southbound					
	EXPO/CRENSHAW	341	767	19,792	44,458
	LA CIENEGA/JEFFERSON	111	660	6,461	38,303
	CULVER CITY		2,336		135,516

ATTACHMENT B**SUMMARY OF LICENSE AMENDMENT KEY TERMS**

Provisions	Existing License	Amended License
License	License to use 450 parking spaces, including 25 handicapped spaces	License to use 225 parking spaces, including 12 handicapped spaces
Term	5 Years with three (3) Five-year options to extend term. Existing License expires April 27, 2015.	Reset license term effective upon execution of the Amended License for a five year term with three (3) Five-year options to extend.
License Fee	\$281,700 per year	\$143,100 per year
MTA's Share of Operating Expense Reimbursement	\$466,733 per year	\$221,000 per year, including real estate taxes estimated at \$41,000



TERM SHEET

From: Tunua Thrash-Ntuk, Executive Director
Ken Hooper, External Affairs

Date: August 17, 2015

Re: MTA Parking License Agreement

To: Los Angeles County Metropolitan Transportation Authority
Attention: Mr. Thurman Hodges, Mr. David Means,
Mr. William Satterfield

cc: West Angeles Church: Gladys Ross, Bryan McGinley,
Brandon Randall, Earl Jordan, Paul Lewis

In consideration and in the interest of both West Angeles Church of God in Christ and the Los Angeles County Metropolitan Transportation Authority the West Angeles Church, this Term Sheet identifies the "Terms" forthcoming in the **Amended and Restated Parking License Agreement**. This document ("Term Sheet") is not binding, but outlines specific negotiating points that will be binding after the Amended and Restated Parking License Agreement is fully executed by both parties.

This "Term Sheet" is not intended to replace or supersede the Amended and Restated Parking License Agreement.

Senior Staff of West Angeles Church and Senior Staff of the Metropolitan Transportation Authority shall conduct a thorough review of this "Term Sheet" and communicate any discrepancies pursuant to the Amended and Restated Parking License Agreement.

NUMBER OF SPACES TO BE LEASED

In the 500 space parking structure, MTA currently leases 450 spaces. MTA has elected to reduce the number of spaces to 225. West Angeles Church shall utilize the remaining spaces for any use in accordance with all local and state regulatory codes.

TERM OF AGREEMENT

Upon execution of the Amended and Restated Parking License Agreement, the contract shall extend an additional **five years (5)** from the "date" the Agreement is executed by both parties. Metropolitan Transportation Authority is responsible for remitting payment of the agreed amount within ten (10) days from the "date" of execution.

COST REDUCTION

After careful review of the current Operating Budget, it has been determined, the West Angeles Church can reasonable expect operating expenses (Reimbursable by LAMTA) to be \$180,000 dollars annually and the lease rate of an agreed amount of fifty-three dollars (\$53.00) dollars per space per month for an annual amount of \$143,000 dollars. LAMTA shall be responsible to pay West Angeles Church a total amount of \$323,100 annually, not including taxes.

PROPERTY TAXES

Property Taxes are reimbursable to West Angeles Church. Proof of payment will be submitted to LAMTA. Taxes will be paid based on possessory interest of 225 spaces. LAMTA shall remit payment for property taxes within ten (10) days after proof of payment is submitted.

SIGNAGE AND WAYFINDING

Los Angeles Metropolitan Transportation Authority shall produce and install signage and wayfinding for the West Angeles Church parking structure. The signage program, size, color and locations must be reviewed and approved by both parties.

PROPERTY TAX EXEMPTION

Los Angeles Metropolitan Transportation Authority has elected to engage the County Assessor's Office in an effort to reduce *direct assessments*. West Angeles Church agrees to this change in status (501c3 Exemption); however, West Angeles Church reserves the right to conduct its own due diligence with the Assessor's Office. West Angeles Church may require written confirmation from the Assessor's Office. LAMTA shall be responsible for any cost associated with installing signage, delineating spaces within the Parking Structure.

WEST ANGELES CHURCH OF GOD IN CHRIST


GLADYS ROSS

8-20-15
Date:

CHIEF OPERATION OFFICER

**LOS ANGELES METROPOLITAN
TRANSPORTATION AUTHORITY**


DAVID MEANS

August 20, 2015
Date:

EXECUTIVE OFFICER





Board Report

File #: 2015-1342, **File Type:** Policy

Agenda Number: 61.

**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2015**

SUBJECT: PERSONNEL MATTER

ACTION: APPROVE CREATION OF NEW CLASSIFICATION AND AUTHORIZE CHIEF EXECUTIVE OFFICER TO NEGOTIATE SALARY

RECOMMENDATION

- A. APPROVING the **upgrade of a vacant position to Chief Innovation Officer**, pay grade CC (\$222,476 - \$273,894 - \$325,353); and
- B. AUTHORIZING the Chief Executive Officer to negotiate a salary within the pay grade for the position.

ISSUE

The Chief Innovation Officer is needed to lead a small staff and some fellows in the Office of Extraordinary Innovation.

Executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating authority for salary negotiation to the CEO for this position will shorten the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

DISCUSSION

This position will be responsible for improving mobility and accessibility in Los Angeles County through partnerships with innovative people, the international private sector community, organizations, and industries; support Metro departments in piloting new and experimental ideas and policies including an effective performance-based capital investment strategy for Metro; initiate a comprehensive strategic planning process that guides the authority for next 5-10 years; and direct and oversee the Public Private Partnership (P3) Program that will improve and accelerate mobility projects in Los Angeles County. This office and position will pay for itself with the anticipated level and degree of innovation and revenue generation that will be implemented at LA Metro and throughout the county.

FINANCIAL IMPACT

No additional FTEs are being added to the FY16 Budget.

Funds for the Chief Innovation Officer are included in the FY16 budget in cost center 2010, Chief Executive Office, projects 100002 (Governmental Oversight) and 100055 (Measure R Admin) .

Impact to Budget

FY16 funding for the Chief Innovation Officer will be funded from Prop A, C, TDA and Measure R Admin funds. These funds are not eligible for bus or rail operating projects and have been identified for this position.

ALTERNATIVES CONSIDERED

An alternative would be not to approve the new classification and not authorize the CEO to negotiate a salary within the pay range for the position. Staff does not recommend this alternative as Metro will miss opportunities for innovation that would bring world-class innovation to Metro. In addition, executive-level recruiting is extremely sensitive and sometimes difficult if the potential candidate is considering leaving current employment. Delegating the authority for salary negotiation to the CEO for these positions will expedite the process and ameliorate any concerns the potential candidates may have regarding confidentiality.

NEXT STEPS

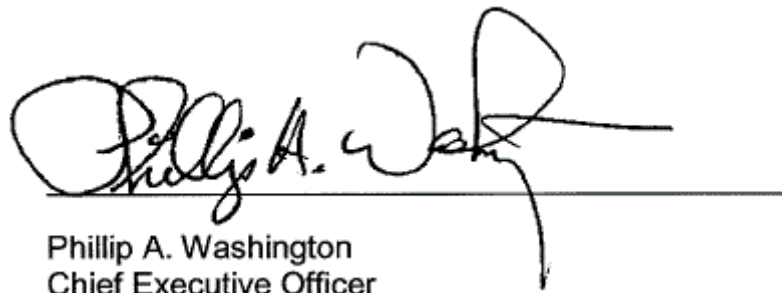
The CEO will select and hire the best candidate for the job.

ATTACHMENTS

Attachment A - Job Specification for Chief Innovation Officer

Prepared by: Don Ott, Executive Director, Employee and Labor Relations
(213) 922-8864

Reviewed by: Stephanie Wiggins, Deputy Chief Executive Officer
(213) 922-1023



Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Job Class Specification

CHIEF INNOVATION OFFICER

Pay Grade HCC

(\$222,476 - \$273,894 - \$325,353)

Basic Function

To improve mobility and accessibility in Los Angeles County through partnerships with innovative people, the international private sector community, organizations, and industries; support Metro departments in piloting new and experimental ideas and policies including an effective performance-based capital investment strategy for Metro; initiate a comprehensive strategic planning process that guides the authority for next 5-10 years; and direct and oversee the Public Private Partnership (P3) Program that will improve and accelerate mobility projects in Los Angeles County.

Classification Characteristics

This classification is exempt/at-will and the incumbent serves at the pleasure of the hiring authority.

Supervised by: Chief Executive Officer

Supervises: Deputy Innovation Officer; Researcher Programmer/Planner, and Fellows

FLSA: Exempt

Work Environment

In order to achieve the Agency's goals in support of its mission, potential candidates are required to commit and continuously practice and demonstrate the following work values:

- **Safety** – To ensure that our employees, passengers and the general public's safety is always our first consideration.
- **Services Excellence** – To provide safe, clean, reliable, on-time, courteous service for our clients and customers.
- **Workforce Development** – To make Metro a learning organization that attracts, develops, motivates and retains a world-class workforce.

- **Accountability for Performance and Fiscal Responsibility** – To manage every taxpayer and customer-generated dollar as if it were coming from our own pocket and ensure the highest possible return on investment.
- **Innovation and Technology** – To actively participate in identifying best practices for continuous improvement.
- **Sustainability** – To reduce, reuse and recycle all internal resources and reduce green house gas emissions.
- **Integrity** – To rely on the professional ethics and honesty of every Metro employee.
- **Teamwork** – To actively blend our individual talents to achieve world-class performance and service.
- **Civil Rights** – To actively promote compliance with all civil rights statutes, regulations and policies.
- **Community** – To actively engage with the Community as it relates to Metro interest/services.

Examples of Duties

- Works with the CEO to provide strategic direction and establish goals and major priorities for the Office of Extraordinary Innovation.
- Initiates and completes comprehensive strategic planning process that includes input from our Board of Directors, employees, stakeholders, and local/national partners, that will set the strategic direction of our agency for the next decade or more.
- Works with CEO and Planning, Finance, and Construction/Engineering departments to develop a performance-based investment strategy for Metro
- Plans, develops implements, evaluates, and directs the activities, programs, policies and procedures, and personnel of the Office of Extraordinary Innovation.
- Leads staff in inter-departmental and inter-agency collaboration and partnership.
- Initiates different and unique ideas to improve mobility and accessibility in Los Angeles.
- Partners with the academic community, learned transportation professionals, and the private sector to research past and leading edge ideas and philosophies to address current and anticipated transportation challenges and concerns to determine how those ideas can benefit LA County and even the world.
- Collaborates with outside and partner governmental agencies, the private sector, and policy makers to create effective and results-based partnerships.
- Analyzes, develops, and supervises implementation of innovative means of funding and financing transportation projects and services.
- Directs the multi-agency project team in evaluating unsolicited proposals for any type of new and innovative projects that could

include P3 delivery, technology, revenue generation, cost efficiency, ridership increases, etc., to determine technical or financial merit.

- Facilitates the process to ensure the P3 concessionaire's compliance to the P3 agreement terms and conditions.
- Works with finance and budget to oversee Metro's P3 Project activities to ensure appropriate levels of resource allocations.
- Establishes procedures in coordination with Metro Unit departments to ensure that construction-related activities conform to Metro policies, federal regulations, and all applicable state and local laws
- Manages department, including developing, monitoring and adhering to budget and achieving unit's goals and objectives.
- Contributes to ensuring that the EEO policies and programs of Metro are carried out.

Essential Knowledge and Abilities

Knowledge of:

- Theories, principles, and practices of transportation planning, program management, procurement, and public policy.
- Applicable local, state, and federal laws, rules, and regulations.
- Administrative principles and methods, including goal setting, program and budget development and implementation
- Capital and operating budgets.
- Social, political, and environmental issues influencing transportation programs.
- Public administration.
- Modern management theory.

Ability to:

- Plan, organize, and control the work of an innovative, dynamic organizational unit in an effort to improve mobility in Los Angeles County.
- Develop and implement objectives, policies, procedures, work standards, and internal controls.
- Determine strategies to achieve goals.
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, budgets, and contracts.
- Represent Metro before elected officials, the private sector, and the public.
- Analyze situations, identify problems, implement solutions, and evaluate outcome.
- Prepare comprehensive reports and correspondence.
- Establish and maintain cooperative working relationships.
- Exercise judgment and creativity in making decisions.
- Communicate effectively orally and in writing.

- Interact professionally with various levels of Metro employees, outside representatives, and public officials.
- Read, write, speak, and understand English.

Minimum Qualifications

Potential candidates interested in the **CHIEF INNOVATION OFFICER** position MUST meet the following requirements:

- Bachelor's degree - Business, Public Administration, Public Policy, Urban Planning, Transportation Planning, or other related field.
- 8 years' senior management-level experience in transportation planning, policy, program management, or project development/management.
- Master's degree in related field desirable.
- Valid California Class C driver's license.

Special Conditions

- None.

Disclaimer

This job specification is not to be construed as an exhaustive statement of duties, responsibilities, or requirements. Employees may be required to perform any other job-related instructions as requested by their supervisor.



Board Report

File #: 2015-1405, File Type: Informational Report

Agenda Number: 68.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2015

SUBJECT: SAFE SPACE AND SEXUAL HARRASSMENT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on providing **customer safe space environments while riding Metro buses and trains.**

ISSUE

In response to Board Motion 55 by Directors Garcetti, Antonovich, and Kuehl, this report presents the results of Metro's semi-annual Customer Satisfaction Survey conducted May-June, 2015 and progress making Metro a safe space without unwanted intrusion into passengers' private physical and emotional space. (Attachment A) In the past two years, Metro has conducted three surveys that included a question about sexual harassment on the bus and rail system. Metro is one of only a handful of transit agencies worldwide that regularly asks passengers about experience of sexual harassment. Independent studies of large, international transit agencies indicate that New York City is considered to have one of the safest systems for women with a sexual harassment reporting rate of 63 percent.

Findings

During the latest Customer Satisfaction Survey May-June, 2015, the on-board questionnaire asked "In the past six months, while riding on Metro, have you personally experienced any of the following types of sexual harassment? Non-Physical (comments, gestures, etc.)? Physical (unwanted touching, groping, fondling, etc.)? Indecent Exposure (exposure of private parts)? The percent of respondents who experienced any of the three types of sexual harassment was 19 percent. This response rate indicated a three percent decline from the previous survey period. For the specific subsets of harassment, the percent of respondents who answered "Yes" were as follows: Non-Physical, 19 percent; Physical, 7 percent and Indecent Exposure, 8 percent.

The survey was conducted following the launch of Metro's It's Off Limits campaign to combat sexual harassment on the bus and rail system. The campaign, a partnership with the community advocacy organization Peace Over Violence, the Los Angeles County Sheriff's Department (LASD) Transit Policing Division and Metro, defined sexual harassment as unwanted touching comments and gestures and included a call to action "If you experience it or see it - report it. Call 1.888.950.SAFE."

While there was not a significant increase in reports to the Transit Policing Division hotline, there was a notable drop in reported incidents of sexual harassment reported in the survey.

Analysis

The Customer Satisfaction Survey queried 19,793 bus and rail riders in the latest form giving it an error rate $\pm 1\%$. It is the largest survey including a question about sexual harassment by any transit agency in the world. It is believed that by shining a light on the furtive activity of sexual harassment potential perpetrators eschewed harassment due to risk of possible identification and/or arrest thereby reducing the number of victims.

Actions Compliant with Item 55

Task Force - Reconvened in September to advance progress made and plan for a new outreach and media event.

Community Input

- Community Roundtable: Peace Over Violence has been signed to a one year contract to provide ongoing consultation and future developments will include the formulations of a community roundtable on issues of safe space and sexual harassment.
- Review APTA best practices: In a review of best practices it was learned the Metro is at the leading edge of efforts to stem sexual harassment. At this report, we have no peers approaching the issue in the same manner as LACMTA or with the same results.

External Policy

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

Internal Policy

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

NEXT STEPS

While reducing incidents of sexual harassment from 22 percent to 19 percent is a positive development, Metro is committed to redoubling efforts to make the system a safe space for all riders.

The Sexual Harassment Awareness Task Force reconvened in September representing the offices of

Los Angeles Mayor Eric Garcetti, Supervisor Michael Antonovich, Supervisor Sheila Kuehl, Peace Over Violence, the LASD and Metro staff. The Metro Customer Code of Conduct has been updated to explicitly prohibit unwanted sexual attention and identify-based harassment.

Metro is committed to continuing efforts to improve safety on the bus and rail system by launching a second phase of the ground-breaking It's Off Limits campaign on October 1, 2015 to be highlighted by a media event and press conference tentatively scheduled for early October. The second phase continues to use the message of It's Off Limits and augments the call to action by urging the public to "Speak Up about unwanted touching, comments and gestures. If you experience it or see it - report it. Call 1.888.950.SAFE." The campaign literature is being produced in English and Spanish (No Se Tolerara'). In addition, a web URL is under development to link a user to the information translated into eight other languages.

In July, Metro Human Resources Department circulated to all of the agency's nearly 11,000 employees a simple yet effective set of instructions for them to follow in the event they are the first point of contact for a passenger who has been victimized by sexual harassment. All frontline employees, operators, maintenance and custodial personnel, were trained in the procedure in April. Additionally, protocol for responding to social media comments related to sexual harassment is in development based on advice from trauma and subject matter experts.

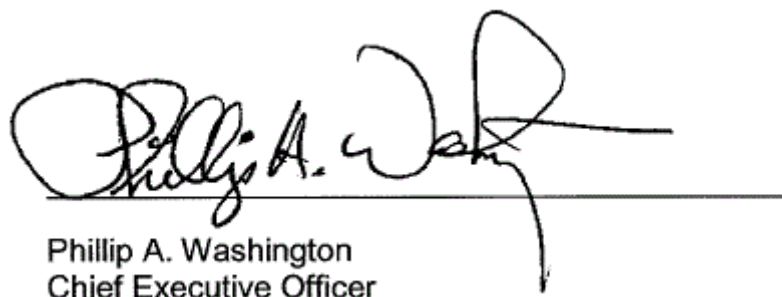
Metro is preparing another Customer Satisfaction Survey in October and November to continue gathering data on this subject of vital interest. The results of that survey will be analyzed and modifications to our outreach will be amended as warranted.

ATTACHMENT

Attachment A - Motion 55

Prepared by: Paul Gonzales, Senior Public Communications Officer, (213) 922-2702

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



Phillip A. Washington
Chief Executive Officer

MOTION BY:

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

Executive Management Committee Meeting

March 19, 2015

Item 55: Safe Space & Sexual Harassment

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

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

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

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

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

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

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

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

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

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

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

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

Task Force

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

Community Input

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

External Policy

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

Internal Policy

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

Board Reporting

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

###