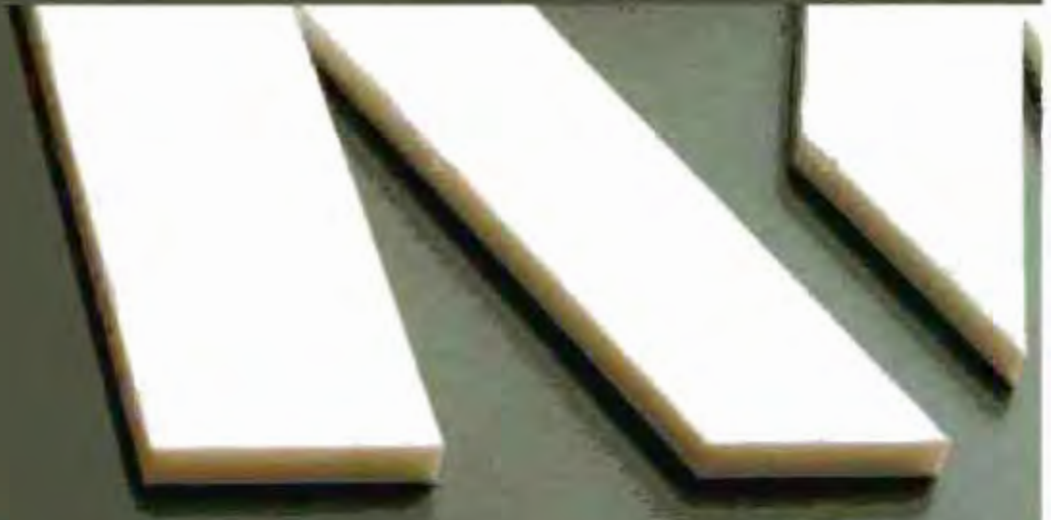


Los Angeles County  
Metropolitan Transportation Authority

# GETTING THINGS DONE AT METRO

July 2013



**Metro**

# Getting Things Done at Metro

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  - 2. 323 GO Metro; NexTrip
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Chief Executive Officer  
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July 1, 2013

Dear Director:

Welcome to your new position on the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro). You have come to Metro at a moment of unprecedented activity in transportation planning and construction that will change the face of Los Angeles County with more transportation options for our growing population.

Metro's rail, bus and highway projects cover Los Angeles County, and programs like Metro's response to growing ADA ridership, support for Positive Train Control, and the agency's Rail Safety Ambassadors contribute to a 'safety first' culture that is the agency's first priority. Supporting the agency's legislative priorities, helping to secure funding to complete Metro's ambitious project agenda, and working with our local and regional partners to ensure connectivity throughout the region are just some of the issues we will address together. As always, ensuring that our policies meet the mobility needs of the County's growing population and are fair and equitable is an important part of our mandate.

You will be proud of the work we do here at Metro to provide more safe, green and efficient transportation options for millions of residents and commuters, as well as visitors to our region. Thanks for stepping up to make this vision a reality. I look forward to working with you.

Sincerely,

Arthur T. Leahy  
Chief Executive Officer

# Who We Are

## A. Metro Formation

The Los Angeles County Metropolitan Transportation Authority, best known by its transit services brand name 'Metro', was created by the State of California pursuant to AB 152 (Katz), which was signed by Governor Wilson on May 19, 1992 and took effect on February 1, 1993. Metro's responsibilities include those carried over from the three prior transportation agencies formed by the State of California for Los Angeles County:

- Los Angeles Metropolitan Transit Authority (1951-1964)
- Southern California Rapid Transit District (1964-1993)
- Los Angeles County Transportation Commission (1977-1993)

By law, Metro's mandate is to plan, construct, and operate a multimodal transportation system, to set countywide transportation policy, and to administer local and regional transportation programs. First adopted in 1991, the "M" logo of the Metro System is the widely recognized public symbol of this coordinated network.

## B. Metro Today

Metro is unique among the nation's transportation agencies. Other agencies operate transportation systems; Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. **Ten million people - nearly one third of California's residents - live, work, and play within its 1,433-square-mile transit service area.**

Recognizing that no one form of transit can solve urban congestion problems, Metro provides a variety of transportation alternatives to address the needs of a growing and highly diverse population in our region. Multimodal projects - bus, light and heavy rail, bicycle, pedestrian and highway improvements represent a practical effort to move people and goods with safe, environmentally sustainable and reliable systems.

LACMTA employs approximately 9,291 people in a broad range of technical specialties and services ranging from Metro Bus and Metro Rail operators and mechanics to construction engineers and safety inspectors, from transportation planning professionals to customer information agents.

Metro's primary responsibilities are the following:

- Administration of funds for all Los Angeles County transit providers;
- Planning and construction of light rail, heavy rail, and other fixed guideways for buses and multi-passenger vehicles;
- Highway construction funding and traffic flow management;
- Research and development of alternative energy sources for transit vehicles;
- Air quality, environmental impact, land use, and economic development decisions
- Promotion of the use of public transit services and rideshare programs.

Types of Projects Metro Plans, Constructs and/or Operates

- An extensive bus and rail system;
- Highway projects (typically done in partnership with the California Department of Transportation (Caltrans))
- Bikeways and pedestrian facilities
- Local road and highway facilities
- Carpool lanes
- HOT lanes
- Goods movement enhancements
- The Freeway Service Patrol
- Freeway Call Box System
- 511
- Metrolink commuter rail service

See also:

[Predecessor Agencies](#)

[Early History of Los Angeles Transit](#)

[Transit Agencies Timeline](#)

[Transit Family Tree](#)

# Metro Facts at a Glance

**Bus and Rail Boardings:** A combined 1.5 million bus and rail boardings EACH WEEKDAY

461,496,000 annual boardings on Metro bus and rail

## **Bus System:**

- Second largest bus system in the United States
- Nearly 16,000 bus stops
- 170 bus routes
  - Dedicated busway, two freeway bus transitways
- Metro funds 21 municipal bus operators.

## **Rail System:**

- Four light rail lines and two heavy rail lines
- 80 rail stations
- 87 miles of Metro Rail service
- Metro provides funding for Metrolink regional rail service
  - 220 miles of regional rail service

## **Bus and Rail Equipment:**

- 2,228 CNG coaches, the largest alternative fuel transit bus fleet in the U.S.
- 275 rail cars
- Pending purchase of all-electric buses



# Union Facts and Figures

Metro currently has collective bargaining agreements with the following five unions (8,375 represented employees – includes 493 part-time employees affiliated with UTU):

1. **Amalgamated Transit Union ("ATU")** (expires June 30, 2013) – 2,262 full-time employees (FTEs) Mechanics, Equipment Specialist, Service Attendant, etc.
2. **American Federation of State, County and Municipal Employees Union ("AFSCME")** (expires June 30, 2014)\* - 666 FTEs Supervisors, etc.
3. **International Brotherhood of Teamsters Union ("TEAMSTERS")** (expires June 30, 2014) – 93 FTEs Transit Security
4. **Transportation Communications Union ("TCU")** (expires June 30, 2013)\* - 735 FTEs Clerks in General Office, Transit Division, Warehouse, etc.
5. **United Transportation Union ("UTU")** (expires June 30, 2014) - 4,619 employees including part-time Transit Operators, Schedule Checkers, etc.

For copies of the current labor agreements, latest arbitration decisions, policies and department contact information consult our intranet site at [http://mymetro/labor\\_contracts/Pages/default.aspx](http://mymetro/labor_contracts/Pages/default.aspx).

\*LACMTA reached tentative agreements (TAs) with AFSCME and TCU. The TAs will be presented to the Board for ratification in closed session at the June 28, 2013, Board meeting. Both contracts are retroactive and would expire June 30, 2013.

For more information, contact Don Ott, Executive Director, Employee and Labor Relations

# Metro Operating Divisions and Other Major Facilities



# Metro Operating Divisions and Other Major Facilities

## LOCATIONS

**M** Main Office [99]  
One Gateway Plaza, Los Angeles  
(Cesar E. Chavez Av & Vignes St)

**ROC** Rail Operations Control [60]  
2000 E Imperial Hwy,  
Willowbrook

**CMF** Central Maintenance Facility [30]  
900 Lyon St, Los Angeles  
(between Vignes St & LA River)

## DIVISIONS

**1** Downtown Los Angeles  
1130 E 6th St, Los Angeles  
(6th St & Central Av)

**2** Downtown Los Angeles  
720 E 15th St, Los Angeles  
(E 15th St & San Pedro St)

**3** Cypress Park Division  
630 W Av 28, Los Angeles  
(Avenue 28 & Idell St)

**5** Arthur Winston Division  
5425 Van Ness Av, Los Angeles  
(Van Ness Av & 54th St)

**6** Venice Division  
100 Sunset Av, Venice  
(Sunset Av & Pacific Dr)

**7** West Hollywood Division  
8800 Santa Monica Bl,  
West Hollywood  
(Santa Monica Bl & Palm Av)

**8** Chatsworth Division  
9201 Canoga Av, Chatsworth  
(Canoga Av & Nordhoff St)

**9** El Monte Division  
3449 Santa Anita Av, El Monte  
(Santa Anita Av & Ramona Bl)

**10** Los Angeles Division  
742 N Mission Rd, Los Angeles

**11** Metro Blue Line Division  
4350 208th St, Long Beach  
(Del Amo Bl & Santa Fe Av)

**15** Sun Valley Division  
11900 Branford St, Sun Valley  
(Branford St near Glenoaks Bl)

**18** South Bay Division  
450 W Griffith St, Carson  
(Griffith St near Figueroa St)

**20** Metro Red Line Division  
300 S Santa Fe Av, Los Angeles  
(Santa Fe Av near 4th St)

**21** Gold Line Midway Yard  
1800 Baker St, Los Angeles

**22** Metro Green Line Division  
14724 Aviation Bl, Hawthorne

## TERMINALS/SHOPS/ OTHER FACILITIES

**4** Non-revenue vehicles  
7878 Telegraph Rd, Downey

**12** Long Beach Facility  
970 W Chester Pl, Long Beach  
(Chester Pl & 710 Fwy)

**14** Bauchet Street Warehouse  
and Facilities Maintenance  
490 Bauchet, Los Angeles

**17** Maple Av Terminal  
632 S Maple Av, Los Angeles  
(6th St & Maple Av)

**19** El Monte Terminal  
3501 Santa Anita Av, El Monte  
(El Monte Station, Santa Anita Av  
& Ramona Bl)

**25** Terminal 25  
1831 Toberman St, Los Angeles  
(Washington Bl & Toberman St)

**26** West Los Angeles Transit Center  
5702 Apple St, Los Angeles  
(Fairfax Av & Washington Bl)

**27** LAX City Bus Terminal  
6111 W 96th St, Los Angeles  
(96th St near Sepulveda Bl)

**28** Terminal 28  
111 W 18th St, Los Angeles  
(17th St & 18th St between  
Hill St & Broadway)

**31** Terminal 31  
938 N Vignes St, Los Angeles  
(Lyon St & Vignes St)

**34** Vernon Yards  
4462 Pacific Bl, Vernon  
(Vernon Av near Santa Fe Av)

**40** Pico Rimpau Bus Terminal  
4646 Pico Bl, Los Angeles

**61** Heavy Rail Maintenance  
of Way Facility  
284 S Santa Fe Av, Los Angeles  
(Santa Fe Av near 4th St)

**66** Light Rail Maintenance  
of Way Facility  
1680 E Imperial Hwy,  
Willowbrook

## PROJECT MANAGEMENT OFFICES

**CRLR** Crenshaw Light Rail  
3695-3699 Crenshaw Bl,  
Los Angeles

**WSRC** Westside Subway and  
Regional Connector  
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(7th & Figueroa)

# Regional CEO Group

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**Metro**

### MTA BOARD CHAIR APPOINTEES

Committee	Description	Member	Alternate	Membership Bylaws
Advanced Transit Vehicle Consortium (ATVC)	Consortium to improve bus service through the Fuel Cell-powered ATTB; improve air quality with zero- to low-emission vehicles; capture economic benefits from fuel cell manufacturing; and create new high technology jobs.	P. O' Connor M. Antonovich A. Villaraigosa J. Fasana  W. Burke Z. Yaroslavsky	Bohke Cano De la Vega  C.Liu Rescalvo	One member of Board of Supervisors or an alternate; Mayor of Los Angeles or an alternate; MTA Director or alternate appointed by MTA Chair; Board Member of the South Coast Air Quality Management District or an alternate; remaining 2 directors shall be appointed by a majority of the directors listed above.
Alameda Corridor Transportation Authority (ACTA)	Responsible for managing the design and construction of the Alameda Corridor. Composed of five agencies: MTA, City of LA, City of Long Beach, Port of Long Beach and Port of Los Angeles.	D. Knabe	vacant	5th Member = Councilperson representing the Harbor District of Los Angeles; Alternate = Councilperson appointed by Mayor; 7th Member and Alternate = appointed by MTA (5 year term).
Citizens Advisory Council (CAC)	The CAC consults, obtains and collects public input on matters of interest and concerns to the Community and communicates the CAC's recommendations with respect to such issues to the MTA.		Not Applicable	Each Director may appoint four members. While a three-year term is specified, Board Directors can make new appointments at any time.
Exposition Joint Powers Authority (Expo JPA)	Established by SB 504 to award and oversee final design and construction contracts for LA Exposition Metro Line Light Rail Project from 7th St. and Flower to Downtown Santa Monica	Council member Herb Wesson, City of Los Angeles	Andrew Westall, Senior Deputy, Council District 10, 200 N Spring St, Los Angeles CA 90012 (213) 473- 7010	Board consists of 7 members with 4 year terms. One member and One alternate appointed by MTA Chair.
Independent Citizens Proposition A/C Committee	Reviews transportation sales tax expenditures, hold public hearings and issue reports thereon.	Dwight D. Ham (LACMTA Chair- Hal Bernson) Brian Russell (LB) Emina Darakjy (Pasadena) Russ Lesser (County)		The bylaws allow the MTA Board Chair, County Board of Supervisors Chair, and the Mayors of Los Angeles, Long Beach and Pasadena to each appoint one member who must live in Los Angeles County but cannot be an elected official. While a two-year term is specified, new appointments can be made at any time.

### MTA BOARD CHAIR APPOINTEES

Committee	Description	Member	Alternate	Membership Bylaws
Los Angeles-San Diego Rail Corridor Agency (LOSSAN)	Joint Powers Authority composed of MTA, NTD, OCTA, Caltrans and four-ex-officio members. Provides for efficient inter-city rail services in the LA-San Diego rail corridor. Coordinates capital improvements along the corridor; develops capital programs to secure funding from state and federal governments; coordinates and conducts a legislative and lobbying program for LOSSAN corridor issues, especially those that give voice to funding needs and inequities.	Diane DuBois (Appointed by Ara Najarian) David Golonski (Appointed by Michael Antonovich)	Karen Heit Beatrice Proo (Both appointed by Ara Najarian)	Under LOSSAN bylaws, the MTA appoints two members. One must be an MTA Board Member, the other must be a non-Board member from a corridor city. No term is specified.
Mobile Source Reduction Committee (AQMD MSRC)	An 8-member entity created by State law, which allocates \$12 million annually in AB2766 discretionary funds from a portion of an annual \$4 DMV surcharge. Revenue funds programs that reduce air pollution from motor vehicles. MTA represents its interests and those of LA County jurisdictions.	Steve Veres	Brad McAllister	Under MSRC bylaws, the MTA appoints one member, who must be an elected official, and one alternate, who is not an elected official. No term is specified.
Pasadena Blue Line Joint Powers Authority	Board has all the authority necessary to design, procure and build the Pasadena Gold Line.	John Fasana	vacant	The Board Chair appoints one member. While a four-year term is specified, the Board Chair may make a new appointment at any time.
Public Transportation Service Corporation (PTSC)	Created to transfer certain functions formerly performed by the MTA to the corporation. Primarily allows participation in the California Public Employees Retirement System.	Vacant (League) Vacant (City) Vacant (County)	Not Applicable	The Mayor of Los Angeles, Chair of the LA Board of Supervisors and the City Selection Committee may each appoint one member. No term is specified.

## Regional Partner/General Managers' Group Roster

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# Southern California's Commuter Rail System

## ABOUT METROLINK

In 1991, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties formed the Southern California Regional Rail Authority to develop Metrolink, a regional commuter train system. Today, Metrolink trains serve 55 stations in Southern California, carrying thousands of long-distance commuters to centers of employment such as Burbank, Glendale, Irvine and Downtown Los Angeles. Trains are also popular with group travelers, taking students on field trips and families to recreational destinations throughout the region.

For more information about Metrolink and the Rail 2 Rail® program, visit [metrolinktrains.com](http://metrolinktrains.com) or call 800-371-5465(LINK).

## ABOUT RAIL 2 RAIL®

The Rail 2 Rail® program is a partnership between Metrolink and Amtrak, providing many rail passengers more train service between Oceanside and Oxnard at no additional cost. Metrolink Monthly Pass holders currently may ride any Amtrak Pacific Surfliner train or bus within the origin and destination of their pass for no additional cost. Look for future changes at [metrolinktrains.com](http://metrolinktrains.com)

★ Metrolink/Amtrak shared stations are indicated by a star on the system map and on the station list below.

## Lines and Station Locations

### ANTELOPE VALLEY LINE

Trains run from Lancaster to Los Angeles, paralleling the Antelope Valley Fwy (State Route 14) and Golden State Fwy. (I-5). The 76-mile trip takes 1 hour and 40 mins.

<b>LANCASTER</b> 44812 N. Sierra Hwy.	<b>SANTA CLARITA</b> 22122 Soledad Canyon Rd.	<b>SIMI VALLEY</b> 8360 San Fernando Rd.
<b>PALMDALE</b> 39000 Clock Tower Plaza Dr. (Sierra Hwy. & 6th St.)	<b>NEWHALL</b> 24300 Railroad Ave.	<b>DOWNTOWN BURBANK</b> 201 N. Front St.
<b>VINCENT GRADE/ACTON</b> 730 W. Sierra Hwy.	<b>SYLMAR/</b> <b>SAN FERNANDO</b> 12219 Frank Madugno Dr	<b>GLENDALE★</b> 400 W. Cerritos Ave.
<b>VIA PRINCESSA</b> 19201 Via Princessa		<b>L.A. UNION STATION★</b> 800 N. Alameda St.

### VENTURA COUNTY LINE

Trains run from Oxnard to Los Angeles, paralleling the Ventura Fwy. (101) and the Simi Valley Fwy. (118). The 66-mile trip takes 1 hour and 30 mins.

<b>EAST VENTURA</b> 6175 Ventura Blvd.	<b>SIMI VALLEY★</b> 5050 Los Angeles Ave.	<b>BURBANK -</b> <b>BOB HOPE AIRPORT★</b> 3750 Empire Ave.
<b>OXNARD★</b> 201 East 4th St.	<b>CHATSWORTH★</b> 10046 Old Depot Plaza Rd.	<b>DOWNTOWN BURBANK</b> 201 N. Front St.
<b>CAMARILLO★</b> 30 Lewis Rd.	<b>NORTHRIDGE</b> 8775 Wilbur Ave.	<b>GLENDALE★</b> 400 W. Cerritos Ave.
<b>MOORPARK★</b> 300 High St.	<b>YAN NUYS★</b> 7720 Van Nuys Blvd.	<b>L.A. UNION STATION★</b> 800 N. Alameda St.

### RIVERSIDE LINE

Trains run from Riverside to Los Angeles, paralleling the Pomona Fwy (60). The 59-mile trip takes 1 hour and 15 mins.

<b>RIVERSIDE - DOWNTOWN</b> 4066 Vine St.	<b>EAST ONTARIO</b> 3330 E. Francis St.	<b>INDUSTRY</b> 600 S. Brea Canyon Rd.
<b>PEDLEY</b> 6001 Pedley Rd.	<b>DOWNTOWN POMONA</b> 101 W. 1st St.	<b>MONTEBELLO/COMMERCE</b> 2000 Flatilla St.
		<b>L.A. UNION STATION★</b> 800 N. Alameda St.

### 91 LINE

Trains run from Riverside to Los Angeles via Fullerton, paralleling the Riverside Fwy. (91) and the Santa Ana Fwy. (I-5). The 60-mile trip takes 1 hour and 30 mins.

<b>RIVERSIDE - DOWNTOWN</b> 4066 Vine St.	<b>WEST CORONA</b> 155 S. Auto Center Dr.	<b>NORWALK/</b> <b>SANTA FE SPRINGS</b> 12650 Imperial Hwy.
<b>RIVERSIDE - LA SIERRA</b> 10901 Indiana Ave.	<b>FULLERTON★</b> 120 E. Santa Fe Ave.	<b>L.A. UNION STATION★</b> 800 N. Alameda St.
<b>NORTH MAIN CORONA</b> 250 E. Blaine	<b>BUENA PARK</b> 8400 Lake Knoll Dr.	

### IEOC LINE

Trains run from San Bernardino to Oceanside, paralleling the Riverside Fwy. (91), the Costa Mesa Fwy. (55) and the Santa Ana Fwy. (I-5). The 100-mile trip takes 2 hours and 25 mins.

<b>SAN BERNARDINO</b> 1204 W. 3rd St.	<b>ANAHEIM CANYON</b> 1039 Pacificcenter Dr.	<b>LAGUNA HIGUEL/</b> <b>MISSION VIEJO</b> 28200 Forbes Rd.
<b>RIVERSIDE - DOWNTOWN</b> 4066 Vine St.	<b>ORANGE</b> 194 N. Atchison St.	<b>SAN JUAN</b> <b>CAPISTRANO★</b> 26701 Verdugo St.
<b>RIVERSIDE - LA SIERRA</b> 10901 Indiana Ave.	<b>SANTA ANA★</b> 1000 E. Santa Ana Blvd.	<b>SAN CLEMENTE</b> 1850 Avenida Estacion
<b>NORTH MAIN CORONA</b> 250 E. Blaine	<b>TUSTIN</b> 2975 Edinger Ave.	<b>OCEANSIDE★</b> 235 S. Tremont St.
<b>WEST CORONA</b> 155 S. Auto Center Dr.	<b>IRVINE★</b> 15215 Barranca Pkwy.	

### ORANGE COUNTY LINE

Trains run from Oceanside to Los Angeles, paralleling the Santa Ana Fwy (I-5). The 87-mile trip takes 1 hour and 45 mins.

<b>OCEANSIDE★</b> 235 S. Tremont St.	<b>IRVINE★</b> 15215 Barranca Pkwy.	<b>FULLERTON★</b> 120 E. Santa Fe Ave.
<b>SAN CLEMENTE</b> 1850 Avenida Estacion	<b>TUSTIN</b> 2975 Edinger Ave.	<b>BUENA PARK</b> 8400 Lake Knoll Dr.
<b>SAN JUAN</b> <b>CAPISTRANO★</b> 26701 Verdugo St.	<b>SANTA ANA★</b> 1000 E. Santa Ana Blvd.	<b>NORWALK/</b> <b>SANTA FE SPRINGS</b> 12650 Imperial Hwy.
<b>LAGUNA HIGUEL/</b> <b>MISSION VIEJO</b> 28200 Forbes Rd.	<b>ORANGE</b> 194 N. Atchison St.	<b>COMMERCE</b> 6433 26th St.
	<b>ANAHEIM★</b> 2150 E. Katella Ave.	<b>L.A. UNION STATION★</b> 800 N. Alameda St.

### SAN BERNARDINO LINE

Trains run from San Bernardino to Los Angeles, paralleling the San Bernardino Fwy. (I-10). The 57-mile trip takes 1 hour and 25 mins.

<b>SAN BERNARDINO</b> 1204 W. 3rd St.	<b>UPLAND</b> 300 E. A St.	<b>COVINA</b> 600 N. Citrus Ave.
<b>RIALTO</b> 261 S. Palm Ave.	<b>MONTCLAIR</b> 5091 Richton St.	<b>BALDWIN PARK</b> 3825 Downing Ave.
<b>FONTANA</b> 16777 Orange Way	<b>CLAREMONT</b> 200 W. 1st St.	<b>EL MONTE</b> 10925 Railroad St.
<b>RANCHO CUCAMONGA</b> 11208 Azusa Ct.	<b>POMONA (NORTH)</b> 205 Santa Fe St.	<b>CAL STATE L.A.</b> 5150 State University Dr.
		<b>L.A. UNION STATION★</b> 800 N. Alameda St.

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# SYSTEM MAP



MAP NOT TO SCALE



metrolinktrains.com

## METROLINK

### METROLINK ROUTES

- |  |                                  |  |                                  |
|--|----------------------------------|--|----------------------------------|
|  | Antelope Valley Line             |  | Rail Transfer Station            |
|  | Inland Empire-Orange County Line |  | MetroLink/Airtrak Shared Station |
|  | Orange County Line               |  | Airtrak Pacific Surliner         |
|  | Riverside Line                   |  | Metro Rail/Metro Bus             |
|  | San Bernardino Line              |  | LAX FlyAway Bus                  |
|  | Ventura County Line              |  |                                  |
|  | 91 Line                          |  |                                  |

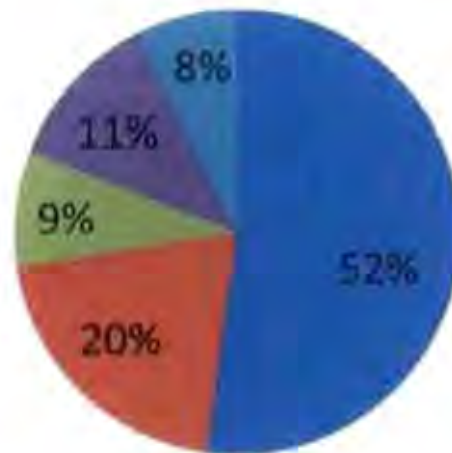
Effective October 1, 2012

SPRINTER  
to Escondido

San Diego

## Member Agency Contributions to Metrolink Operating Budget

■ Metro ■ OCTA ■ RCTC ■ SANBAG ■ VCTC



Estimated Total Budget includes Member Agency Contributions, Fare box return and other revenues

# Board of Directors



## California Public Utilities Code

### *CHAPTER 2. Creation of Commissions [130050. - 130059.]* ( Chapter 2 added by Stats. 1976, Ch. 1333. )

130051.

The Los Angeles County Metropolitan Transportation Authority consists of 14 members, as follows:

(a) Five members of the Los Angeles County Board of Supervisors.

If the number of members of the Los Angeles County Board of Supervisors is increased, the authority shall, within 60 days of the increase, submit a plan to the Legislature for revising the composition of the authority.

(b) The Mayor of the City of Los Angeles.

(c) Two public members and one member of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles.

(d) Four members, each of whom shall be a mayor or a member of a city council, appointed by the Los Angeles County City Selection Committee. For purposes of the selection of these four members, the County of Los Angeles, excluding the City of Los Angeles, shall be divided into the following four sectors:

(1) The North County/San Fernando Valley sector.

(2) The Southwest Corridor sector.

(3) The San Gabriel Valley sector.



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(4) The Southeast Long Beach sector.

The League of California Cities, Los Angeles County Division, shall define the sectors. Every city within a sector shall be entitled to vote to nominate one or more candidates from that sector for consideration for appointment by the Los Angeles County City Selection Committee. A city's vote shall be weighted in the same proportion that its population bears to the total population of all cities within the sector.

The members appointed pursuant to this subdivision shall be appointed by the Los Angeles County City Selection Committee upon an affirmative vote of its members which represent a majority of the population of all cities within the county, excluding the City of Los Angeles.

The members selected by the city selection committee shall serve four-year terms with no limitation on the number of terms that may be served by any individual. The city selection committee may shorten the initial four-year term for one or more of the members for the purpose of ensuring that the members will serve staggered terms.

(e) If the population of the City of Los Angeles, at any time, becomes less than 35 percent of the combined population of all cities in the county, the position of one of the two public members appointed pursuant to subdivision (c), as determined by the Mayor of the City of Los Angeles by lot, shall be vacated, and the vacant position shall be filled by appointment by the city selection committee pursuant to subdivision (d) from a city not represented by any other member appointed pursuant to subdivision (d).

(f) One nonvoting member appointed by the Governor.

*(Amended by Stats. 1997, Ch. 900, Sec. 2. Effective January 1, 1998.)*

# Board Appointed Officers



## *Excerpt from Board Rules and Procedures*

Amended October 23, 1997

D. Chief Executive Officer, Board Secretary, General Counsel, Ethics Officer and Inspector General.

The Chief Executive Officer, Board Secretary, General Counsel, Ethics Officer and Inspector General shall be appointed by the affirmative votes of a majority of the members of the Board, and may be removed by the affirmative votes of a majority of the members of the Board of Directors. The Chief Executive Officer shall be removed only upon the occurrence of one or both of the following: (1) a two-thirds majority of the members of the Board votes for removal; or (2) the Chief Executive Officer violates a federal or state law, regulation, local ordinance or policy or practice of the Authority related to ethical practices, including but not limited to, the acceptance of gifts or contributions. Salaries for these officers shall be set by the Board of Directors and reviewed annually. All Board appointed Officers shall attend meetings of the Authority and shall be entitled to participate in the deliberations, but shall not have a vote as to any matter before the Authority.

# Powers, Duties and Responsibilities of the Transportation Authority

## California Public Utilities Code Sections

130051.10. (a) The members of the Los Angeles County Metropolitan Transportation Authority shall be appointed no later than February 1, 1993. The authority shall have no powers, duties, or responsibilities until February 1, 1993.

(b) From February 1, 1993, until April 1, 1993, the Los Angeles Metropolitan Transportation Authority, exclusively, may exercise any of the powers of the board of directors of the Southern California Rapid Transit District and the governing body of the Los Angeles County Transportation Commission, except those powers that the authority has expressly delegated to the district or to the commission.

130051.11. (a) The Los Angeles County Metropolitan Transportation Authority may determine its organizational structure, which may include, but is not limited to, the establishment of departments, divisions, subsidiary units, or similar entities. Any department, division, subsidiary unit, or similar entity established by the authority shall be referred to in this chapter as an "organizational unit." The authority shall, at a minimum, establish the following organizational units:

- (1) A transit construction organizational unit to assume the construction responsibilities for all exclusive public mass transit guideway construction projects in Los Angeles County.
- (2) An operating organizational unit with the following responsibilities:
  - (A) The operating responsibilities of the Southern California Rapid Transit District on all exclusive public mass transit guideway projects in the County of Los Angeles.
  - (B) The operation of bus routes operated by the Southern California Rapid Transit District, and all the duties, obligations, and liabilities of the district relating to those bus routes.
- (3) A transportation planning and programming organizational unit with all planning responsibilities previously performed by the Southern California Rapid Transit District



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and the Los Angeles County Transportation Commission.

(b) Nothing in this section shall be construed to require specific bus routes to be operated. The authority or the operating organizational unit may make any adjustment with respect to bus routes, bus services, or both, which is within the power of the Los Angeles County Transportation Commission, or the Southern California Rapid Transit District.

(c) Any obligations of the Southern California Rapid Transit District arising out of a collective bargaining agreement entered into by the district shall be the exclusive obligations of the Los Angeles County Metropolitan Transportation Authority. It is the intent of the Legislature that the rights or obligations under any collective bargaining agreement in existence on January 1, 1993, not be enlarged or diminished by this section or any other provision of the act which added this section.

(d) No collective bargaining agreement entered into by the Southern California Rapid Transit District on or after January 1, 1993, shall be effective unless approved by the Los Angeles County Metropolitan Transportation Authority. The authority's approval of an agreement shall cause the agreement to be binding upon the authority.

(e) On and after April 1, 1993, any reference to the Southern California Rapid Transit District in Article 10 (commencing with Section 30750) of Chapter 5 of Part 3 of Division 10 is deemed to refer to the Los Angeles County Metropolitan Transportation Authority.

(f) The Los Angeles County Metropolitan Transportation Authority may administratively delegate to an organizational unit or to its chief executive officer any powers and duties it deems appropriate. Powers and duties which may be delegated to an organizational unit include, but are not limited to, the following:

- (1) The power of eminent domain.
- (2) Approval of contracts, except the final approval of labor contracts.
- (3) Hearing and resolving bid protests.

(g) The Los Angeles County Metropolitan Transportation Authority shall establish a citizens' advisory council pursuant to subdivision (d) of Section 130105.

130051.12. (a) The Los Angeles County Metropolitan Transportation Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:

- (1) Establishment of overall goals and objectives to achieve optimal transport service for the movement of goods and people on a countywide basis.
- (2) Adoption of the aggregate budget for all organizational units of the authority.
- (3) Designation of additional included municipal operators pursuant to subdivision (f) of Section 99285.
- (4) Approval of final rail corridor selections.
- (5) Final approval of labor contracts covering employees of the authority and organizational units of the authority.
- (6) Establishment of the authority's organizational structure.
- (7) Conducting hearings and the setting of fares for the operating organizational unit established pursuant to paragraph (2) of subdivision (a) of Section 130051.11.



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# Board of Director's Code of Conduct Consisting of:

## ADMINISTRATIVE CODE 5-10 & PUBLIC UTILITIES CODE §130051.20, §130051.25 & §130600-130730

**5-10-010 Incorporation of Statutory Provisions.** The provisions of Chapter 6, entitled *Code of Conduct for the Board of the Los Angeles County Metropolitan Transportation Authority*, of Division 12 of the Public Utilities Code (commencing with Section 130600), and Public Utilities Code Section 130051.20, along with such other provisions as are included in this chapter, shall constitute the code of conduct for members of the Board of Directors. Any other code of conduct for Board Members which is in existence on the effective date of this chapter is repealed.

### **5-10-020 Enforcement and Sanctions.**

A. An alleged violation of this chapter by any member of the Board of Directors or by a member or his or her staff shall be referred to the Inspector General for investigation. Upon completion of the investigation, and if the matter has been determined not to be criminal in nature and can be disclosed, the Inspector General shall report the findings to the Board of Directors. If the matter is determined to be criminal in nature, the Inspector General shall refer the matter to the appropriate enforcement authorities for prosecution.

B. For any matter reported to the Board of Directors under paragraph A., the Board shall determine the appropriate sanction, if any, to be imposed. The sanction imposed should depend upon the severity of the violation and may be progressive unless the violation is determined to be so egregious as to warrant more severe action as an initial sanction.

C. The Board of Directors may consult with the Inspector General, the Ethics Officer and/or the General Counsel for an opinion regarding the sanctions appropriate for any violation. The sanctions imposed may include any of the following:

1. Public or private censure by the Board of Directors;
2. Disqualification from participation in any discussion or vote on the matter related to the violation;
3. Removal of the Board member from one or more Board committees for a specified period of time;
4. Permanent removal of the Board member from one or more Board committees;
5. Suspension from all Board of Director actions for a period of time;
6. A monetary fine in an amount determined by the Board of Directors, including but not limited to, forfeiture of the stipend for participation as a member of the Board of Directors; and

7. Any other sanction determined by the Board of Directors to be appropriate and reasonable based upon the nature of the violation.

D. In an instance where a violation of this chapter has been committed by a person who is staff to a member of the Board of Directors, in addition to any sanction imposed on the staff member, a sanction may be imposed on the member of the Board of Directors to whom that staff member reported if the Board of Directors determines that the member of the Board of Directors knew or reasonably should have known of the conduct of the staff member which violated this chapter.

E. If a violation of this chapter results in a criminal prosecution or the imposition of civil liability, the Board of Directors may recommend additional sanctions after the criminal or civil proceedings are completed.

**130051.20.** (a) (1) No construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity seeking a contract with the Los Angeles County Metropolitan Transportation Authority shall give to a member, alternate member, or employee of the authority, or to any member of their immediate families, a contribution of over ten dollars (\$10) in value or amount. A "contribution" includes contributions to candidates or their committees in any federal, state, or local election. (2) Neither the owner, an employee, or any member of their immediate families, of any construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity seeking a contract with the authority shall make a contribution of over ten dollars (\$10) in value or amount to a member, alternate member, or employee of the authority, or to any member of their immediate families. (3) No member, alternate member, or employee of the authority, or member of their immediate families, shall accept, solicit, or direct a contribution of over ten dollars (\$10) in value or amount from any construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity seeking a contract with the authority. (4) No member, alternate member, or employee of the authority shall make or participate in, or use his or her official position to influence, a contract decision if the member, alternate member, or employee has knowingly accepted a contribution of over ten dollars (\$10) in value in the past four years from a participant, or its agent, involved in the contract decision. (5) No member, alternate member, or employee of the authority, or member of their immediate families shall accept, solicit, or direct a contribution of over ten dollars (\$10) in value or amount from a construction

company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. (b) A member, alternate member, or employee of the authority who has participated as a decisionmaker in the preparation, evaluation, award, or implementation of a contract and who leaves the authority shall not, within three years of leaving the authority, accept employment with any company, vendor, or business entity that was awarded a contract as a result of his or her participation, evaluation, award, or implementation of that contract.

**130051.25.** (a) For the purpose of this section, "recordable injury" means any injury requiring treatment beyond simple first aid. (b) A construction firm that contracts with the Los Angeles County Metropolitan Transportation Authority shall report total recordable injuries to the authority on a monthly basis. (c) The authority shall annually determine if the number of recordable injuries reported to the authority during the preceding calendar year exceeded the national average of similar injuries as reported by the Bureau of Labor Statistics for the most recent published year. If the authority determines that the number of recordable injuries reported to the authority during the preceding calendar year exceeded the national average, the authority shall not base any safety bonus program for contractors on injuries that result in lost time, and shall base such a program on the overall rate of recordable injuries.

**130600.** For purposes of this chapter, the following terms have the following meanings:

- (a) "Board" means the board of directors of the Los Angeles County Metropolitan Transportation Authority.
- (b) "Entitlement for use" includes all contracts except competitively bid, labor, or personal employment contracts, regardless of whether an individual accepts, solicits, or directs the contribution for himself or herself or on behalf of any other candidate or committee.
- (d) "Gift" has the same meaning as defined in Section 82028 of the Government Code.
- (e) "Indirect investment or interest" means any investment or interest owned by the spouse or dependent children of an individual, by an agent on behalf of the

individual, or by a business entity or trust in which the individual, the individual's agents, spouse, or dependent children own directly, indirectly or beneficially a 10 percent interest or greater.

- (f) "Participant" means any person, other than a party, as defined in subdivision
- (g), who is not a party but who actively supports or opposes a particular decision in a proceeding involving a license permit or other entitlement for use, including contract actions, and who has a financial interest in the decision. A person actively supports or opposes a particular decision in a proceeding if he or she lobbies in person the board members or MTA employees, testifies in person before the MTA, or otherwise acts to influence officers of the agency.
- (g) "Party" means any person who files an application for, or is the subject of, a proceeding involving a license, permit, or other entitlement for use to competitively bid on contracts, including contract amendments and change orders.
- (h) "MTA" means the Los Angeles County Metropolitan Transportation Authority.

**130605.** Any reference in this chapter to "chief executive officer," "general counsel," "counsel," "inspector general," "board secretary," or "secretary" is to the officers of the Los Angeles County Metropolitan Transportation Authority appointed under Sections 130051.9 and 130051.25.

**130610.** (a) The board shall appoint an ethics officer, who shall report to the board.  
(b) When in doubt as to the applicability of any provision of this chapter to any particular situation, a board member shall contact the general counsel or the ethics officer for advice.

**130615.** (a) The provisions of this chapter shall be enforced by the inspector general.  
(b) Any violation of this chapter that is also a violation of other state law or of local or federal law may also be prosecuted by the appropriate authority.  
(c) Upon notice of a possible violation of this chapter, the board shall refer the matter to the inspector general for investigation. Upon completion of the investigation, if

officer, principal, or partner, or is a shareholder who holds more than 10 percent of the stock in the company, for a period of 12 months after the board member has left the board.

**130720.** Board members shall file Statements of Economic Interest with the ethics officer pursuant to state law, within 30 days of assuming office, annually, and within 30 days of leaving office.

(b) Board members shall file an addendum to the statement required under subdivision (a), disclosing all financial interests both within and outside Los Angeles County, including those financial interests received during the reporting period by all entities in which the member is an officer, principal, partner, or major shareholder.

c) Any amendments to the Statement of Economic Interest or addendum shall be filed within 30 days of the occurrence of the change.

**130725.** Any person who receives compensation to regularly provide advice, recommendations, or counsel to board members regarding MTA activities shall file a Statement of Economic Interest with the MTA within 10 days of the commencement of the consultant relationship and shall update that statement within 30 days of the end of each calendar quarter. This requirement does not apply to a full time employee of a governmental entity who is already required to file a statement.

**130730.** Any person who regularly provides advice, recommendations, or counsel to board members regarding MTA activities and also advises another agency or entity that has a financial interest in an item before the board shall be prohibited from giving advice to board members and MTA staff regarding that item.

# Board Rules and Procedures

## SECTION 1: MEETINGS

### 1.1 Meetings

Amended October 23, 1997

A. Regular Meeting. The regular meeting of the Los Angeles County Metropolitan Transportation Authority (MTA) shall be held the fourth Thursday of each month commencing at 9:30 a.m., or at a date and time designated by the Chair, at the MTA Headquarters Building, One Gateway Plaza, Los Angeles.

Adopted June, 23 1993

B. Annual Meeting. The regular meeting in June will be deemed the annual meeting.

C. Special Meetings. Special meetings of the Los Angeles County Metropolitan Transportation Authority may be called in the same manner provided by Section 54956 of the Government Code.

Amended October 23, 1997

D. Adjourned Meetings. The Los Angeles County Metropolitan Transportation Authority may adjourn any regular, adjourned regular, special or adjourned special meeting to a time and place specified in the order of adjournment in accordance with Section 54955 of the Government Code.

Adopted June 23, 1993

1.2 Quorum. A majority of the voting members of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority shall constitute a quorum, and, except for any decision for which more than a majority vote is specifically required, all action at a meeting shall require the affirmative vote of a majority of the voting members of the Board.

Amended October 23, 1997

1.3 Committee of the Whole. At any meeting not held due to lack of a quorum, the members present, if less than a quorum of the Authority, may constitute themselves a "Committee of the Whole", for purposes of discussing agenda matters or any other matter of interest to the members present. The Committee shall automatically cease if a



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quorum is reached.

Amended October 23, 1997

1.4 Committees.

A. Designation. The Metropolitan Transportation Authority shall have at a minimum five standing committees, i.e., Executive Management, Operations, Finance & Budget, Planning & Programming, and Construction. The Chair may designate other standing and ad hoc committees subject to concurrence of the Board and shall make appointments to all committees. The Board may delegate to committees any responsibilities authorized by law including the power to approve contracts with a fourfifths vote.

Adopted October 23, 1997

B. All contractual items approved by a Committee under the delegation of MTA Board authority shall be brought forward to the full MTA Board in the form of an Agenda addendum to the full Board Consent Calendar as a "Consent Calendar - Committee Approvals" and ordinarily approved by the full Board as part of the Consent Calendar by reference.

Adopted June 23, 1993

C. Committee Quorum. A majority of the members of a committee shall constitute a quorum. Fifty percent (50%) of the members of a committee with an even number of members shall constitute a quorum for that committee. When a committee cannot establish a quorum, a visiting MTA member may be temporarily appointed by the chair of the committee to sit as a substitute member of the committee during that meeting. Also, any member present may participate in any discussion.

Adopted September 27, 1995

D. Construction Committee Ex-Officio Members. There shall be three (3) ex-officio members appointed to the Construction Committee who shall have expertise in the field of heavy construction projects. One ex-officio member is to be nominated by Board members representing each of the three constituent groups, i.e., City of Los Angeles, County of Los Angeles, and League of California Cities, Los Angeles Division. These ex-officio members shall be governed by all applicable Conflict of Interest laws and Board adopted rules, including those pertaining to the filing of Statements of Economic Interest.

Amended December 2, 1999

E. Committee Actions. All actions taken by a committee, other than actions requiring a 4/5 vote, shall require the affirmative vote of a majority of all appointed committee members. All actions taken by a committee which require a 4/5 vote for approval shall require the affirmative vote of 4/5 of all appointed committee members. Any agenda item which does not receive a sufficient vote for approval as required by this section shall be forwarded to the full board for consideration without recommendation by the committee.

Adopted June 23, 1993



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1.5 Ralph M. Brown Act. All meetings of the Los Angeles County Metropolitan Transportation Authority shall be conducted in the manner prescribed by the Ralph M. Brown Act (Chapter 9, commencing with Section 54950, Part 1, Division 2, Title 5 of the Government Code). All Committees and Subcommittees which make recommendations to the Authority Board shall also be conducted in the manner prescribed in the Ralph M. Brown Act notwithstanding the less than a quorum exception.

1.6 Robert's Rules of Order. The proceedings of the Board shall be governed by the provisions of law applicable thereto and, except as herein provided, suspended, or modified from time to time by the Board, by Robert's Rules of Order, newly revised. Provided, further, that the failure to follow Robert's Rules of Order shall not invalidate any action taken. The General Counsel shall act as parliamentarian and, on request of the Chair, shall give parliamentary advice. To the extent that these rules and procedures are inconsistent with Robert's Rules of Order, these rules shall supersede Robert's Rules of Order.

Amended July 31, 1997

1.7 Miscellaneous Provisions.

1. All Board members shall address the Chair to request to speak and shall be recognized in the order requested.
2. The committee chair and/or maker of the motion shall each have up to five (5) minutes to open debate on each non-consent calendar item. Each of the remaining Board members may then speak for up to three (3) minutes.
3. Board members may speak again for up to three (3) minutes each on an item. All Board members desiring to speak shall have the opportunity to speak once before other Board members speak again.
4. The committee chair and/or maker of the motion shall each have up to three (3) minutes to close the debate.

A. Board Member Discussion.

Amended October 23, 1997

B. Request To Address The Board or Committee On Agenda Items. All requests to address the Board or Committee on either agenda or non-agenda items shall be submitted to the Board Secretary in writing prior to the start of each meeting. Requests to speak shall be taken in the order received, subject to the provisions in section 1.7.C. The Board shall reserve the right to limit redundant or repetitive public comment.

C. Addressing The Board. No person shall address the Board or Committee until he/she has first been recognized by the Chair. All persons addressing the Authority shall give their name for the purpose of the record.

Adopted July 31, 1997

1. Agenda Items - The Board shall provide an opportunity at Board meetings for the public to address the Board on each agenda item for up to five (5) minutes on each item, or at the discretion of the Chair. This requirement shall not apply if the opportunity for public comment on the item was previously provided by a Board committee or meeting at which a quorum was present and the item has not substantially changed since the committee hearing. (This requirement is in addition to any other hearing requirement specifically imposed by law.)



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2. Non-Agenda Items - The Board shall provide an opportunity at Board meetings for the public to address the Board on non-agenda items within the subject matter jurisdiction of the Board for up to twenty (20) minutes at the conclusion of each Board meeting, or at the discretion of the Chair.

Adopted June 23, 1993

1. Disorderly, contemptuous or insolent behavior toward the governing board or any member thereof, tending to interrupt the due and orderly course of said meeting;
  2. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting;
  3. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the governing board; and/or,
  4. Any other interference with the due and orderly course of said meeting. Any person so removed shall be excluded from further attendance at the meeting from which he/she has been removed, unless permission to attend be granted upon motion adopted by a majority vote of the governing board, and such exclusion shall be executed by the Sergeant-at-Arms upon being so directed by the Chair.
  5. Annually, the Chair will appoint a Sergeant-at-Arms to provide for the orderly conduct of persons attending MTA Meetings.
- D. Removal from the Meeting. The Chair shall order removed from the meeting any person who commits any of the following acts in respect to a regular or special meeting of the Los Angeles County Metropolitan Transportation Authority:

Adopted October 23, 1997

1.8 Directors' Special Items. All Directors' special items shall be submitted to the Board Secretary and referred to the appropriate committee by the Chair. The committee chair shall agendize the item for consideration at the next committee meeting.

Notwithstanding the foregoing, a Director may request that an item be agendized for a full Board Meeting; also items that are time sensitive and require consideration prior to the next committee meeting shall be agendized for the next Board meeting. Amending and substitute motions for items already on the Board agenda shall not be subject to these provisions.

1.9 Pulling items from Consent Calendar.

A. All requests to pull an item for discussion from the consent calendar of the Board agenda shall be made to the Chair and Board Secretary at least thirty (30) minutes before the posted start of the Board meeting.

B. A Director may request that an item be pulled from the Consent Calendar - Committee Approvals, (as described in Section 1.4.B) pursuant to Section 1.9.A and held for discussion by the full Board and possible further action by the Board.

## SECTION II: BOARD OF DIRECTORS

Amended October 25, 1995

2.1 Appointment and Qualifications. Members of the Board of Directors shall be appointed as provided in Section 130051 et seq. of the Public Utilities Code, and shall have the qualifications set forth therein.

Adopted October 23, 1997



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2.2 Code of Conduct. Board members shall abide by the MTA Code of Conduct for Board Members and Staff as adopted by the Board of Directors at a duly convened Board Meeting on January 10, 1997.

Amended September 27, 1995

2.3 Compensation. Each member of the Los Angeles County Metropolitan Transportation Authority and Construction Committee Ex-officio members shall be compensated at a rate not exceeding one hundred and fifty dollars (\$150) for any day attending to the business of the Authority, but not to exceed six hundred dollars (\$600) per month and in addition shall receive other expenses which are directly related to the performance of duties as authorized by the Authority. [PUC Section 130108(B)].

Amended October 23, 1997

2.4 Information. Each member will be provided a copy of any non-confidential correspondence or document relating to policy matters sent or received by the Chair or Vice-Chairs of the Board of the Authority. Outgoing correspondence will be mailed or faxed concurrently with the original.

### SECTION III: OFFICERS OF THE AUTHORITY

Amended October 23, 1997

3.1 In General. The officers of the Authority shall consist of the members of the Board of Directors: a Chair; a 1st Vice-Chair and a 2nd Vice-Chair, each of whom shall be a member of the Board; a Chief Executive Officer; a General Counsel; an Inspector General; an Ethics Officer; a Board Secretary, and such other or subordinate officers, assistants and deputies as the Board may deem necessary and provide for by ordinance or resolution.

Amended May 24, 2001

3.2 Appointment and Removal of Officers of the Board.

A. Appointment of Chair and Vice-Chairs. An election of officers shall be held every year at the annual meeting in June and at such other times as there may be a vacancy in any office. The term of office shall be one (1) year commencing on July 1 and terminating on June 30 one (1) year later. Commencing with the first full term of office, there shall be an automatic City of Los Angeles/County/ City Selection rotation in the filling of the Chair, 1st Vice-Chair and 2nd Vice-Chair. The 1st Vice-Chair shall automatically succeed to the position of Chair and the 2nd Vice-Chair shall automatically succeed to the position of 1st Vice-Chair.

Amended April 27, 1994

B. Vacancies in Board Offices. In the event of a vacancy during the term of the Chair, 1st Vice-Chair, or 2nd Vice-Chair, the Board shall elect a replacement to fill the vacated office. The Board shall select a replacement from an MTA member representing the same constituency as the departing officer, i.e., City of Los Angeles, County of Los Angeles, or City Selection Committee to serve the remainder of the term of the vacant office.

C. Removal of Board Officers. Any officer of the Board may be removed from office at any time by eight (8) affirmative votes.



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Amended October 23, 1997

D. Chief Executive Officer, Board Secretary, General Counsel, Ethics Officer and Inspector General. The Chief Executive Officer, Board Secretary, General Counsel, Ethics Officer and Inspector General shall be appointed by the affirmative votes of a majority of the members of the Board, and may be removed by the affirmative votes of a majority of the members of the Board of Directors. The Chief Executive Officer shall be removed only upon the occurrence of one or both of the following: (1) a two-thirds majority of the members of the Board votes for removal; or (2) the Chief Executive Officer violates a federal or state law, regulation, local ordinance or policy or practice of the Authority related to ethical practices, including but not limited to, the acceptance of gifts or contributions. Salaries for these officers shall be set by the Board of Directors and reviewed annually. All Board appointed Officers shall attend meetings of the Authority and shall be entitled to participate in the deliberations, but shall not have a vote as to any matter before the Authority.

Adopted June 23, 1993

3.3 The Chair. The Chair shall preside at all meetings of the Authority and shall exercise and perform such other powers and duties as may be from time to time assigned by the Board of Directors or prescribed by these Rules and Procedures. In any case where the execution of a document or the performance of an act is directed, the Chair, unless a resolution or ordinance otherwise provides, is empowered to execute such documents or perform such act.

3.4 Vice-Chairs. The 1st Vice-Chair shall perform the duties of the Chair in absence or inability of the Chair, and, when so acting, shall have all the powers of and be subject to all the restrictions upon the Chair. The 2nd Vice-Chair shall perform the duties of the 1st Vice-Chair and the Chair in the absence or inability of these officers and shall be governed by the powers and restrictions upon these offices.

3.5 Pro Tempore and Acting CEO. On recommendation of the Chief Executive Officer, the Board of Directors may approve a list of Executive staff members authorized to serve as Chief Executive Officer Pro Tempore during any absence or disability of the Chief Executive Officer.

3.6 Chief Executive Officer.

A. In General. The Chief Executive Officer shall be a full-time officer of the Authority and carry out the direction of the Board and shall have responsibility for the administration of the MTA not reserved by law or by the MTA Board to itself, or otherwise delegated by the Board. The Chief Executive Officer will have all the powers necessary to carry out the duties of his/her office.

Amended October 23, 1997

B. Term of Employment. Effective January 1998, the Chief Executive Officer shall be appointed to a term of four (4) years and may be removed as provided in Section 3.2.D of these Rules and Procedures.

3.7 The Board Secretary.

A. Authority Meetings. The Board Secretary shall be a full time officer of the Authority and shall keep or cause to be kept the official minutes, at the principal office or such other place as the Board of Directors may direct, of all meetings of the Board of



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Directors. The Board Secretary shall give, or cause to be given, notice of all meetings as required by these Rules and Procedures. The Board Secretary shall keep the seal of the Authority in safe custody, and shall retain tapes of Board and Committee meetings for a period of at least five (5) years. The Board Secretary shall have such other powers and perform such other duties as may be prescribed by the Board of Directors or by these Rules and Procedures.

B. Agent for Service of Process. The Board Secretary is the Authority's agent for service of process. In addition, claims for money or damages against the Authority and wage garnishments, shall be referred to the Board Secretary. The Board Secretary is authorized to perform all functions of the Board of Directors prescribed by Part 3 of Division 3.6 Title I of the Government Code with respect to such claims other than the allowance, compromise or settlement of such claims. The Board Secretary may delegate or refer claims not involving lawsuits to appropriate departments. Claims involving lawsuits regarding personal injury, property damage and workers' compensation may be referred to the Claims Administrator.

Adopted June 23, 1993

3.8 General Counsel. The General Counsel shall be a person admitted to practice law in the Supreme Court of California and shall have been actively engaged in the practice of law for not less than seven (7) years next preceding appointment. The General Counsel shall have such powers and perform such duties as may be prescribed by the Board of Directors or by these Rules and Procedures.

Amended October 23, 1997

3.9 The Inspector General.

1. to conduct and supervise audits, reviews and analyses relating to the programs, operations, and contracts of the MTA (but not including internal audits directed by the Chief Executive Officer);
2. to receive and investigate complaints from any source or proactiv concerning alleged abuse, fraud or waste of MTA resources;
3. to provide leadership and coordination and recommend policies or remedial actions to be taken to correct deficiencies and promote economy, efficiency, and effectiveness;
4. to provide the MTA Board of Directors and management with independent analyses evaluations and appraisals of performance effectiveness, accuracy of information systems, economic and efficient utilization of resources, and adequacy of internal controls;
5. to report quarterly on the expenditures of the MTA for travel, meals and refreshments; private club dues; membership fees and other charges; and any other expenditures which are specified by the MTA Board; and
6. to keep the MTA Board of Directors and management informed of issues and deficiencies relating to compliance with applicable policies, procedures, Federal and State laws, regulations and grants, and the need and status of any appropriate corrective action.

A. In General. The Inspector General shall be a full-time officer of the Authority and shall direct an independent and objective unit reporting directly to the Board of Directors:



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Adopted October 23, 1997

B. Term of Employment. Effective January 1998, the Inspector General shall be appointed to a term of four (4) years and may be removed as provided in Section 3.2.D of these Rules and Procedures.

Adopted March 23, 1994

1. to have full, free and unrestricted access to all MTA records, reports, audits, reviews, plans, projections, documents, files, contracts, memoranda, correspondence, data or information on audio, video, computer tape, disk, and other materials of the MTA;
2. to subpoena witnesses, administer oaths or affirmations, take testimony and compel the production of such books, papers, records and documents as may be deemed relevant to any inquiry or investigation undertaken;
3. to select, appoint, and employ such officers and employees as may be necessary to carry out the functions, powers and duties of the Office of Inspector General;
4. to the extent, and in such amounts as may be approved by the MTA Board, pursuant to the Rules and Procedures and applicable procurement policies, to enter into contracts and other arrangements for audits, investigations, studies, analyses and other services with public agencies and with private persons to carry out the duties and responsibilities of the Office of Inspector General;
5. to have direct and prompt access to any MTA Board member, officer, employee or contractor as may be necessary to carry out the duties and responsibilities of the Office of Inspector General; and
6. to make available to appropriate law enforcement officials information and evidence which relate to criminal acts that may be obtained in the course of Office of Inspector General duties.

1. The Inspector General may receive and investigate complaints or information from any source, including any employee of the MTA, or MTA contractor, concerning the possible existence of an activity constituting a violation of law, rules or regulations, or mismanagement, gross waste of funds, abuse of authority or a substantial and specific danger to the public health and safety.
2. The Inspector General shall not disclose the identity of an employee, without the consent of the employee, from whom a complaint or information has been received, unless such disclosure is unavoidable during the course of the investigation.
3. Any employee who complains or discloses information to the Inspector General shall not be subject to any reprisal or threat of reprisal unless the complaint was made or the information disclosed with the knowledge that it was false or with willful disregard for its truth or falsity.
  - a. to provide policy direction for, and to conduct, supervise, and coordinate audits, reviews and investigations relating to, the programs and operations of the MTA;
  - b. to report quarterly on the expenditures of the MTA as set forth in Section 130051.9(c) of the California Public Utilities Code;
  - c. to report expeditiously to the District Attorney, Attorney General, United States Attorney or other appropriate prosecutive and investigative agencies whenever the Inspector General has reasonable grounds to believe there has been a violation of criminal law; and
  - d. to submit criminal justice statistics, and coordinate as necessary on criminal matters with the MTA Police Department



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- a. comply with the standards set forth in the Government Auditing Standards promulgated by the Comptroller General of the United States; and
- b. establish such other standards or guidelines as are considered necessary.
  - 1. In addition to the responsibilities listed in 3.9.A., it shall be the responsibility of the Inspector General:
  - 2. In carrying out the duties and responsibilities of the Office of Inspector General, the Inspector General shall:
  - 3. The Inspector General shall cooperate, consult and coordinate as necessary on safety issues with the California Highway Patrol (CHP), the California Public Utilities Commission (PUC) and local police jurisdictions.
- C. Appointment of Inspector General Staff. The Inspector General shall, in accordance with applicable Human Resources policies, appoint such staff as is required to carry out the duties and responsibilities of the Office of Inspector General.
- D. Authority. The Inspector General is authorized:
- E. Complaints by Employees; Disclosure of Identity, Reprisals.
- F. Duties and Responsibilities of the Inspector General.

Adopted October 23, 1997

3.10 Ethics Officer. The Ethics Officer shall be the filing officer for the Authority's Statement of Economic Interests and Codes of Conduct.

Adopted June 23, 1993

#### SECTION IV: OFFICE

4.1 The Los Angeles County Metropolitan Transportation Authority shall maintain an office as designated by the Board of Directors.

#### SECTION V: AMENDMENTS

5.1 These Rules and Procedures may be amended at any meeting of the Board of Directors if notice of such amendment is given on the agenda distributed to the Directors pursuant to these Rules and Procedures describing in general terms the nature of the amendment to be proposed.

#### SECTION VI: DIRECTOR EXPENSE REIMBURSEMENT AND TRAVEL POLICY

Amended October 23, 1997

6.1 General. Board Members may from time to time be required to travel on behalf of the Authority. The Board shall approve in advance all Board member travel. Blanket authority is hereby given for travel to American Public Transportation Association related functions and to Washington, D. C. and Sacramento for legislative purposes. All MTA related travel shall be governed by the provisions contained in this section and in conformance with the travel policy adopted and amended from time to time by the Board of Directors.

6.2 Development of Board Travel/Expense Reimbursement Policy and Procedures. Director Expense Reimbursement and Travel Policy and Procedures will be considered by the Executive Management Committee, adopted by the Board, and administered through the Board Secretary's Office.

Adopted June 23, 1993

6.3 Statement of Accuracy. All Directors will be required, to the best of their knowledge,

to declare under penalty of perjury that the information contained in requests for expense reimbursement is correct.

Amended October 23, 1997

6.4 Approval of Expenses and Resolution of Disputed Expense Claims. Expenses and supporting documentation shall be submitted to the Board Secretary monthly. Allowable expenses related to Board business up to \$250 per month will be reimbursed upon approval by the Board Secretary. Expenses over \$250 per month shall be reviewed by the Board Secretary and approved by the Chair or designee. Disputed expense claims shall be referred to the Executive Management Committee. If no resolution is reached, disputed expense claims shall be referred to the full MTA Board.

Adopted June 23, 1993

6.5 Audit and Review. All Director expense reimbursement requests are subject to audit and review. Further, these expenses will be included in the Inspector General's quarterly report on MTA expenses.

Amended August 28, 1997

6.6 Board Travel Expense. Travel Expense reimbursement for Board members shall be similar to the policy of Los Angeles County as herein delineated or as hereafter amended by Board Action.

A. Airfare Limit - Government Rate/Lowest Coach Fare.

B. Lodging Limit - Government Rate not to exceed \$110.50 except for certain cities where additional reimbursement will be allowed. Reimbursement will be allowed for conference attendance at the conference rate.

C. Foreign Travel - Arrangement made by the Travel Coordinator with the same dollar limitations as specified for "Lodging Limit".

D. Travel Meals - \$48.25 per day with receipts.

E. Business Meals - \$48.25 per day with receipts.

F. Other Business Expenses - Receipts required over \$25; memo documentation if receipt is not available and amount is less than \$25.

Last Revised

Saturday February 20, 2010



**Metro**

# Advisory Committees

## **Accessibility Advisory Committee**

Metro's Accessibility Advisory Committee (AAC) meets monthly in the Gateway Plaza Conference Room, 3rd floor in the Metro Headquarters building in downtown Los Angeles. Accessibility Advisory Committee Agendas are available in alternative formats upon request. Please call 213.922.4308. Live captioning is provided at every Accessibility Advisory Committee meeting.

## **Bus Operations Subcommittee**

The BOS is one of four subcommittees of the Technical Advisory Committee (TAC). Function "Under the authority of Metro hereinafter called Metro, the Bus Operations Subcommittee, also referred to as BOS, shall be consulted on issues and will provide technical input/assistance to Metro by reviewing and evaluating the various transportation policies, operating issues, and transportation financing programs in Los Angeles County.

The BOS shall review, comment upon and make recommendations on such matters as referred to it by Metro. In the dispatch of its responsibilities, the Bus Operations Subcommittee may conduct meetings, may appoint committees or working groups, and engage in such related activities, as it deems necessary." BOS Membership Currently the BOS is composed of 17 voting members.

### **Monthly Meetings:**

The BOS meets on the third Tuesday of each month at 9:30 a.m. at the Metro Headquarters Building, One Gateway Plaza, Los Angeles, CA 90012-2952.

### **Local Transit Systems Subcommittee:**

Provides technical input on issues affecting local transportation systems including fixed route circulation, commuter services, paratransit, transportation demand management and rail feeder services.

The LTSS meets the last Thursday of every month at 1:30 p.m.

### **Transportation Demand Management/Air Quality Subcommittee**

The Subcommittee provides technical input on TDM and air quality issues. Meetings are held every other month from 10 a.m. - 12 p.m.



## **Citizens Advisory Council**

### **Background Information:**

On May 19, 1992 the governor signed AB 152 (Katz) into law. This act merged the Los Angeles County Transportation Commission and the Southern California Rapid Transit District and created Metro (Metro). As part of AB 152, the MTA was to establish a Citizens' Advisory Council whose "membership shall reflect a broad spectrum of interest and all geographic areas of the County".

### **Purpose:**

The CAC shall consult, obtain and collect public input on matters of interest and concern to the community and will communicate the CAC's recommendations with respect to such issues to Metro. Issues may also be assigned to the CAC by Metro for its review, comment and recommendation. The Communications Department serves as support staff to the CAC.

### **Appointments to the Citizens' Advisory Council:\***

Each member of the Metro Board of Directors shall nominate four public members to the CAC to serve at the pleasure of the appointing Board member.

### **Terms of Appointment:**

Appointments to the CAC shall be for a three-year term unless removed by the appointing Board Member. There is no limit as to the number of terms that a CAC member may serve on the Council.

### **Meeting Dates:**

- The CAC Executive Council meets the first Friday of every month.
- The CAC General meeting meets the fourth Wednesday of every month.

All meetings are public meetings and follow the Ralph M. Brown Act requirements. All meetings are held at Metro Gateway Headquarters. For questions on the CAC please contact Rich Morallo at 310.354.1645.

\*CAC membership is on a voluntary basis and members do not receive stipends or compensation for serving on the council.

## **Technical Advisory Committee**

The establishment of a Technical Advisory Committee is required by state law dating back to the formation of the Los Angeles County Transportation Commission (LACTC), predecessor agency to Metro. Since its formal inception in 1977, TAC has undergone periodic reviews of its membership, functions and responsibilities based upon the changing needs of this agency; however, its function remains relatively unchanged.

### **Function:**

"Subject to the supervision of Metro, the committee shall provide technical assistance to Metro by reviewing and evaluating the various transportation proposals and alternatives within Los Angeles County. Transportation issues transmitted to the committee will include the funding, operation, construction and maintenance of streets and freeways, bus and rail transit, demand and system management, accessibility for the disabled and air quality

improvements. The committee shall review, comment upon and make recommendations on such matters as are referred to it by Metro. Cooperatively with the modal subcommittees...Metro staff will forward issues, projects or programs...to the committee for review and action."

#### **TAC Membership**

Currently TAC is composed of thirty-one voting and non-voting members from various agencies.

#### **Monthly Meetings:**

The TAC meets on the first Wednesday of every month at 9:30 a.m. at Metro Headquarters Building, One Gateway Plaza, Los Angeles, CA 90012-2952.

#### **TAC Subcommittees:**

- Bus Operations
- Streets & Freeways
- Local Transit Systems
- Transportation Demand Management/Air Quality

#### **Transportation Business Advisory Council (TBAC)**

TBAC meetings are held the first Thursday of every month at 9:30 a.m. at Metro, One Gateway Plaza, Los Angeles, CA. Small Business owners and interested parties are welcomed and encouraged to attend the monthly Transportation Business Advisory Council (TBAC) meeting. TBAC meetings provide small businesses a forum to discuss topics and issues impacting business owners throughout the contracting community. Particularly, TBAC advocates for small business owners to have increased access to Metro's procurement process. TBAC meetings are beneficial for all business interests. The meetings feature a monthly speaker series, Metro current and future contract opportunities, legislation updates, and current trends in transportation. TBAC is comprised of professional business associations representing an array of industries and trades. TBAC has been instrumental in working with the Diversity & Economic Opportunity Department (DEOD) to develop a successful path forward bridging relationships between small businesses and Metro.

#### **TBAC Member Organizations:**

- American Indian Chamber of Commerce of California
- Asian American Architects & Engineers Association
- Asian Business Association
- Black Business Association (BBA) - Los Angeles Chapter
- Chinese American Construction Professionals
- Conference of Minority Transportation Officials
- Elite Service Disabled Veteran Owned Business (SDVOB)
- Filipino American Society of Architects and Engineers
- Hispanic Engineers Business Corp. (HEBC)
- Latin Business Association
- Latino Business Chamber of Greater Los Angeles
- Los Angeles Chapter of the National Association of Minority Architects

- (LANOMA)
- National Association of Minority Contractors
- Regional Hispanic Chamber of Commerce
- Society of Hispanic Professional Engineers – Los Angeles Chapter
- Women's Business Enterprise National Council - West (WBENC - West)
- Women Construction Owners & Executives USA
- Women's Transportation Seminar (WTS)

**TBAC Committees:**

- Bylaws Committee:  
Chairs - Kenneth Wong, Lucia Tam
- Commodities Committee:  
Chair - Ezekiel Patten Jr.
- Construction Committee:  
Chairs - Kenneth Wong
- Legislative Committee:  
Chair - Elias Cortez
- Membership Committee:  
Lucia Tam
- Professional Services Committee:  
Chairs - Rodrigo Garcia

**Local Service Councils**

Metro's Service Councils advise on Metro services in five geographic regions:

- Gateway Cities (Southeast LA County)
- San Fernando Valley
- San Gabriel Valley
- South Bay Cities
- Westside/Central

These community-based councils offer:

- **Greater Community Involvement:** Regionalized outreach gives residents more opportunities for direct input into service issues in their communities.
- **Improved Service:** Local service evaluation to better understand riders' needs and to recommend appropriate response. Public participation and input is invited and encouraged at each of the council's monthly meetings.
- **Regional Perspective:** Advise on planning and implementation of service within their area; call and conduct public hearings; evaluate Metro bus programs related to their service area; review proposed service changes; make policy recommendations to the Metro Board; participate in quarterly meetings with the Metro Chief Executive Officer (CEO), Deputy CEO and other appropriate management staff.

Members of the councils must adhere to the Metro Code of Conduct and all other relevant State and Federal laws.

Jon Hillmer, Director, Service Councils  
Dolores Ramos, Council Analyst  
Henry Gonzalez, Community Relations

## Los Angeles County: Council of Governments

July/August 2013 - Meeting Dates for Transportation and Full Body

<i>COG</i>	<i>Meeting</i>	<i>Date</i>	<i>Time</i>	<i>Address/Phone</i>	<i>E-mail - Website</i>
Arroyo-Verdugo Subregion	Steering Committee/Transportation Meets twice a year	Jul 15	9:00 AM	La Canada-Flintridge City Hall 1327 Foothill Blvd. La Canada-Flintridge, CA 91010 818-790-8880	Awilson@lacanadaflintridge.ca.gov
Gateway Cities	Full Board	Aug 7 Sep 4	6:00 – 7:30 PM	Gateway Cities – COG Offices 16401 Paramount Blvd, Paramount, CA	<a href="http://www.gatewaycog.org/committee-meeting-schedules/">http://www.gatewaycog.org/committee-meeting-schedules/</a>
	Transportation	Aug 7, Sep 4	4:00 – 6:00 PM		<a href="http://www.gatewaycog.org/committee-meeting-schedules/">http://www.gatewaycog.org/committee-meeting-schedules/</a>
Las Virgenes Malibu	Governing Board	Jul 16 No Aug	8:30 AM	City of Hidden Hills City Hall 6165 Spring Valley Road Hidden Hills, CA 91302	tdipple@msn.com
	TAC (City Managers)	Jul 23 No Aug	8:30 AM		
North County Transportation Coalition	Full Body	N/A	N/A	Bryan Kuhn Palmdale, CA	661-267-5323 called and left message 661-266-0115
San Gabriel Valley	Transportation Governing Board	N/A Jul 18 Aug 22	N/A 6:00 PM	Edison Inwindale CTAC John Fasana, Chair 1000 South Fremont Ave Alhambra, CA 91803	<a href="http://www.sgvkog.org/index.cfm/Upcoming-Meetings.cfm">http://www.sgvkog.org/index.cfm/Upcoming-Meetings.cfm</a>
	Transportation	Jul 18 Aug 22	4:00 PM		
San Fernando Valley	Full Body	TBD	TBD	Valley Municipal Building Second Floor Council Chambers 14410 Sylvan Street Van Nuys, CA 91401	<a href="http://sfvcog.org/">http://sfvcog.org/</a>
	Transportation	TBD	TBD		
South Bay Cities	Full Board	Jul 25 Aug 22	6:00 8:00 PM	20285 S. Western Ave, Suite 100 Torrance, CA 90501	<a href="http://www.southbaycities.org/">http://www.southbaycities.org/</a>
	Measure R Oversight (Transportation inactive) Currently not Meeting	Aug 12	10:30 AM – 12:00 PM		
Westside Cities					<a href="http://www.westsidocities.org/meetings/">http://www.westsidocities.org/meetings/</a>

## Rules and Laws Applicable to Metro Lobbyists

### **PUBLIC UTILITIES CODE SECTION 130051.18**

Prior to the approval of any contract by the Los Angeles County Metropolitan Transportation Authority, or by any organizational unit of the authority, the authority shall adopt and implement an ordinance for the regulation of lobbying that shall include, at a minimum, the provisions of this section.

(a) **DEFINITIONS.** For purposes of this section, the following terms are defined as follows:

(1) "**Activity expense**" means any expense incurred, or payment made, by a lobbyist, lobbying firm, or lobbyist employer, or arranged by a lobbyist, lobbying firm, or lobbyist employer, that benefits in whole or in part any authority official or a member of the immediate family of an authority official.

(2) "**Administrative testimony**" means influencing or attempting to influence authority action undertaken by any person or entity who does not seek to enter into a contract or other arrangement with the authority by acting as counsel in, appearing as a witness in, or providing written submissions, including answers to inquiries, which become a part of the record of, any proceeding of the authority that is conducted as an open public hearing for which public notice is given.

(3) "**Authority**" means the Los Angeles County Metropolitan Transportation Authority and all of its organizational units as defined by Section 130051.11.

(4) "**Authority action**" means the drafting, introduction, consideration, modification, enactment, or defeat of an ordinance, resolution, contract, or report by the governing board of an organizational unit of the authority, or by an authority official, including any action taken, or required to be taken, by a vote of the members of the authority or by the members of the governing board of an organizational unit of the authority, except those actions relating to Article 10 (commencing with Section 30750) of Chapter 5 of Part 3 of Division 10.

(5) "**Authority official**" means any member of the authority, member of an organizational unit of the authority, or employee of the authority.

(6) "**Contribution**" means a payment, a forgiveness of a loan, a payment of a loan by a third party, or an enforceable promise to make a payment, except to the extent that full and adequate consideration is received, unless it is clear from the surrounding circumstances that it is not made for political purposes.

An expenditure made at the behest of a candidate, committee, or elected officer is a contribution to the candidate, committee, or elected officer unless full and adequate consideration is received for making the expenditure.

"Contribution" also includes the purchase of tickets for events such as dinners, luncheons, rallies, and similar fundraising events; the candidate's own money or property used on behalf of his or her candidacy; the granting of discounts or rebates not extended to the public generally or the granting of discounts or rebates by television and radio stations and newspapers not extended on an equal basis to all candidates for the same office; the payment of compensation by any person for the personal services or expenses of any other person if those services are rendered or expenses are incurred on behalf of a candidate or committee without payment of full and adequate consideration.

"Contribution" also includes any transfer of anything of value received by a committee from another committee, unless full and adequate consideration is received.

"Contribution" does not include amounts received pursuant to an enforceable promise to the extent that those amounts have been previously reported as a contribution. However, the fact that those amounts have been received shall be indicated in the appropriate campaign statement.

"Contribution" does not include a payment made by an occupant of a home or office for costs related to any meeting or fundraising event held in the occupant's home or office if the costs for the meeting or fundraising event are five hundred dollars (\$500) or less.

"Contribution" does not include volunteer personal services or payments made by any individual for his or her own travel expenses if those payments are made voluntarily without any understanding or agreement that they shall be, directly or indirectly, repaid to him or her.

(7) "**Employee of the authority**" means anyone who receives compensation from the authority for full-time or part-time employment, and any contractor, subcontractor, consultant, expert, or adviser acting on behalf of, or providing advice to, the authority.

(8) "**Filing officer**" means the individual designated by the authority with whom statements and reports required by this section shall be filed.

(9) "**Lobbying**" means influencing or attempting to influence authority action through direct or indirect communication, other than administrative testimony, with an authority official.

(10) "**Lobbying firm**" means any business entity, including an individual lobbyist, that meets either of the following criteria:

(A) The business entity receives or becomes entitled to receive any compensation, other than reimbursement for reasonable travel expenses, for the purpose of influencing

authority action on behalf of any other person, if any partner, owner, officer, or employee of the business entity is a lobbyist.

(B) The business entity receives or becomes entitled to receive any compensation, other than reimbursement for reasonable travel expenses, to communicate directly with any agency official for the purpose of influencing authority action on behalf of any other person, if a substantial or regular portion of the activities for which the business entity receives compensation is for the purpose of influencing authority action.

(11) "Lobbyist" means any individual who receives any economic consideration, other than reimbursement for reasonable travel expenses, for lobbying, including consultants and officers or employees of any business entity seeking to enter into a contract with the authority.

(12) "Lobbyist employer" means any person, other than a lobbying firm, who does either of the following:

(A) Employs one or more lobbyists for the purpose of influencing authority action.

(B) Contracts for the services of a lobbying firm for economic consideration for the purpose of influencing authority action.

**(b) REGISTRATION**

(1) Lobbyists, lobbying firms, and lobbyist employers shall register with the filing officer within 10 days after qualifying as a lobbyist, lobbying firm, or lobbyist employer. Registration shall be completed prior to the commencement of lobbying by the lobbyist. Registration shall include the filing of a registration statement, and the payment of any fees authorized by this section. Registration shall be renewed annually by the filing of a new registration statement and the payment of a fee.

(2) Each lobbyist, lobbying firm, and lobbyist employer required to register under this section may be charged a fee by the authority in an amount necessary to pay the direct costs of implementing this section.

**(3) CONTENTS OF LOBBYIST REGISTRATION STATEMENTS.** The lobbyist registration statement shall include all of the following:

(A) The name, address, and telephone number of the lobbyist.

(B) For each person from whom the lobbyist receives compensation to provide lobbying services, all of the following:

(i) The full name, business address, and telephone number of the person.

(ii) A written authorization signed by the person.



(iii) The time period of the contract or employment agreement.

(iv) The lobbying interests of the person.

(C) A statement signed by the lobbyist certifying that he or she has read and understands the prohibitions contained in subdivisions (f) and (g).

**(4) CONTENTS OF LOBBYING FIRM REGISTRATION STATEMENTS.** The registration statement of a lobbying firm shall include all of the following:

(A) The full name, business address, and telephone number of the lobbying firm.

(B) A list of the lobbyists who are partners, owners, officers, or employees of the lobbying firm.

(C) For each person with whom the lobbying firm contracts to provide lobbying services, all of the following:

(i) The full name, business address, and telephone number of the person.

(ii) A written authorization signed by the person.

(iii) The time period of the contract.

(iv) Information sufficient to identify the lobbying interests of the person.

(D) A statement signed by the designated responsible person that he or she has read and understands the prohibitions contained in subdivisions (f) and (g).

**(5) CONTENTS OF LOBBYIST EMPLOYER REGISTRATION STATEMENTS**  
The registration statement of a lobbyist employer shall include all of the following:

(A) The full name, business address, and telephone number of the lobbyist employer.

(B) A list of the lobbyists who are employed by the lobbyist employer.

(C) The lobbying interests of the lobbyist employer, including identification of specific contracts or authority actions.

(D) A statement signed by the designated responsible person that he or she has read and understands the prohibitions contained in subdivisions (f) and (g).

**(6) (A) AMENDMENTS.** The registration statement may be amended within 10 days of a change in the information included in the statement. However, if the change includes the name of a person by whom a lobbyist is retained, the registration statement shall be

amended to show that change prior to the commencement of lobbying by the lobbying firm or the lobbyist.

**(B) TERMINATION.** Lobbying firms and lobbyist employers upon ceasing all lobbying activity that required registration shall file a notice of termination within 30 days after the cessation.

**(C)** Lobbyists and lobbyist firms are subject to subdivisions (f) and (g) for 12 months after filing a notice of termination.

**(c) RECORD KEEPING.** Lobbyists, lobbying firms, and lobbyist employers that receive payments, make payments, or incur expenses, or expect to receive payments, make payments, or incur expenses, in connection with activities that are reportable pursuant to this section shall keep detailed accounts, records, bills, and receipts for four years, and shall make them reasonably available for inspection for the purposes of auditing for compliance with, or enforcement of, this section.

**(d) REPORTING OF ACTIVITY EXPENSES.** When a person is required to report activity expenses pursuant to this section, all of the following information shall be provided:

(1) The date and amount of each activity expense.

(2) The full name and official position, if any, of the beneficiary of each expense, a description of the benefit, and the amount of the benefit.

(3) The full name of the payee of each expense if other than the beneficiary.

**(e) QUARTERLY REPORTS.**

**(1) LOBBYING FIRM.** A lobbying firm shall file a periodic report containing all of the following:

**(A)** The full name, address, and telephone number of the lobbying firm.

**(B)** The full name, business address, and telephone number of each person who contracted with the lobbying firm for lobbying services, a description of the specific lobbying interests of the person, and the total payments, including fees and the reimbursement of expenses, received from the person for lobbying services during the reporting period.

**(C)** A copy of the periodic report completed and verified by each lobbyist in the lobbying firm pursuant to paragraph (2).

**(D)** Each activity expense incurred by the lobbying firm, including those reimbursed by a person who contracts with the lobbying firm for lobbying services.

(E) The date, amount, and the name of the recipient of any contribution of one hundred dollars (\$100) or more made by the filer to an authority official.

(2) **LOBBYIST.** A lobbyist shall complete and verify a periodic report, and file his or her report with the filing officer, and a copy of the report with his or her lobbying firm or lobbyist employer. The periodic report shall contain all of the following:

(A) A report of all activity expenses by the lobbyist during the reporting period.

(B) A report of all contributions of one hundred dollars (\$100) or more made or delivered by the lobbyist to any authority official during the reporting period.

(3) **LOBBYIST EMPLOYER.** A lobbyist employer shall file a periodic report containing all of the following:

(A) The name, business address, and telephone number of the lobbyist employer.

(B) The total amount of payments to each lobbying firm.

(C) The total amount of all payments to lobbyists employed by the filer.

(D) A description of the specific lobbying interests of the filer.

(E) A periodic report, completed and verified by each lobbyist employed by a lobbyist employer pursuant to paragraph (1) of subdivision (e).

(F) Each activity expense of the filer and a total of all activity expenses of the filer.

(G) The date, amount, and the name of the recipient of any contribution of one hundred dollars (\$100) or more made by the filer to an authority official.

(H) The total of all other payments to influence authority action.

**(4) REPORT DEADLINE/COPIES/RETENTION BY AUTHORITY**

(A) The periodic reports shall be filed within 30 days after the end of each calendar quarter. The period covered shall be from the beginning of the calendar year through the last day of the calendar quarter prior to the 30-day period during which the report is filed, except that the period covered by the first report a person is required to file shall begin with the first day of the calendar quarter in which the filer first registered or qualified.

(B) The original and one copy of each report shall be filed with the filing officer, retained by the authority for a minimum of four years, and available for inspection by the public during regular working hours.

**(f) GIFT PROHIBITIONS**

(1) It is unlawful for a lobbyist, a lobbying firm, or a lobbyist employer to make gifts to an authority official aggregating more than ten dollars (\$10) in a calendar month, to act as an agent or intermediary in the making of any gift, or to arrange for the making of any gift by any other person.

(2) It is unlawful for any authority official knowingly to receive any gift that is made unlawful by this section. For the purposes of this subdivision, "gift" has the same meaning as defined in Section 130051.17.

**(g) MISCELLANEOUS PROHIBITIONS.** No lobbyist or lobbying firm shall do any of the following:

(1) Do anything with the purpose of placing an authority official under personal obligation to the lobbyist, the lobbying firm, or the employer of the lobbyist or lobbying firm.

(2) Deceive or attempt to deceive any authority official with regard to any material fact pertinent to any authority action.

(3) Cause or influence any authority action for the purpose of thereafter being employed to secure its passage or defeat.

(4) Attempt to create a fictitious appearance of public favor or disfavor of any authority action, or cause any communications to be sent to any authority official in the name of any fictitious person or in the name of any real person, except with the consent of that real person.

(5) Represent falsely, either directly or indirectly, that the lobbyist or the lobbying firm can control any authority official.

(6) Accept or agree to accept any payment that is contingent upon the outcome of any authority action.

#### **PENALTIES**

(h) Any person who knowingly or willfully violates any provision of this section is guilty of a misdemeanor.

(i) The District Attorney of the County of Los Angeles is responsible for the prosecution of violations of this section.

(j) Any person who violates any provision of this section is liable in a civil action brought by the civil prosecutor or by a person residing within the jurisdiction of the authority for an amount up to five hundred dollars (\$500), or three times the amount of an unlawful gift or expenditure, whichever amount is greater.

(k) The authority shall reject any bid or other proposal to enter into a contract with the authority by any person or entity that has not complied with the registration and reporting requirements of this section.

(l) **EXEMPTIONS.** The provisions of this section are not applicable to any of the following:

(1) An elected public official who is acting in his or her official capacity to influence authority action.

(2) Any newspaper or other periodical of general circulation, book publisher, radio or television station that, in the ordinary course of business, publishes or broadcasts news items, editorials, or other documents, or paid advertisement, that directly or indirectly urges authority action, if the newspaper, periodical, book publisher, radio or television station engages in no further or other activities in connection with urging authority action other than to appear before the authority in support of, or in opposition to, the authority action.

(m) **POST-EMPLOYMENT.** No former authority official shall become a lobbyist for a period of one year after leaving the authority.

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**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY**

**ADMINISTRATIVE CODE**

**LOBBYIST PROVISIONS**

**Title 1**

**Chapter 1-05**

**Interpretation**

**I-05-010 Severability.** If any section, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this code. The METRO Board of Directors hereby declares that it would have adopted this code, and each section, subsections, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases had been declared invalid or unconstitutional, and if for any reason this code should be declared invalid or unconstitutional, then the original ordinance or ordinances shall remain in full force and effect.

**1-05-020 Provisions Not Affected By Headings.** Title, chapter and section headings contained in the provisions of this code shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or intent of any section hereof.

**1-05-030 Construction of Terms – Tenses.** Within this code, unless the text clearly provides otherwise, the present tense includes the past and the future tenses and the future tense includes the present.

**1-05-040 Construction of Terms – Gender.** Within this code, unless the text clearly provides otherwise, the masculine gender includes the feminine, and the feminine gender includes the masculine.

**1-05-050 Construction of Terms – Number.** Within this code, unless the text clearly provides otherwise, the singular includes the plural, and the plural includes the singular.

**1-05-060 Construction of Terms – Shall and May.** Within this code, the word “shall” is mandatory, and the word “may” is permissive.

## **Title 5**

### **Chapter 5-05**

#### **General Provisions and Definitions**

**5-05-010 Codes of Conduct.** This title sets forth the codes of conduct for METRO officers and employees and for those doing business with the METRO. The Ethics Officer is authorized to prepare and publish informational materials describing the requirements of this title in a readily understandable format and to make copies of such informational materials available to all affected and interested persons.

**5-05-020 Waiver.** Any provision of this title not mandated by statute may be waived by the Board of Directors if it finds, based upon the facts applicable in a particular instance, that such a waiver is in the best interest of the METRO.

**5-05-030 Definitions.** The terms used in this title shall be construed as defined in this chapter.

**5-05-040 Activity Expense.** "Activity Expense" means any expense incurred or payment made by a lobbyist, lobbying firm, or lobbyist employer, or arranged by a lobbyist, lobbying firm, or lobbyist employer, that benefits in whole or in part any METRO official, or a member of the immediate family of an METRO official. Activity expenses include, but are not limited to, contributions made to office holder accounts and to committees controlled by an METRO official and gifts.

**5-05-050 Administrative Testimony.** "Administrative testimony" means influencing or attempting to influence METRO action undertaken by any person or entity who does not seek to enter into a contract or other arrangement with the METRO by acting as counsel in, appearing as a witness in, or providing written submissions, including answers to inquiries, which become a part of the record of any proceeding of the METRO that is conducted as an open public hearing for which public notice is given.

**5-05-060 Board Member.** "Board Member" means a member of the METRO Board of Directors.

**5-05-070 Campaign Contribution and Contribution.** "Campaign contribution" and "contribution" have the same meaning as the term "contribution" as defined in Government Code Section 82015.

**5-05-080 Consultant.** "Consultant" has the same meaning as set forth in Title 2 California Code of Regulations, Section 18701(a)(2).

**5-05-090 Contractor.** "Contractor" means any construction company, engineering firm, consultant, legal firm, or any company, supplier, or business entity who is presently engaging in any business with the METRO or any owner or employee of such entities and all entities who have submitted a bid or proposal for an METRO contract. "Contractor" shall also include any consultant and any subcontractor to a contractor.

**5-05-100 Designated METRO Employee.** "Designated METRO Employee means an METRO official whose position with the METRO entails the making or the participation in the making of decisions which could foreseeably have a material effect on a financial interest of that official. Such persons are designated in the MTA's Conflict of Interest Code.

**5-05-110 Financial Interest.** "Financial interest" on the part of a Board Member which would preclude participation in an METRO decision means any interest which would constitute a financial interest under subdivision (c) Public Utilities Code Section 130700. "Financial interest" on the part of an METRO employee which would preclude participation in an METRO decision means any interest which would constitute a financial interest under Government Code Section 87103 and any regulations of the California Fair Political Practices Commission interpreting that section.

**5-05-120 Gift.** "Gift" has the same meaning as set forth in Government Code Section 82028 and any regulations of the California Fair Political Practices Commission interpreting that section.

**5-05-130 Lobbying and Lobbyist Services.** "Lobbying" and "lobbyist services" mean any action by a lobbyist or lobbying firm to influence or attempt to influence METRO action through direct or indirect communication, other than administrative testimony, with an METRO official.

**5-05-140 Lobbying Firm.** "Lobbying firm" means any business entity, including an individual lobbyist, that meets either of the following criteria:

A. The business entity receives or becomes entitled to receive any compensation, other than reimbursement for reasonable travel expenses, for the purpose of influencing METRO action on behalf of any other person, and any partner, owner, officer, or employee of the business entity is a lobbyist; or

B. The business entity receives or becomes entitled to receive any compensation, other than reimbursement for reasonable travel expenses, to communicate directly with any METRO official for the purpose of influencing METRO action on behalf of any other person, if a substantial or regular portion of the activities for which the business entity receives compensation is for the purpose of influencing METRO action.

**5-05-150 Lobbyist.** "Lobbyist" means any individual who receives any economic consideration, other than reimbursement for reasonable travel expenses, for lobbying,



including consultants and officers or employees of any business entity seeking to enter into a contract with the METRO.

**5-05-160 Lobbyist Employer.** "Lobbyist employer" means any person, other than a lobbying firm, who does either of the following:

A. Employs one or more lobbyists for the purpose of influencing METRO action; or

B. Contracts for the services of a lobbyist or lobbying firm for economic consideration for the purpose of influencing METRO action.

**5-05-170 METRO Action.** "MTA action" means the drafting, introduction, consideration, modification, enactment, or defeat of an ordinance, resolution, contract, or report by the governing board of an organizational unit of the METRO, or by an METRO official, including any action taken, or required to be taken, by a vote of the Board of Directors, or by the members of the governing board of an organizational unit of the METRO, except those actions relating to Article 10 of Chapter 5 of Part 3 of Division 10 (commencing with Section 30750) of the Public Utilities Code.

**5-05-180 METRO Employee.** "MTA employee" means any individual, including a consultant who receives compensation from the METRO for full or part-time employment. The term METRO employee includes a "designated METRO employee".

**5-05-190 METRO Official.** "MTA official" means any Board Member or member of an organizational unit of the METRO, or METRO employee.

**5-05-200 Official Responsibility.** "Official responsibility" means the direct administrative or operating duties for the METRO, whether intermediate or final, and whether exercisable alone or with others, and either personally or through subordinates, to approve, disapprove, or otherwise direct METRO action.

**5-05-210 Person.** "Person" has the same meaning as set forth in Government Code Section 82047.

**5-05-220 Public Official.** "Public official" has the same meaning as set forth in Government Code Section 82048.

**5-05-230 Signed.** "Signed" means executed or adopted, with the present intention to authenticate and affirm, using either:

A. A handwritten signature; or

B. An electronic sound, symbol, or process unique to the filer and assigned by the Ethics Officer, which is attached to or logically associated with the filing of a report or statement using the MTA's electronic filing system.

**5-05-240 Significant Other.** "Significant other" means an individual with whom an METRO official participates in a dating relationship.

## **Title 5**

### **Chapter 5-25**

#### **Lobbying the MTA**

##### **5-25-010 Registration and Fees.**

A. Each lobbyist, lobbying firm, and lobbyist employer shall register in writing with the Ethics Officer within ten (10) days after qualifying as a lobbyist, lobbying firm, or lobbyist employer. Registration shall be completed prior to the commencement of lobbying. Registration shall include the filing of a registration statement, and the payment of such fees as are authorized by this section. Registration shall be renewed annually by January 15 of each succeeding year by the filing of a renewal statement and the payment of the required fees.

B. Each lobbyist, lobbying firm, and lobbyist employer required by this section to register and to file an annual renewal statement may be charged a fee for each filing in an amount sufficient to cover the direct costs of implementing this chapter as determined by the Ethics Officer. Failure to pay any such fee when due shall be a violation of this chapter.

**5-25-020 Lobbyist Registration Statement.** The registration and renewal statements for each lobbyist shall include all of the following:

A. The name, business address, e-mail address and telephone number of the lobbyist; and

B. For each person or company from whom the lobbyist receives compensation to provide lobbying services, all of the following:

1. The full name, business address, e-mail address and telephone number of the person or company;

2. The time period of the contract or employment agreement;

3. The lobbying interests of the person or company;

4. A written, signed statement authorizing the lobbyist to lobby the METRO on behalf of that person or company; and

5. A statement signed by the lobbyist certifying that he or she has read and understands and will comply with the requirements and restrictions contained in this chapter.

**5-25-030 Lobby Firm Registration Statement.** The registration and renewal statements for each lobbying firm shall include all of the following:

A. The full name, business address, e-mail address and telephone number of the lobbying firm;

B. A list of the lobbyists who are partners, owners, officers, or employees of the lobbying firm; and

C. For each person or company with whom the lobbying firm contracts to provide lobbying services, the following:

1. The full name, business address, e-mail address and telephone number of the person or company;

2. The time period of the contract;

3. Information sufficient to identify the lobbying interests of the person or company;

4. A written, signed statement authorizing the lobbying firm to lobby the METRO on behalf of that person or company; and

5. A statement signed by the designated responsible person that he or she has read and will comply with the requirements and restrictions contained in this chapter.

**5-25-040 Lobbyist Employer Registration Statement.** The registration and renewal statement for each lobbyist employer shall include all of the following:

A. The full name, business address, e-mail address and telephone number of the lobbyist employer;

B. A list of the lobbyists or lobbying firms who are employed by the lobbyist employer;

C. The lobbying interests of the lobbyist employer, including identification of specific contracts or METRO actions; and

D. A statement signed by the designated responsible person that he or she has read and will comply with the requirements and restrictions contained in this chapter.

**5-25-050 Mandatory Record Keeping.** Lobbyists, lobbying firms, and lobbyist employers that make offers, receive payments, make payments, or incur expenses or expect to receive payments, make payments, or incur expenses in connection with activities which are reportable pursuant to this section, shall keep all statements and reports filed pursuant to this chapter together with detailed accounts, records, bills, and receipts, for a period of four (4) years and make them reasonably available for inspection for the purposes of auditing for compliance with, or enforcement of, this chapter.

**5-25-060 Quarterly Reports.** Each lobbyist, lobbying firm, and lobbyist employer shall file with the Ethics Officer a written quarterly report as set forth in this chapter within thirty (30) days after the end of each calendar quarter. The period covered by the first quarterly report of a lobbyist, lobbying firm, or lobbyist employer shall begin with the first day of the calendar quarter in which the filer first registered or qualified and shall end with the last day of the calendar quarter for which the report is being made.

Thereafter, except as otherwise provided in this chapter, the period covered by a quarterly report shall be from the beginning of the calendar year through the last day of the calendar quarter for which the report is being made. Each quarterly report shall include a signed statement certifying that the information contained in the report is a true and complete disclosure of the information required to be reported under this chapter.

**5-25-070 Lobbyist Quarterly Report.** Each lobbyist shall complete a quarterly report, which shall be signed and filed with the Ethics Officer, which shall contain all of the following:

A. The full name, business address, e-mail address and telephone number of each person or company who contracted with the lobbyist for lobbying services and each other person or entity on whose behalf the lobbyist attempted to influence METRO action, even if the lobbyist is compensated for such efforts by another person. The lobbyist shall also include a description of the specific lobbying interests of the person or company, and the total payments, including fees and the reimbursement of expenses, received from the person or company for lobbying services during the reporting period. If the lobbyist lobbied on a specific contract, the lobbyist shall disclose the contract number and describe in detail the nature of the contract. The lobbyist shall also disclose payments received for lobbying on a specific contract; and

B. A report of all activity expenses by the lobbyist during the reporting period, including:

1. The date and amount of each activity expense;
2. The full name and official position, if any, of the beneficiary of each expense, a description of the benefit and the amount of the benefit; and
3. The full name of the payee of each expense if other than the beneficiary; and
4. The date, amount, name of the recipient, including the name of the recipient account or committee, for all contributions of ten dollars (\$10) or more made or delivered by the lobbyist to an METRO official during the reporting period. Each time a new Board Member is seated during a calendar quarter, the quarterly report for that calendar quarter shall include the information required by this paragraph as to that new Board Member for that calendar quarter and for the immediately preceding four (4) years.

**5-25-080 Lobbying Firm Quarterly Report.** Each lobbying firm shall complete a quarterly report, which shall be signed and filed with the Ethics Officer, which shall contain all of the following:

A. The full name, business address, e-mail address and telephone number of the lobbying firm;

B. The full name, business address, e-mail address and telephone number of each person or company who contracted with the lobbying firm for lobbying services, a description of the specific lobbying interests of the person or company, and the total payments, including fees and the reimbursement of expenses, received from the person or company for lobbying services during the reporting period. If the lobbying firm lobbies for a specific contract or retains a lobbyist to lobby a specific contract, the lobbying firm shall disclose the contract number and describe in detail the nature of the contract;

C. A report of all activity expenses by the lobbying firm during the reporting period, including:

1. The date and amount of each activity expense;

2. The full name and official position, if any, of the beneficiary of each expense, a description of the benefit and the amount of the benefit; and

3. The full name of the payee of each expense if other than the beneficiary; and

4. The date, amount, name of the recipient, including the name of the recipient account or committee, for all contributions of ten dollars (\$10) or more made or delivered by the lobbying firm to an METRO official during the reporting period. Each time a new Board Member is seated during a calendar quarter, the quarterly report for that calendar quarter shall include the information required by this paragraph as to that new Board Member for that calendar quarter and for the immediately preceding four (4) years.

**5-25-090 Lobbyist Employer Quarterly Report.** Each lobbyist employer shall complete a quarterly report, which shall be signed and filed with the Ethics Officer, which shall contain all of the following:

A. The name, business address, e-mail address and telephone number of the lobbyist employer;

B. The total amount of payments to each lobbying firm;

C. The total amount of all payments to lobbyists employed by the filer;

D. A description of the specific lobbying interests of the filer. If the lobbyist employer has contracted with a lobbying firm or lobbyist to lobby a specific contract, the lobbyist employer shall disclose the contract number and describe in detail the nature of the contract. The lobbyist employer shall also disclose the amount of money paid to a lobbying firm or lobbyist to lobby the specific contract;

E. A report of all activity expenses by the lobbyist employer during the reporting period, including:

1. The date and amount of each activity expense;
2. The full name and official position, if any, of the beneficiary of each expense, a description of the benefit and the amount of the benefit; and
3. The full name of the payee of each expense if other than the beneficiary.
4. The date, amount, name of the recipient, including the name of the recipient account or committee, for all contributions of ten dollars (\$10) or more made or delivered by the lobbyist employer to an METRO official during the reporting period. Each time a new Board Member is seated during a calendar quarter, the quarterly report for that calendar quarter shall include the information required by this paragraph as to that new Board Member for that calendar quarter and for the immediately preceding four (4) years; and

F. The total of all other payments to influence METRO action.

**5-25-100 Registration Statement and Quarterly Report Amendments.** Each registration and renewal statement and each quarterly report shall be amended in writing within ten (10) days of a change in the information included in the statement, or of the discovery of information that was omitted or incorrectly reported on a quarterly report. However, if the change includes the name of a person by whom a lobbyist or lobbying firm is retained, the registration statement shall be amended to show that change prior to the commencement of lobbying by the lobbying firm or the lobbyist.

**5-25-110 Filing Method.** Any written statement or report required to be filed, or payment required to be made, pursuant to this chapter shall be filed in the format and form of payment, including the electronic media type or other means, specified by the Ethics Officer unless the Ethics Officer waives such requirement in writing upon demonstration of a significant hardship by the filer.

**5-25-120 Retention Period.** Each registration and renewal statement and each quarterly report required to be filed with the Ethics Officer pursuant to this chapter shall be retained by the METRO for a minimum of four (4) years, and shall be available for inspection by the public during regular working hours. A computer printout of any electronically filed statement or report shall be treated as an original for purposes of admissibility in any court or other proceeding.

**5-25-130 Gift Restrictions.**

A. No lobbyist, lobbying firm or lobbyist employer shall make any gifts to any MTA official aggregating more than ten dollars (\$10) in a calendar month, or act as an agent or intermediary in the making of any gift, or arrange for the making of any gift by any other person.

B. No METRO official shall knowingly receive any gift which is prohibited by this chapter.

**5-25-140 Other Prohibitions.** No lobbyist or lobbying firm shall do any of the following:

A. Take any action with the purpose of placing an METRO official under personal obligation to the lobbyist, the lobbying firm, or the lobbyist's or the lobbying firm's employer;

B. Deceive or attempt to deceive any METRO official with regard to any material fact pertinent to any METRO action;

C. Cause or influence any METRO action for the purpose of thereafter being employed to secure its passage or defeat;

D. Attempt to create a fictitious appearance of public favor or disfavor of any METRO action, or cause any communications to be sent to any METRO official in the name of any fictitious person, or in the name of any real person except with the consent of that real person;

E. Represent, either directly or indirectly, that the lobbyist or the lobbying firm can control any METRO official;

F. Accept or agree to accept any payment that is contingent upon the outcome of any METRO action; or

G. Make or direct any payment, directly or indirectly, which is prohibited by Public Utilities Code Section 130051.20 or Government Code Section 84308.

**5-25-150 Prohibitions Related to Procurements.**

A. Commencing with the issuance of a Request for Proposals (RFP), a Request for Information and Qualifications (RFIQ), or an Invitation for Bids (IFB), and ending on the date the staff recommendation for award is made public, no lobbyist representing a person or entity submitting a proposal in response to the RFP, RFIQ or IFB shall contact by any means or engage in any discussion concerning the award of the contract with any METRO official or any staff to a Board Member. Any such contact shall be grounds for the disqualification of the proposer.

B. During price negotiations of non-low bid contracts, lobbyists shall not contact, lobby or otherwise attempt to influence METRO officials or any staff to a Board Member, other than negotiation team members, relative to any aspect of the contract under negotiation. This provision shall apply from the time of award until the recommendation for execution of the contract is made public. Any concerns relative to any contract under negotiation shall be communicated only to the CEO for resolution.

C. A lobbyist representing a person or entity who submitted a proposal or bid in response to the RFP, RFIQ, or IFB shall not contact a Board Member or his or her staff regarding a protest submitted regarding the recommended contract award or any lawsuit or potential lawsuit regarding the recommended contract award or any issue relating to the underlying procurement.

5-25-160 Lobbying on Behalf of METRO. Any person or entity who receives compensation pursuant to a contract or subcontract to lobby on behalf of, or otherwise represent the METRO, shall be prohibited from lobbying the METRO on behalf of any person or entity.

5-25-170 Lobbying By METRO Officials or Staff to Board Members. No METRO official or person who is staff to a Board Member shall lobby the METRO until one year after leaving the METRO or after ceasing to be staff to a Board Member.

5-25-180 Termination of Lobbying Activities.

A. Lobbying firms and lobbyist employers upon ceasing all lobbying activity which required registration shall file a notice of termination within thirty (30) days after the cessation.

B. Lobbyists and lobbying firms shall remain subject to the prohibitions of this chapter for twelve (12) months after filing a notice of termination.

5-25-190 Non-Applicability. The provisions of this ordinance are not applicable to any of the following:

A. An elected public official who is acting in his or her official capacity to influence METRO action; or

B. Any newspaper or other periodical of general circulation, book publisher, radio or television station which, in the ordinary course of business, publishes or broadcasts news items, editorials, or other documents, or paid advertisement, that directly or indirectly urges METRO action, if the newspaper, periodical, book publisher, radio or television station engages in no further or other activities in connection with urging METRO action other than to appear before the METRO in support of, or in opposition to the METRO action.

5-25-200 Enforcement. The Inspector General is authorized to investigate alleged violations of this chapter. The Ethics Officer is authorized to assess a late fee and/or to terminate a registration for failure to timely file statements or reports or to timely pay the required fees. The Ethics Officer is authorized to waive any penalty for a late filing upon a showing that the late filing was not willful or that the enforcement of a penalty for the late filing would otherwise not further the purposes of this chapter. Both the Inspector General and the Ethics Officer are authorized to make recommendations to the Board of



Directors related to the imposition of any other penalty authorized by this chapter for a violation of this chapter.

**5-25-210 Sanctions for Violations of this Chapter.**

**A. Any party committing a violation of this chapter shall be subject to the following possible sanctions:**

- 1. The Ethics Officer may assess a late fee or terminate that party's registration for failure to timely file any statement or report, or to timely pay any fee, required by this chapter;**
- 2. The party's bid or other proposal to enter into a contract with the METRO may be rejected;**
- 3. The party may be disqualified from lobbying on the matter related to the violation;**
- 4. The party may be suspended from all METRO lobbying activities for a specific period of time;**
- 5. The party may be permanently prohibited from all METRO lobbying activities;**
- 6. The party may be subject to civil penalty in an amount up to five hundred (\$500) dollars, or three times the amount of an unlawful gift or expenditure, whichever is greater, as directed by the court in a civil action brought by the civil prosecutor or by a person residing within the jurisdiction of the METRO.**

**B. Any sanction imposed for a violation of this chapter shall depend upon the severity of the violation and may be progressive unless the violation is so egregious as to warrant more severe action initially.**

**C. Any person who knowingly or willfully violates any provision of this chapter is guilty of a misdemeanor.**

**D. The District Attorney of the County of Los Angeles is authorized to bring civil or criminal prosecutions for violations of this chapter.**

**5-25-220 Procedures for Imposing Certain Sanctions. Before the imposition of a sanction authorized by section 5-25-210, other than a criminal prosecution or a sanction under paragraphs A.1. or A.6. of section 5-25-210, the following procedures should be followed:**

**A. Information relating to the alleged violation shall be forwarded to the Inspector General for investigation;**

**B. Upon completion of the investigation, the Inspector General shall submit his or her findings to the Board of Directors for review;**

C. The Board of Directors, or such person or body as may be designated by the Chair of the Board of Directors, shall hold an administrative hearing relating to the alleged violation. Any entity may submit evidence in support of or in opposition to the allegations;

D. If the Board of Directors or its designee finds that a violation of this chapter has occurred, it shall decide the appropriate sanctions to impose. The decision of a designee of the Board of Directors shall be forwarded to the Board of Directors for approval. The decision of the Board of Directors shall be final.

E. The imposition of any sanction, or the failure to impose a sanction, by the Board of Directors shall not preclude the imposition of a late fee, the termination of a registration or the imposition of any criminal or civil penalty authorized by this chapter.

# Call for Projects



## Process

The Call for Projects (Call) is a competitive grant program that co-funds new regionally significant transportation capital projects that are beyond the capability of the local jurisdiction. The Call is typically held biennially in odd-numbered years, with the process being initiated in the year prior. MTA's Long Range Transportation Plan (LRTP) reserves funds for the Call which in turn implements some of MTA's multimodal programming responsibilities as the Regional Transportation Planning Agency for Los Angeles County.

Funding for the Call comes from a variety of local, state, and federal sources. Local sources include Proposition C 10 percent and Proposition C 25 percent funds. State sources include Transportation Alternatives (TA). Federal funds include the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP). Many of the funding sources have restrictions on their use and are limited to specific transportation modal categories. Additionally, the amount available per fund source is dependent upon sales tax revenues in the case of Proposition C 10% and Proposition C 25%. With regard to TA funds, the amount will vary dependent upon the State budget.

MTA must fund projects in accordance with state and federal statute and regulations which require that projects be selected based on need and programmed in SCAG's Transportation Improvement Program (TIP). As Los Angeles County experiences the most severe congestion problems in the nation, the MTA Board has directed that projects be evaluated for their benefit in improving mobility. The evaluation criteria are included in the Call for Projects application package which is approved by the Board prior to release to potential applicants at the start of the process. The Call continually evolves to address new agency initiatives, recently-passed legislation, and Board directives. It is open to public agencies that provide transportation facilities or services within Los Angeles County.

Throughout the year-long Call process, six items are presented for Board action:

- Authorization to initiate the Call process;
- Approval of current Application package;
- Preliminary fund estimates and modal funding marks;
- Preliminary project funding recommendations;
- Final project funding recommendations;



**Metro**

### Annual Call for Projects Recertification and Deobligation

The annual Recertification and Deobligation process enforces the Board adopted Authorization and Timely Use of Funds Policies (attached). Each fiscal year the Board must recertify funding for projects that were approved through prior Calls in order to release the funds to the project sponsors. Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified MTA that they no longer wish to proceed with the project (cancellation). The Board must approve the deobligation of lapsing project funds. For project sponsors not meeting delivery deadlines, the Board does not take action until project sponsors have the opportunity to appeal staff's preliminary recommendations to MTA's legislatively mandated Technical Advisory Committee (TAC). TAC appeals are typically held in June of each fiscal year, with Board action on both Recertification and Deobligation in July of each fiscal year.

In 2001, the Board authorized the administrative extension of projects based on the following reasons:

- 1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, act of God, etc.);
- 2) Project delay due to an action that results in a change in project scope, schedule, or sponsorship that is mutually agreed upon by us and the project sponsor prior to the extension request; and
- 3) Project delay due to contractual obligation, however, a time extension is needed to complete construction that is already underway (capital projects only).

Annually, as part of the Recertification and Deobligation process, the Board must also receive and file the extensions being granted through previously delegated Board administrative authority.

### Lesson Learned Survey

A "Lessons Learned Survey" is conducted after the Board has approved the final recommendations for the Call in September. The Survey gives participants the opportunity to provide feedback to improve future Calls.

Attached: Timely Use of Funds

# Call for Projects



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Attached: Timely Use of Funds

## TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS

### Funding Agreement (FA) LAPSING POLICY:

Grantee must demonstrate timely use of the Funds by:

- (i) executing an FA within ninety (90) days of receiving formal transmittal of the FA boilerplate from LACMTA, or by December 31 of the first Fiscal Year in which the Funds are programmed, whichever date is later;
- (ii) meeting the Project milestones due dates as agreed upon by LACMTA and Grantee in the Scope of Work. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be expended by the end of the second fiscal year following the year the Funds were first programmed;
- (iii) submitting the Quarterly Progress/Expenditure Reports; and,
- (iv) expending the Funds granted within 36 months from July 1 of the Fiscal Year in which the Funds are programmed.

If the Grantee fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board. If Grantee does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

## State Transportation Improvement Program (STIP) Letter of Agreement (LOA) LAPSING POLICY:

The following is LACMTA's understanding of the State requirements for timely use of funds; the terms of this section are subject to change by Caltrans and/or the CTC.

- Programmed Funds are available for a project-specific allocation vote by the CTC only until the end of the Fiscal Year (FY) for which they are programmed. The Project Sponsor may request a one-time extension to the allocation deadline, however there is no guarantee it will be approved. Project Sponsor must present Caltrans District 7 with either a completed Project-specific allocation request or a completed request for extension at least 60 days in advance of CTC meeting the last of the fiscal year in which the Funds are programmed. Otherwise, the Funds may be rescinded by the CTC and LACMTA will not be responsible for replacing them. An allocation request and/or a request for extension will not be considered complete by Caltrans unless it includes LACMTA concurrence.
- After the Funds are allocated by a specific vote of the CTC for construction or capital purchase, the Project Sponsor has six (6) months to award a contract; or request a one-time extension from the CTC. However, the CTC is under no obligation to grant this extension. Otherwise, the Funds may be rescinded by the CTC and LACMTA will not be responsible for replacing them.
- After award of a contract, the Project Sponsor has a maximum of thirty-six (36) months to complete such contract and expend and receive reimbursement of the expenditures.
- Funds allocated by the CTC for Project development or right-of-way costs must be expended by the end of the second Fiscal Year following the year in which the Funds were allocated.

The deadline for the Project-specific allocation vote can be extended by the CTC, but only if the CTC's action occurs by June of the Fiscal Year in which the Funds are programmed. The possible CTC extensions are one time and for up to twenty (20) months, at the discretion of the CTC, but only if the CTC finds that an unforeseen and extraordinary circumstance beyond the control of the Project Sponsor has occurred that justifies the extension.

Following the allocation, at the end of the period allowed for expenditure and reimbursement of expenditures, subject to the requirements and regulations of the Agency and the CTC, and to the extent allowed by the Agency and the CTC, Project Sponsor shall relinquish any Funds not reimbursed to the State Highway Account for future programming at the CTC's discretion.

Prior to the programmed year, a STIP amendment reprogramming funds to a later year will postpone the application of the lapsing provision. A STIP amendment request must be made 90 days prior to the last CTC meeting or no later than March of the program year of the Fiscal Year prior to the Fiscal Year in which the Funds are programmed. A STIP amendment request will not be considered complete by Caltrans unless it includes LACMTA's concurrence. The CTC will not amend the STIP to change the program year of the funding after the beginning of the fiscal year for which the Project is programmed.

If Project Sponsor fails to meet any of the above conditions, the Project shall be considered lapsed by the CTC and will be removed from LACMTA's program of projects.



**Metro**



In addition, the Project Sponsor must execute a LOA within 90 days of receiving formal transmittal of the LOA from LACMTA, or by December 31st of the first fiscal year in which the Funds are programmed, whichever is later, and demonstrate evidence of timely allocation of Funds programmed for the Project. Evidence of timely allocation includes an executed allocation request document, an approved Grant Application document with the Agency, and the Fund Allocation Request that the Project Sponsor submits to the CTC.

In the event a LOA is not executed and/or evidence of timely allocation of the Funds is not provided, the Project will be reevaluated by LACMTA as part of the annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. If Project Sponsor does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event the Funds are reprogrammed, the Project shall automatically terminate without further action by either party.

## LOA (FEDERAL FUNDS) LAPSING POLICY:

Project Sponsor must demonstrate timely use of the Funds by:

- i. executing an LOA within ninety (90) days of receiving formal transmittal of the LOA boilerplate from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later;
- ii. meeting the Project milestones due dates as agreed upon by LACMTA and the Project Sponsor in the Scope of Work. Project preliminary engineering must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project preliminary engineering or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year the Funds were first programmed. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design;
- iii. submitting the Quarterly Progress/Expenditure Reports; and,
- iv. obligating the Funds programmed within 36 months from July 1 of the first Fiscal Year in which the Funds are programmed.

Project Sponsor must demonstrate evidence of timely use or obligation of Funds. Evidence of timely obligation will be either an executed "Authorization To Proceed" document (Caltrans Version E-76) or an approved Grant Application document with the Agency.

If Project Sponsor fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the LACMTA Board of Directors for deobligation.

In the event a LOA is not executed and/or evidence of timely obligation of Funds is not provided, the Project will be reevaluated by LACMTA as part of the annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board. If Project Sponsor does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event the Funds are reprogrammed, the Project shall automatically terminate without further action by either party.

# Civil Rights Programs Compliance

## Description/ Background

The CRPC Department is part of the Office of the Chief Executive Officer. The Department was created in 2011 by merging the staff administering the Americans with Disabilities Act (ADA) compliance with the staff in the Equal Employment Opportunity (EEO) section. In addition responsibility was also added for general civil rights compliance including, but not limited to, Title VI of the Civil Rights Act of 1964.

## Tasks/ Functions

Ensure Metro meets and/or exceeds Federal, State, and Local Civil Rights requirements by promoting universal equity for customers and employees.

- Evaluate services, programs, and facilities
- Educate employees and customers
- Monitor and advise on Civil Rights compliance
- Conduct investigations and make recommendations on corrective actions
- Eliminate barriers in employment opportunities and ensure equal access and participation in the Metro transportation system



## Civil Rights Programs

This section is responsible for ensuring that Metro and any agencies that received Federal Transit Administration (FTA) money through Metro fully comply with all federal civil rights legislation and executive orders. Failure to comply with Federal requirements, including violations at sub-recipients of federal aid could result in the loss of Metro's federal grants. A federal Civil Rights compliance review in 2011 found deficiencies in Metro's civil rights compliance. These deficiencies were in the administration of the guidance, no violations of civil rights regulations were investigated or identified. All of the deficiencies are expected to be cleared before July 1, 2013.

## Americans with Disabilities

The staff in this section ensures that all of Metro's operations and facilities are fully compliant with the ADA, the California Building Code Access Requirements (Title 24) and any other regulations or legislation that protects the rights of persons with disabilities. The staff is involved in many initiatives to ensure that Metro goes above and beyond the minimum requirements of the ADA in order to meet the growing demand for access to our fixed route bus and rail network.

### Equal Employment Opportunity

This section is responsible for ensuring that Metro is compliant with Title VII of the Civil Rights Act ensuring that our workplace is free of discrimination. The section prepares the Affirmative Action Plan, provides training on Sexual Harassment and investigates all internal (employee) and external (patron) complaints involving discrimination.

### Contact Information

Dan Levy, Director Civil Rights Programs Compliance, (213) 922-8891 [levyd@metro.net](mailto:levyd@metro.net)



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

# **Above & Beyond ADA**

**Metro's Response to Growing ADA Ridership**

**Metro Service Councils**

July 2013



**Metro**

# The Challenge

- **ADA ridership is growing rapidly**
- **Metro has the most ridership by people in wheelchairs in the nation**
- **From 3,500 to 80,000 per month on buses alone in 10 years**
- **NY has 66,000/month on buses & rail**
- **Ridership stimulated by past improvements such as low floor buses**



**Metro**

# Handling the Growth

- There have been challenges but Metro is committed to building and operating the most accessible transit system in the U.S.
- Metro is taking many initiatives that go *above and beyond* the minimum accessibility requirements in the Federal ADA and State Title 24 requirements
- Looked at best practices world wide

# Issue: Priority Seating Requirement

- **Federal Transit Administration (FTA) requires *priority seats* on every bus and rail vehicle for seniors & persons with disabilities**
- **FTA rules allow operators *ask* people to vacate priority seats but don't *require* people to move**
- **Conflicts are occurring because flip-up seats are designated as the priority seats**



Metro



# Response: New Signs & New Seats

- Seats will be identified as **RESERVED** for seniors and persons with disabilities
- Flip-up seats will NOT be designated as Reserved
- Reserved seats will be identified by color and pictogram
- *Above and beyond ADA*

# Examples....



**RESERVED FOR SENIORS AND  
PERSONS WITH DISABILITIES**

Reservados para personas mayores y discapacitadas



# Issue: Walkers

- **Walkers can't block aisles and must be secured – taking up an available wheelchair securement site**

# Response: Create Area for Walker

- **Create a special area for a walker by installing a single flip up seat with extra space on next order of buses**
- **Allows one walker to be compartmentalized and not require taking up one wheelchair position**
- ***Above and beyond ADA***

# Example:



Revised layout with flip up seats in up position across middle row two (2) wheelchairs and one (1) walker.

# Issue: ADA Requires 2 W/C Spaces

- **The ADA requires 2 wheelchair positions in buses 22' or longer**
- **Metro has purchased articulated buses that are at least 50% longer than a 40' bus**
- **Capacity for ambulatory passengers increased, but capacity for wheelchair passengers has not kept up**

# Response: Investigate 3 Positions

- **Metro will be working with suppliers to determine if 3 positions can be installed in future articulated buses and if retrofits are feasible in any existing buses**
- ***Above and beyond ADA***

# Wheelchair Securement Systems

- **Metro currently uses conventional 4 point securement systems that are:**
  - Slow to connect to wheelchairs
  - Unable to handle three wheel devices
  - Difficult to use
- **Most ( $\frac{3}{4}$ ) of wheelchair users refuse to have their wheelchair secured, risking injury to themselves and other passengers**



# Response: Introduce 3 Point System

- **Requesting funding to allow new buses be equipped with Q'Pod a 3 Point System offering fast, easy and flexible securement for forward facing wheelchairs**
- **Investigate use of 3 Point system on some existing fleet**
- **Objective is to encourage more people to choose securement**

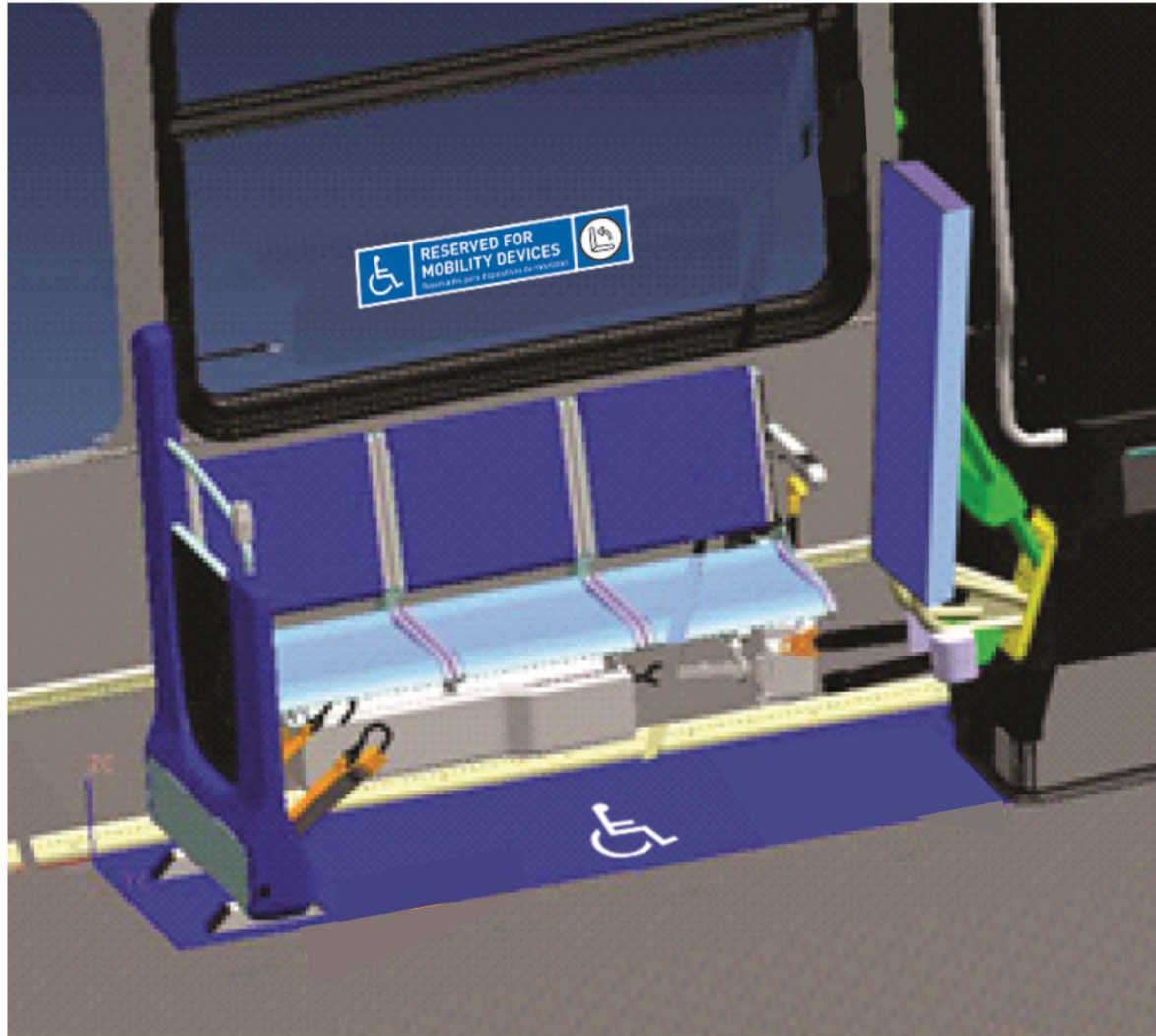
# Examples: Q'pod



# Response: More Choice

- **Rear Facing w/c position has been proven to be safe WITHOUT securement**
- **New buses will be equipped with DUAL positions that support forward facing 3 point securement; or rear facing without securement**
- **Ultimately a policy change – ride forward facing secured or rear facing unsecured**
- ***Above and beyond ADA***

# Example: Dual Mode Position



Metro

# Issue: Making Room for Wheelchairs

- **The ADA requires that operators ask people sitting on Flip-up seats to move to allow wheelchairs to board – but can't order people to move**

# Response: New Identification

- All decals on buses and railcars will be replaced to designate flip up seat areas as being **RESERVED** for mobility devices
- All floor areas for wheelchairs will be finished in blue and marked with **Accessibility Symbol**
  - New buses and railcars first, retrofits as vehicles are rehabilitated
- *Above and beyond ADA*

# Example: New Decal



# Issue: W/C Space on Rail Cars

- **The ADA does not have specific requirements for allocating space for wheelchairs on railcars**
- **On the Red/Purple Lines each car has one space that is shared between wheelchairs, bikes, strollers and luggage – it isn't large enough for a bike and wheelchair at the same time**



# Response: More Dedicated Space

- **A dedicated space will be RESERVED on the subway for wheelchairs only**
  - **Bikes, strollers and luggage will get their own space at opposite end**
- **New LRV will have space for 4 wheelchairs in each articulated car. Up to 12 locations per 3 car train!**
- **New decals and floor markings**
- ***Above and beyond ADA***

# Example: Railcar Floor Marking & Decal



# Issue: Tactile Path not Required

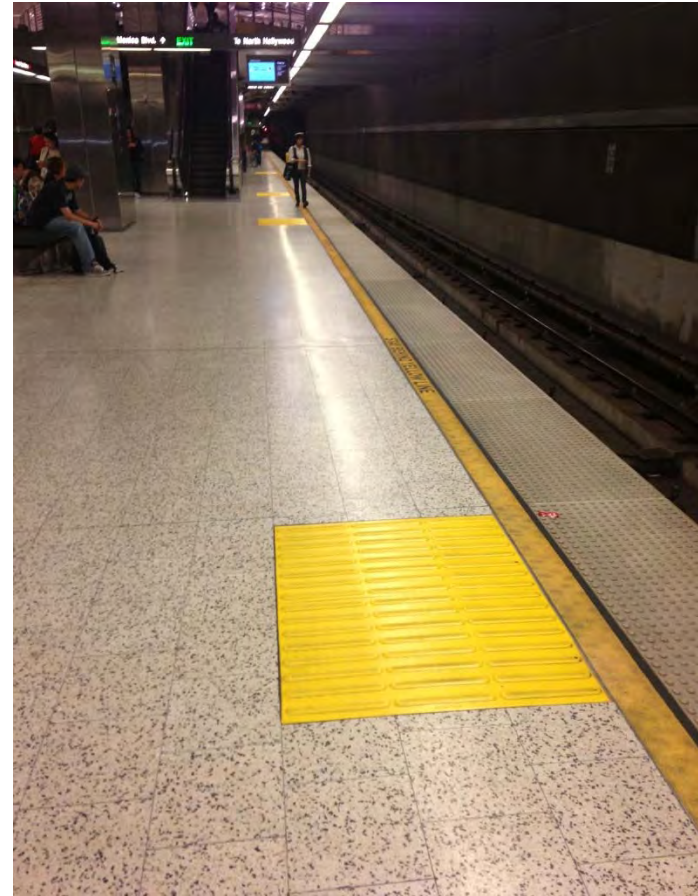
- **In rail stations current requirements for visually impaired include:**
  - Tactile warning strip along edge
  - Tactile directional bars at waiting locations
  - Between car barriers
- **ADA and Title 24 do not require tactile path from station entrance to waiting area!**

# Examples: Existing Provisions

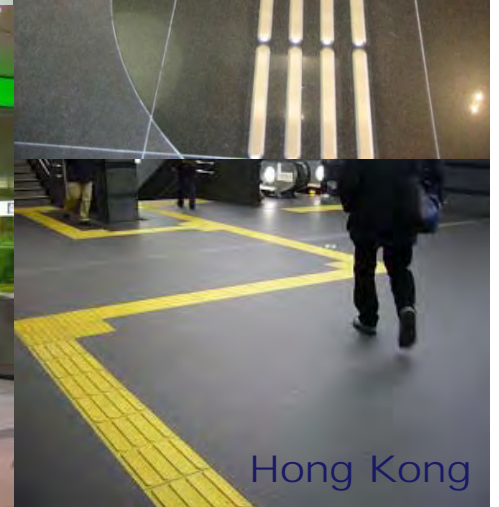
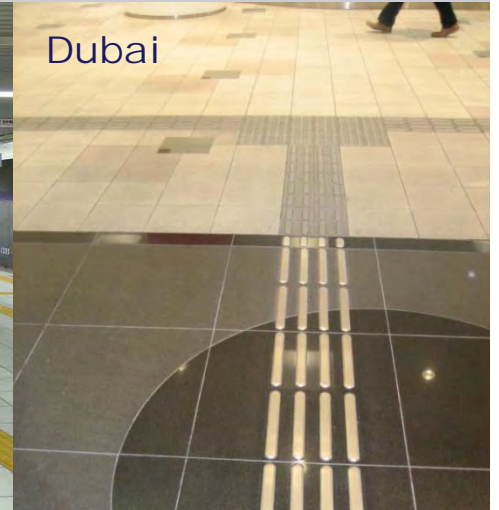
**Between Car Barriers &  
Tactile Warning Strip**



**Directional Bars &  
Tactile Warning Strip**



# Example: Tactile Paths Elsewhere



# Response: Review Suitability

- Tactile directional bars identifying waiting station are being installed in new stations and will be retrofit in stations that do not have them
- Interdepartmental Committee to advise the CEO on feasibility of placing tactile pathways in new rail stations and old stations
- *Above and beyond ADA*

# Issue: TPIS Difficult to Read

- **The Transit Passenger Information System (TPIS) in many rail stations has poor use of color, and uses fonts that do not meet ADA standards for fixed signs**

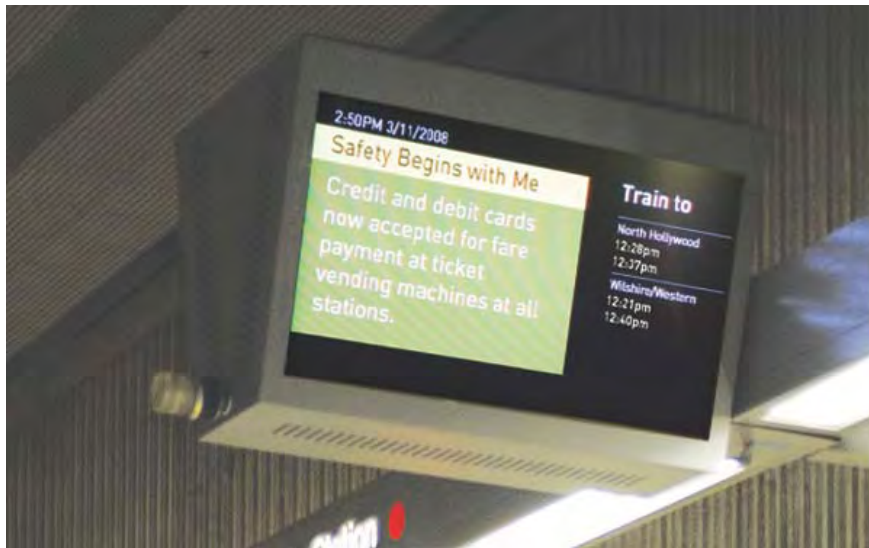
# Response: New Displays

- **New larger fonts and fully contrasting colors compliant with ADA requirements for fixed signage will be operational by summer on these variable message signs**



# Example of TPIS

## Existing TPIS



## Planned TPIS



# Issue: Destination not Called on Platform

- **Visually impaired have no way to know if a train is Red or Purple until after they board**
- **Unlike light rail cars the subways cars are not equipped with external speakers**

# Response: Install External Speakers

- **As subway cars are sent to rehab they will have new external speakers installed**

# Issue: Latching Gates Limits Access

- **The Metro Board has ordered that turnstiles be installed and latched at most rail stations to reduce fare evasion**
- **Latching turnstile at unmanned stations will reduce accessibility for some people**

# Response: Unique Local Solution

- A hands free device was developed based on input from Accessibility Advisory Committee & Rail Communications
- Allows people without full use of hands or arms to have gate remotely opened
- Now being installed at all turnstiles
- Potential for other applications in the future
- *Above and beyond ADA*



Metro

# Example: Hands Free Gate Intercom



# Issue: Who Boards/Alights First?

- **Metro's long standing policy has been that persons in wheelchairs are first to board and last to alight**
- **But when there are 2 wheelchairs onboard, and one or both are alighting the one at the stop can't board until others alight.**
  - **Ambulatory people can board first and grab the space or seats, resulting in the person in the wheelchair being left behind**

# Response: Board *and* Alight First

- Metro has changed its policy to allow persons in wheelchairs to alight first and then be the first to board
- Ambulatory passengers who are in a hurry to alight may alight through the center doors while the operator assists the people in wheelchairs
- *Above and beyond ADA*



# Example: Bus Card on Every Bus

**Make it a safe trip for everyone.**



metro.net

- > Let riders in wheelchairs board first and **exit first**.
- > Please move from reserved and wheelchair seating areas if requested.
- > Bus operators will assist with wheelchair securement; it only takes a moment. Thank you for your patience.



Metro

**If you have questions or concerns, call 213.922.6235.**

EFFECTIVE 3/2015



Metro

# Safety Impact

- **Each enhancement will improve safety:**
  - **Persons choosing to ride unsecured will be in a safe rear facing position**
  - **Persons riding forward will be secured**
  - **Greater availability of reserved seating will mean fewer seniors and persons with disabilities will be standing**
  - **Bikes and wheelchairs each have their own space on Red and Purple Lines**
  - **Safe location for walkers and grocery buggies**



Metro

# Budget & Service Impact

- **Many of the changes discussed today will be incorporated within existing budgets**
- **A separate report will be brought forward next month identifying the funding source and reallocation if necessary**
- **It is anticipated these proactive measures will significant improve the experience of riders with disabilities and reduce future civil rights claims**



**Metro**

# Conclusion

- **Metro will meet *and* exceed the minimum requirements of the ADA to meet the travel needs of our customers**
- **These changes will not occur overnight, but they are happening now**
- **Board authorization will be sought to approve the measures requiring any extra funding in July**

# Questions



## Above and Beyond ADA

Metro's Response to Growing ADA Ridership



**Metro**

# Communications

## Description

Metro's Communications Department's purpose is to support Metro's goals by elevating the public's awareness of Metro and its services, and setting standards for public information provided on behalf of the Board and the CEO. Our Communications program emphasizes extensive community outreach and engagement, including proactive community relations teams on major construction projects - as well as customer service, public safety campaigns for bus and rail, media relations, local government liaison, legislative advocacy materials, public art programs, advertising and marketing campaigns.

## Customer Communications

Customer Communications promotes Metro programs, projects and services through informational materials, advertising, cross promotions, and rideshare programs. Other activities include: overseeing external website content, providing internal printing services, managing all purchased media, managing advertising revenue contracts and overseeing commercial filming.

## Customer Relations

Customer Relations provides one-on-one regional transportation information to customers calling 323.GOMETRO for their trip planning request and is the Agency's centralized contact point to receive and process customer complaints regarding Metro Services. Handles official correspondence written on behalf of Board members and Metro executive staff and manages the Agency switchboard (Centrex) System.

## Public Relations

Public Relations informs the public about Metro's activities by managing media relations, special events, producing The Source and El Pasajero - English and Spanish language blogs on metro.net - production of Metro cable television shows and videos, and the Metro Speakers Bureau as well as providing context and content in real-time reporting for distribution on multiple media platforms.

## Regional Communications Programs

RCP is responsible for comprehensive public outreach and stakeholder engagement for Metro projects and programs throughout Los Angeles County and reports directly to the CEO. RCP builds support for broad agency objectives and specific initiatives through management of outreach for corridor studies and special projects; local government liaison to cities and unincorporated areas of Los Angeles County; construction



**Metro**

relations for major capital projects; an award-winning program for bus and rail safety education; and publicity regarding service changes.

### Creative Services

Creative Services includes Metro's award winning art and design programs. The department creates Metro's voice, brand identity and design standards, designs safety & public information materials, state/federal advocacy materials, advertising and marketing campaigns and all visual print and online communications. The department also oversees implementation of the agency's % for art program, manages the care and maintenance of the system's existing artworks and directs a volunteer Docent Council as well as a range of temporary art programs.

### Customer Programs and Services

Customer Programs and Services manages Metro's retail Customer Service Centers, centralized Lost and Found operation, Reduced Fares program for seniors, students, college and disabled riders, Passes by Mail program for corporate and individual fare media sales. Additionally, the department oversees the distribution of fare media to over 500 third-party retail vendors.

### Contacts

Kimberly Yu, Interim Chief Communications Officer, (213) 922-3848, [yuki@metro.net](mailto:yuki@metro.net)

Lynda Bybee, Deputy Executive Officer, Regional Communications, (213) 922-6340, [bybeel@metro.net](mailto:bybeel@metro.net)

Warren Morse, Deputy Executive Officer, Communications, (213) 922-5661, [morsew@metro.net](mailto:morsew@metro.net)

Vanessa Smith, Director, Customer Programs and Services, (213) 922-7009, [smithv@metro.net](mailto:smithv@metro.net)

Gail Harvey, Director, Customer Relations, 213-922-7030, [harveyg@metro.net](mailto:harveyg@metro.net)

Maya Emsden, Deputy Executive Officer, Creative Services, (213) 922-2720, [emsdenm@metro.net](mailto:emsdenm@metro.net)

Marc Littman, Deputy Executive Officer, Public Relations, (213) 922-4609, [littmanm@metro.net](mailto:littmanm@metro.net)

Susan Gilmore, Director, Community Relations, (213) 922- 7287, [gilmores@metro.net](mailto:gilmores@metro.net)

Jody Litvak, Director, Local Governance/Operations, (213) 922-1240, [litvakj@metro.net](mailto:litvakj@metro.net)

Ann Kerman, Director, Constituent Programs Management, (213) 922-9896, [kermana@metro.net](mailto:kermana@metro.net)

Yvette Rapose, Director, Construction Relations, (213) 923-6409, [raposey@metro.net](mailto:raposey@metro.net)

Barbara Burns, Director, Transit Safety/Education, (213) 798-6425, [burnsb@ metro.net](mailto:burnsb@metro.net)

Ellen Isaacs, Director, City of Los Angeles Government/Community Relations, (213) 922-2488, [isaacse@metro.net](mailto:isaacse@metro.net)



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# Corporate Safety

## Description/ Background

The Corporate Safety Department provides leadership and dedicates its resources to promote the philosophy of continuous safety improvement for the benefit of our employees, customers, community, and business partners. The department is responsible for developing and managing safety programs in three primary areas: Bus Safety, Rail Safety, and Construction Safety, and provides technical assistance during the planning, construction, operations and maintenance phases of Metro's projects. The Corporate Safety department is overseen by the Executive Officer, Vijay Khawani, who reports directly to the Office of the Chief Executive Officer (OCEO). The Corporate Safety team consists of Safety Directors for each of the primary areas who are supported by System Safety Managers, Industrial Hygienists, Senior Safety Specialists, Collision Investigation Specialists and representatives of the City of Los Angeles Fire Department. The core functions performed by the team are:

- Develop and oversee the implementation of agency-wide safety programs for both bus and rail modes required by various State and Federal regulations. Examples of programs include the Illness and Injury Prevention (IIPP) program, System Safety Program, and California Occupational Safety & Health Administration (OSHA) programs such as Protective Personal Equipment (PPE), Confined Space, Blood-Borne Pathogens, Fall Protection, Hazardous Materials and Communication, Respiratory Protection, Hearing Conservation, etc.
- Research, coordinate and assist in developing agency-wide safety policies.
- Develop and Manage Environmental and Industrial Health programs such as Asbestos, Indoor Air Quality, Mold, and Lead.
- Manage the Safety Oversight Program with the California Public Utilities Commission (CPUC) for all new start rail projects.
- Conduct and manage the required annual and triennial reviews of operations and maintenance programs to ensure compliance with CPUC and FTA regulations.
- Manage all aspects of the Grade Crossing Safety Improvement program, including the Photo Enforcement Program for all LRT and BRT projects.
- Investigate serious bus and rail accidents, and make follow-up recommendations for improving the system safety program and transit operations.
- Manage the Fire/Life Safety Program and the Safety Certification Program for the agency.
- Prepare and submit the required accident investigation reports and the monthly and annual



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reports to the FTA, CPUC, OSHA, AQMD, and FRA.

- Conduct training on the various OSHA programs identified above.
- Support the Rail Activation Group, the Local Safety Committees and other various committees for bus and rail projects.
- Participate in emergency response drills to evaluate safety procedures and practices.
- Review designs and specifications for all rail extension projects and major capital improvement projects for compliance with regulatory and fire/life safety codes.
- Provide oversight of Contractor safety on Capital and operating projects.
- Represent Metro before regulatory agencies, FTA, APTA and meet with regulatory agencies to resolve safety issues.

#### Board Interactions

- Safety Performance Indicators Reports provided to the System Safety & Operations Committee and Board

#### Contact Information

Vijay Khawani, Executive Officer (213)922-4035 [khawaniv@metro.net](mailto:khawaniv@metro.net)



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## Diversity and Economic Opportunity (DEOD)

Metro is an equal employment opportunity employer and is committed to servicing its small business community through proactive and inclusive monitoring, mentoring, training and outreach activity. DEOD is responsible for ensuring non-discrimination in Metro contracting and employment practices.

Metro sets the S/D/M/WBE program in motion pursuant to state and federal laws so that no firm would be discriminated against on the basis of gender, race, color, national origin, age, or disability. The Contract Compliance Unit is responsible for ensuring that a fair share of all contracted work with subcontracting opportunities is achieved with appropriate S/D/M/WBEs.

To this end, the Contract Compliance Unit establishes goals on applicable projects awarded by the Metro, reviews bids/proposals and responses, recommends awards and monitors projects for appropriate S/D/M/WBE participation. Contract Compliance works closely with Procurement Department on all relevant contracts, works to maximize opportunities, and ensure fair and equitable treatment to S/D/M/WBE's who participate in the performance of Metro contracts.

Factors considered in determining a contract goal that bidders/proposers should achieve include: S/D/M/WBE availability, subcontracting opportunities, and historical data from similar procurements. In the case where the goal /requirement has not been met, a good faith effort (GFE) requirement must be satisfied.

- Establish Disadvantaged Business Enterprise (DBE) goals for federally-funded contracts, Small Business Enterprise (SBE) goals for state and/or locally funded negotiated contracts, and Minority and Women (M/WBE) Voluntary Anticipated Levels of Participation (VALP) for state and/or locally funded non-negotiable contracts.
- Monitor, assess, and report compliance with DBE/SBE program requirements throughout the life of the contract.

- Ensure prompt payment to all S/D/M/WBE subcontractors participating in contracts financed with public funds.

For more information: <http://www.metro.net/about/deod/>

# Gate Latching

## History

The Metro Blue Line opened in 1990 as a hybrid self-service model. Customers bought tickets from vending machines and were required to show them on demand from a patrolling Los Angeles County Sheriff's deputy or other fare inspector. This method continued as the system grew to its current level. Now, Metro Rail has about 360,000 daily boardings on 87 miles of track. As envisioned by planners, Metro Rail has become an integral part of a regional transit system that includes Metrolink, Metro buses and at least two dozen municipal bus companies.

## What

Metro begins latching of gates at the Union Station Red/Purple lines June 19. Additional gates, stations and platforms will be latched through the summer and autumn with completion by December 9. Because of platform size and other engineering complications, some locations will not be latched.

## Why

Metro has matured into a regional transportation system. In addition to Metro, ten additional agencies are signed on to a universal fare system called TAP (Transit Access Pass) making seamless travel possible across counties and transit systems. By the end of 2014, a total of 24 agencies will be a part of the TAP network making travel possible from San Bernardino to Santa Monica, Lancaster to Long Beach on one fare card.

## Benefits

Bus and rail riders can buy a single TAP card and load it with a dollar amount. The card is honored as fare media across all partners. Riders won't have to fumble for coins to pay transfers. They can tap their card from rail to train, hassle free. TAP is safer than cash because if the card is lost or stolen it can be replaced with all remaining value.

## Accountability

With a seamless regional transportation network, all partners need to be guaranteed their fair share of revenue. TAP accounts for every boarding and every penny. TAP also provides accurate, real time data on passenger travel so we can tailor service to demand.

## Security

Turnstiles allow access to platforms only when the proper fare is recognized by the TAP sensor. Only persons with business on the platform will be there. A reduction of loitering will improve security. Los



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Angeles County Sheriff's deputies and civilian security personnel will continue to patrol trains and platforms.

**Fare Evasion**

Gate latching tests have been conducted at several stations. Results have been consistent that the number of riders declined while revenue increased. It is believed that as free-riders realize that a paid fare is required to pass through the turnstiles they will buy a TAP card and the number of riders will return to current levels.

**Revenue**

Staff projections indicate an increase of revenue \$6.3 - \$9 million annually (a conservative average of \$7 million is expected) on the Red/Purple Lines alone.

# Gate Latching Update

June 18, 2013

LA City Council Meeting

tap 

# Gate Latching Launch



- Union Station gates latch 6/19
- Latching program rolls out next for remaining Red, Purple, Green, Gold and Blue lines
- Expected completion early 2014

tap<sup>❏</sup>

# How are customers being informed?



- 10-language brochures
- Bus and train posters
- Train announcements
- Station messaging
- Web ads
- Print ads
- Rail station posters
- Blog posts
- Web pages
- TAP vending machine how-tos
- Press conference (June 19)



tap 



# TAP is your ticket

You must have a TAP card or Metrolink ticket to ride Metro Rail



## At Turnstiles:

- Expect turnstiles to be latched
- Before entering, tap on the right



## At Validators:

- Look for the validator as you approach the platform
- TAP before boarding
- Remember to TAP when transferring

tap 

# What about people with disabilities?



Tap and enter at the ADA gate

tap 

# What if my TAP card doesn't work?



If you need help, go to a  
Gate Help Phone

tap 

# TAP Support



## Have a question about TAP?

- Ask TAP staff, on hand 3 weeks at each latched station
- Call 866.TAPTOGO
- Use Gate Help Phones
- Visit [metro.net/latching](http://metro.net/latching) for latching schedule & more info
- Visit [metrolinktrains.com/tap](http://metrolinktrains.com/tap) for info on TAP-enabled Metrolink tickets

tap 

## Metro Highway Operations

*Improving your experience on LA freeways*



### Metro Freeway Service Patrol

#### Free Help for Stranded Freeway Motorists

- > Metro, in partnership with the CHP and Caltrans, operates Freeway Service Patrol (FSP), Big Rig Service Patrol, and FSP ExpressLanes.
- > These programs provide over 150 vehicles that patrol freeways to help stranded motorists get safely back on the road or tow them to a designated safe location.
- > FSP also provides traffic mitigation support for freeway construction projects.
- > FSP offers the following free services to motorists:
  - Change out flat tires
  - Provide up to one gallon of fuel
  - Tow vehicle to a designated safe location off of the freeway
  - Make temporary tape repairs to cooling system hoses
  - Other minor repairs



### Southern California 511

#### Outsmart Traffic

- > 511 is a free traveler information service provided by LA SAFE, in partnership with Metro, that provides 24/7 real-time traffic, transit, commuter services, trip planning and motorist aid information for a five-county region (Los Angeles, Orange, Ventura, San Bernardino and Riverside).
- > Drivers can use the service to outsmart traffic by calling 511 or visiting [go511.com](http://go511.com).
- > Services include:
  - Live traffic reports (including construction impacts)
  - Transit trip planning
  - Real-time bus arrivals for Metro
  - Scheduled bus arrivals for municipal operators in the five-county region
  - Rideshare matching including carpool & vanpool
  - Motorist aid support including Freeway Service Patrol



### Freeway Beautification Project

#### Cleaner, Greener Freeways

- > Metro Freeway Crew is a freeway beautification project, which will provide Angelenos with a cleaner, more eco-friendly drive. Work has started in two pilot locations to remove litter, graffiti and debris. To date over 40 thousand pounds of trash and 32 thousand square feet of graffiti has been removed.
- > Additional work to improve landscaping will begin in Summer 2013.
- > Our two pilot locations are:
  - I-110 Freeway from Exposition to Hill
  - I-710 Freeway between SR-60 and I-405



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For additional information on any of these programs, please visit [metro.net](http://metro.net) or [Go511.com](http://Go511.com). You can also call Kenneth Coleman at (213) 922-2951.



# Joint Development Program

**Metro's Joint Development Program encourages comprehensive planning and development around station sites and along transit corridors.**

These efforts reduce auto use and increase transit ridership by directly linking Metro's transportation network with retail, commercial and housing opportunities, while enhancing the overall land use and economic development goals for the surrounding community.

Metro's joint development program also provides additional return on the public's investment in the transit system. The program's development projects provide Metro with revenue and sales proceeds based on the fair market value of Metro's property. These amounts, in turn, are reinvested in eligible transportation projects throughout Los Angeles County. In many cases, the developments also include new and upgraded transit facilities that further benefit Metro and its patrons.

In all, Metro's Joint Development Program benefits all of Los Angeles County by effectively reducing congestion and promoting "smart growth," while providing a more enjoyable experience for Metro patrons.



**Metro**

# Metro Joint Development Program

## Del Mar

**COMPLETED**

**LINE**

Metro Gold Line

**SITE**

3.56 acres on two separate parcels

**DEVELOPMENT**

- > 347 apartments/21 affordable
- > 11,000 square feet of ground floor retail
- > A public plaza and paseos directly connecting the Gold Line station to the development, bus service and the surrounding community
- > Refurbished historic train depot used as a restaurant
- > 600 transit parking spaces

**COMPLETED**

2007



## Wilshire/Vermont

**COMPLETED**

**LINE**

Metro Red & Purple Lines

### Apartments

**SITE**

3.24 acres

**DEVELOPMENT**

- > 449 apartments/ 90 affordable
- > 36,000 square feet of ground floor retail
- > Improved public plazas directly connecting a new subway portal to the development, bus service and the surrounding community
- > 11-bay bus layover facility on adjacent 1.02-acre parcel

**COMPLETED**

2007

### School

**SITE**

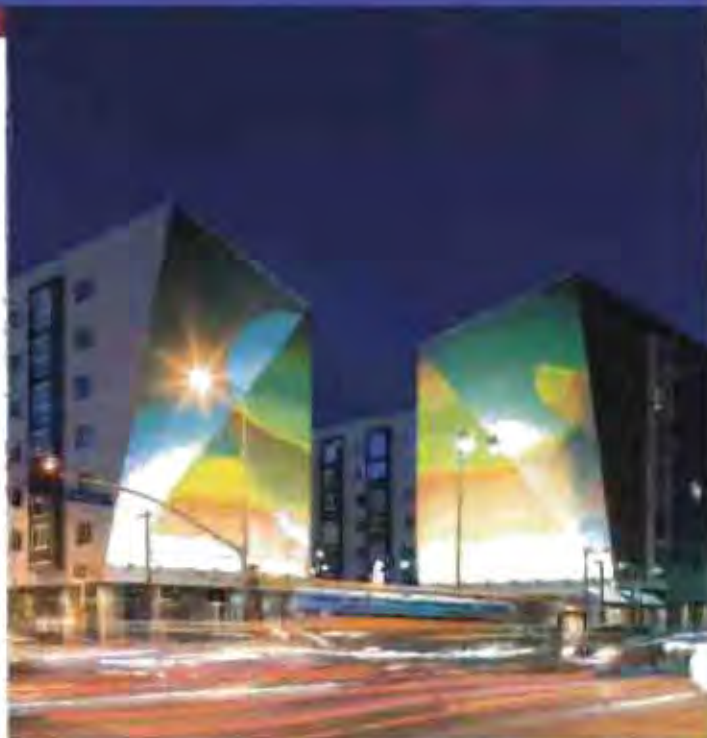
2.5 acres

**DEVELOPMENT**

- > 800-student LAUSD middle school

**COMPLETED**

2008



## Hollywood/Vine

COMPLETED

**LINE**  
Metro Red Line

### Apartments

**SITE**  
2.35 acres

- DEVELOPMENT**
- > 375 apartments/  
78 affordable
  - > 28,000 square feet of  
ground floor retail
  - > New bus layover facility

### Hotel & Condos

**SITE**  
2.30 acres

- DEVELOPMENT**
- > 300-room W Hotel
  - > 143 W Condominiums
  - > 30,000 square feet of  
ground floor retail
  - > Improved public plaza  
and second subway elevator
  - > New subway portal canopy,  
bus layover facility and  
bike room

**COMPLETED**  
2009



## One Santa Fe

UNDER CONSTRUCTION

**LINE**  
Metro Red Line Station

**SITE**  
4.03 acres of Metro-owned  
property in Downtown  
Los Angeles Arts District

- DEVELOPMENT**
- > 438 apartments
    - 350 market-priced units (80%)
    - 88 affordable units (20%)
  - > 79,000 square feet of retail and  
commercial space
    - Metro Operations is 35,000  
square feet anchor tenant

**STATUS**  
Under Construction (potential  
new Red Line station under  
consideration)







# SEPULVEDA PASS CORRIDOR

L.A. City Council - Transportation Committee

July 24, 2013

## Project Overview

Roger Moliere

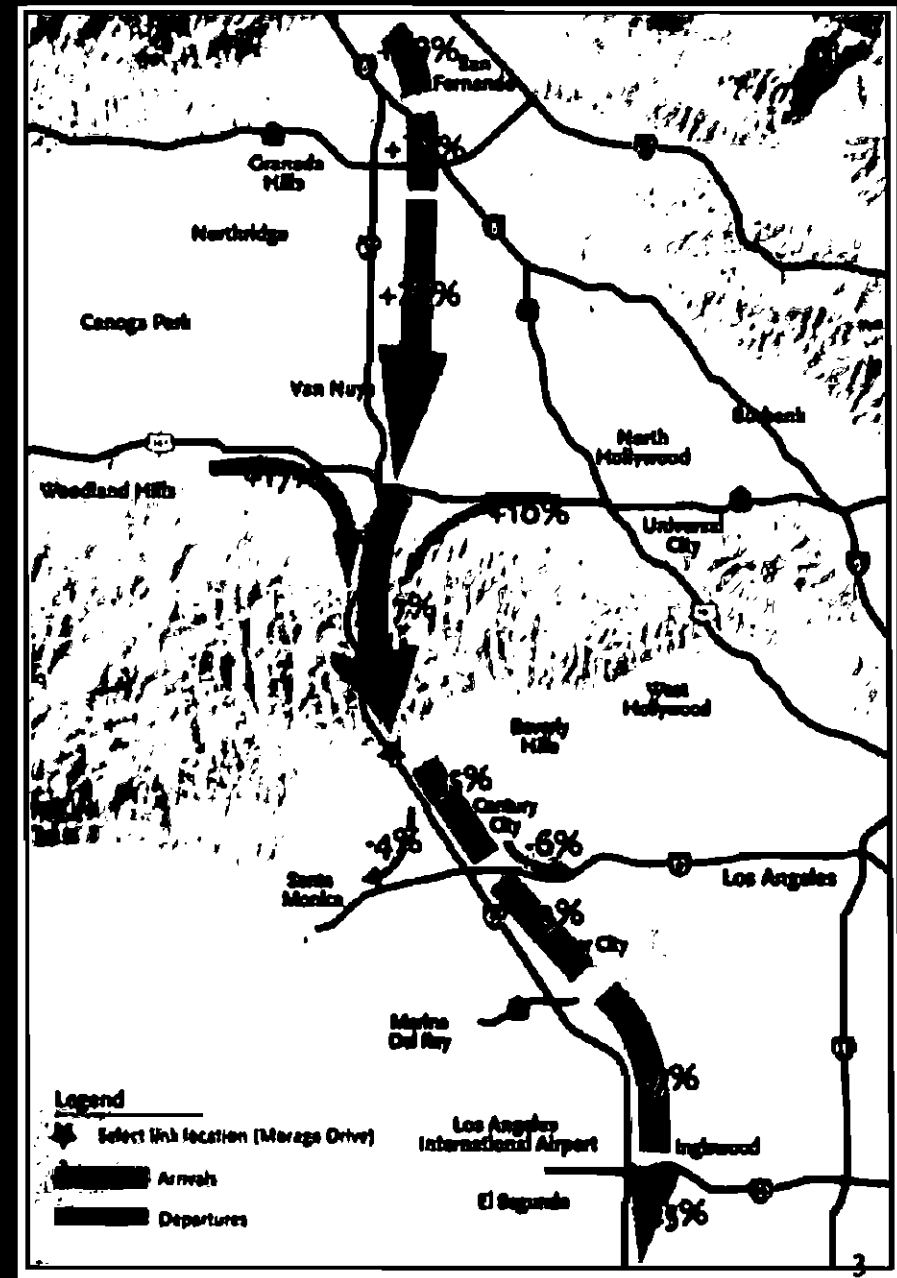
Real Property & New Business Development

- Accelerating project delivery
- Reducing costs through contracting and construction efficiencies
- Allocating risk effectively: design, finance, construction, operation and maintenance
- Reducing lifecycle/O&M costs through productivity improvements
- Leveraging local revenue and federal funds
- Creating regional jobs



# Sepulveda Pass Mobility Issues

- Most congested highway segment in the U.S.
  - 300,000 + vehicles per day
  - 430,000 vehicles per day (2030)
- Severe transit limitations
  - Metro Rapid peak hour trip averages 10 mph both directions (1 hour +)
- Peak demand between US 101 and I-10
  - 45% of trips enter and exit in this segment



# Current Status

- Sepulveda Pass Corridor is included in Measure R expenditure plan and LRTP but with 2039 delivery date and insufficient funding
- June 2012 Planning & Programming Committee Report/Presentation – Systems Planning Study interim findings, including a P3 option
  - Modes included heavy rail, LRT, BRT, HOT lanes, direct access ramps, etc.

# P3 and PDA Approach

- P3 is a project delivery and financing system utilizing private financing to minimize or avoid public funding
- PDA allows private partner to co-invest in project planning and design, technical studies and environmental clearance
- Accelerates project delivery

# Initial P3 Review

- Project assumed: US-101 to I-10
- 4 to 5 total traffic lanes plus premium transit service on 2 tracks in tunnel(s) constructed with tunnel boring machines
  - Approximately 10 mile corridor
  - Allows for future extension to LAX and North to Sylmar
  - \$10B+/- capital cost assumed
- Dynamic pricing structure for tolls and transit fares
- Transit service using automated rail
- Premium transit fare

## TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS

### Funding Agreement (FA) LAPSING POLICY:

Grantee must demonstrate timely use of the Funds by:

- (i) executing an FA within ninety (90) days of receiving formal transmittal of the FA boilerplate from LACMTA, or by December 31 of the first Fiscal Year in which the Funds are programmed, whichever date is later;
- (ii) meeting the Project milestones due dates as agreed upon by LACMTA and Grantee in the Scope of Work. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be expended by the end of the second fiscal year following the year the Funds were first programmed;
- (iii) submitting the Quarterly Progress/Expenditure Reports; and,
- (iv) expending the Funds granted within 36 months from July 1 of the Fiscal Year in which the Funds are programmed.

If the Grantee fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the LACMTA Board for deobligation. Expenses that are not invoiced within 60 days after the lapsing date are not eligible for reimbursement.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board. If Grantee does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.



## State Transportation Improvement Program (STIP) Letter of Agreement (LOA) LAPSING POLICY:

The following is LACMTA's understanding of the State requirements for timely use of funds; the terms of this section are subject to change by Caltrans and/or the CTC.

- Programmed Funds are available for a project-specific allocation vote by the CTC only until the end of the Fiscal Year (FY) for which they are programmed. The Project Sponsor may request a one-time extension to the allocation deadline, however there is no guarantee it will be approved. Project Sponsor must present Caltrans District 7 with either a completed Project-specific allocation request or a completed request for extension at least 60 days in advance of CTC meeting the last of the fiscal year in which the Funds are programmed. Otherwise, the Funds may be rescinded by the CTC and LACMTA will not be responsible for replacing them. An allocation request and/or a request for extension will not be considered complete by Caltrans unless it includes LACMTA concurrence.
- After the Funds are allocated by a specific vote of the CTC for construction or capital purchase, the Project Sponsor has six (6) months to award a contract; or request a one-time extension from the CTC. However, the CTC is under no obligation to grant this extension. Otherwise, the Funds may be rescinded by the CTC and LACMTA will not be responsible for replacing them.
- After award of a contract, the Project Sponsor has a maximum of thirty-six (36) months to complete such contract and expend and receive reimbursement of the expenditures.
- Funds allocated by the CTC for Project development or right-of-way costs must be expended by the end of the second Fiscal Year following the year in which the Funds were allocated.

The deadline for the Project-specific allocation vote can be extended by the CTC, but only if the CTC's action occurs by June of the Fiscal Year in which the Funds are programmed. The possible CTC extensions are one time and for up to twenty (20) months, at the discretion of the CTC, but only if the CTC finds that an unforeseen and extraordinary circumstance beyond the control of the Project Sponsor has occurred that justifies the extension.

Following the allocation, at the end of the period allowed for expenditure and reimbursement of expenditures, subject to the requirements and regulations of the Agency and the CTC, and to the extent allowed by the Agency and the CTC, Project Sponsor shall relinquish any Funds not reimbursed to the State Highway Account for future programming at the CTC's discretion.

Prior to the programmed year, a STIP amendment reprogramming funds to a later year will postpone the application of the lapsing provision. A STIP amendment request must be made 90 days prior to the last CTC meeting or no later than March of the program year of the Fiscal Year prior to the Fiscal Year in which the Funds are programmed. A STIP amendment request will not be considered complete by Caltrans unless it includes LACMTA's concurrence. The CTC will not amend the STIP to change the program year of the funding after the beginning of the fiscal year for which the Project is programmed.

If Project Sponsor fails to meet any of the above conditions, the Project shall be considered lapsed by the CTC and will be removed from LACMTA's program of projects.

In addition, the Project Sponsor must execute a LOA within 90 days of receiving formal transmittal of the LOA from LACMTA, or by December 31st of the first fiscal year in which the Funds are programmed, whichever is later, and demonstrate evidence of timely allocation of Funds programmed for the Project. Evidence of timely allocation includes an executed allocation request document, an approved Grant Application document with the Agency, and the Fund Allocation Request that the Project Sponsor submits to the CTC.

In the event a LOA is not executed and/or evidence of timely allocation of the Funds is not provided, the Project will be reevaluated by LACMTA as part of the annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. If Project Sponsor does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event the Funds are reprogrammed, the Project shall automatically terminate without further action by either party.

## LOA (FEDERAL FUNDS) LAPSING POLICY:

Project Sponsor must demonstrate timely use of the Funds by:

- i. executing an LOA within ninety (90) days of receiving formal transmittal of the LOA boilerplate from LACMTA, or by December 31st of the first Fiscal Year in which the Funds are programmed, whichever date is later;
- ii. meeting the Project milestones due dates as agreed upon by LACMTA and the Project Sponsor in the Scope of Work. Project preliminary engineering must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project preliminary engineering or right-of-way costs must be expended by the end of the second fiscal year following the fiscal year the Funds were first programmed. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design;
- iii. submitting the Quarterly Progress/Expenditure Reports; and,
- iv. obligating the Funds programmed within 36 months from July 1 of the first Fiscal Year in which the Funds are programmed.

Project Sponsor must demonstrate evidence of timely use or obligation of Funds. Evidence of timely obligation will be either an executed "Authorization To Proceed" document (Caltrans Version E-76) or an approved Grant Application document with the Agency.

If Project Sponsor fails to meet any of the above conditions, the Project shall be considered lapsed and will be submitted to the LACMTA Board of Directors for deobligation.

In the event a LOA is not executed and/or evidence of timely obligation of Funds is not provided, the Project will be reevaluated by LACMTA as part of the annual Call for Projects Recertification/Deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board. If Project Sponsor does not complete an element of the Project, as described in the FTIP Project Sheet, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event the Funds are reprogrammed, the Project shall automatically terminate without further action by either party.

## Hollywood/Vine

COMPLETED

### LINE

Metro Red Line

### Apartments

#### SITE

2.35 acres

#### DEVELOPMENT

- > 375 apartments/  
78 affordable
- > 28,000 square feet of  
ground floor retail
- > New bus layover facility

### Hotel & Condos

#### SITE

2.30 acres

#### DEVELOPMENT

- > 300-room W Hotel
- > 143 W Condominiums
- > 30,000 square feet of  
ground floor retail
- > Improved public plaza  
and second subway elevator
- > New subway portal canopy,  
bus layover facility and  
bike room

#### COMPLETED

2009



## Mariachi Plaza/1st & Boyle (Southwestern Corner)

IN NEGOTIATIONS

### LINE

Metro Gold Line  
(Eastside Extension)

### Mariachi Plaza

#### SITE

3.5 acres on multiple parcels

#### ANTICIPATED DEVELOPMENT

- > ±125,000 square feet of  
retail/community space
- > ±35,000 square feet of  
medical office space
- > Direct connection to  
Mariachi Plaza and  
subway portal

### 1st & Boyle (Southwest Corner)

#### SITE

1.5 acres

#### ANTICIPATED DEVELOPMENT

- > 100 affordable apartments
- > 6,000 square feet of retail
- > Across the street from  
Mariachi Plaza and  
subway portal



# Metro Joint Development Program

## Completed

- ① Hollywood/Highland
- ② Hollywood/Vine Apts
- ③ Hollywood/Vine Hotel & Condos
- ④ Hollywood/Western
- ⑤ Wilshire/Vermont Apts
- ⑥ Wilshire/Vermont School
- ⑦ Wilshire/Western
- ⑧ Grand Central Market
- ⑨ Union Station (Metro HQ)
- ⑩ Willow
- ⑪ Fillmore
- ⑫ Del Mar
- ⑬ Sierra Madre Villa (Phase I)

## Under Construction

- ⑭ Westlake/MacArthur Park Phase A

## In Negotiations

- ① Westlake/MacArthur Park (Phase B)
- ② North Hollywood
- ③ Universal City
- ④ Vermont/Santa Monica
- ⑤ Mariachi Plaza
- ⑥ 1st/Boyle (Southwest Corner)
- ⑦ 1st/Soto
- ⑧ 1st/Lorena
- ⑨ Chavez/Fickett
- ⑩ Chavez/Soto
- ⑪ Temple/Beaudry
- ⑫ One Santa Fe
- ⑬ Taylor Yard
- ⑭ El Monte
- ⑮ Balboa/Victory (West Property)
- ⑯ 103rd St/Kenneth Hahn
- ⑰ Pico/Sepulveda
- ⑱ Washington/National

## Under Consideration

- ① West Hollywood (Division 7)
- ② Vermont/Sunset
- ③ Vermont/Beverly
- ④ Wilshire/Shatto (Bus Layover)
- ⑤ 1st/Alameda
- ⑥ Chatsworth Metrolink
- ⑦ Florence
- ⑧ Artesia Station
- ⑨ Artesia Transit Center
- ⑩ Aviation/LAX
- ⑪ Sierra Madre Villa (Phase II)
- ⑫ Canoga Park/Ride
- ⑬ Balboa Park/Ride
- ⑭ Sepulveda Park/Ride
- ⑮ Van Nuys



# Los Angeles Metro Protective Services

## Description/ Background

Systems Security and Law Enforcement Department, known as "Los Angeles Metro Protective Services", is a unified department developed to assist Metro delivery of security services that will ensure a safe and secure regional public mass transit system for METRO's customers and employees. It is overseen by the Deputy Executive Officer, Duane Martin, who reports directly to the Deputy Chief Executive Officer, Paul C. Taylor. Los Angeles Metro Protective Services consist of Metro Security and two, contracted law and security services with the Los Angeles County Sheriff's Department, and private security. There are three core functions of System Security and Law Enforcement:

## Law Enforcement

The Los Angeles County Sheriff's Department (LASD) focus on the Quality of Life policing issues and the prevention of crime and disorder. The concept embraces the "Zero Tolerance to Crime" philosophy and the "Broken Windows Theory" of policing and focuses on problem solving and the prevention of minor crimes, misdemeanors, and infractions in the effort to prove a safe and secure environment for our passengers and employees. The Quality of Life policing issues include:

- Disorderly conduct
- Vandalism
- Graffiti
- Fare evasion
- And other violations of the 640 Section of the Penal Code.

Through "Zero Tolerance to Crime" philosophy, METRO intends to preclude crime from gaining a foothold on the transit system.

## Facilities Protection

The LASD, Metro Security, and private security focus on protections of METRO's facilities. This core function is accomplished through Intelligence Lead Policing which focus on strategic deployments of Law Enforcement, Metro Security, and Private Security resources (mobile units and fixed posts) to each of these locations.

### **Transit Security Grant Management**

Through the cooperation with METRO's Planning Department, Los Angeles Metro Protective Services are grant recipients of U.S Department of Homeland Security Transit Security Grant Program and California Transit Security Grant Program Proposition 1B to focus on the following:

- Hardening of METRO's facilities
- Law Enforcement Operational Package- Threat Interdictions Unit
- Implementation of Closed-Circuits Television, Chemical Detections, and Transit Passengers Information System

Los Angeles Metro Protective Services are responsible for project management of these grants.

### **Contact Information**

Duane Martin, Deputy Executive Officer, Security (213)922-7460, [MartinD@metro.net](mailto:MartinD@metro.net)

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Metro is putting Americans to work.

Project Labor Agreement and  
Construction Careers Policy

Fact Sheet



**Metro**

# Project Labor Agreement and Construction Careers Policy

The Metro Board of Directors adopted the Construction Careers Policy (CCP) and Project Labor Agreement (PLA) to encourage construction employment and training opportunities on Metro projects for workers residing in economically disadvantaged areas and for Disadvantaged Workers as defined in the PLA/CCP. The PLA and CCP were approved by Metro's Board of Directors on January 26, 2012.

## What is the Project Labor Agreement?

The PLA is an agreement between Metro and the building trades that sets the terms and conditions of employment on projects. Metro's PLA allows for the expeditious resolution of disputes that may arise in the course of the project, thereby helping to ensure that the project is delivered on time and that quality standards are maintained.

## What is the purpose of the PLA?

The purpose of the PLA is to set forth procedures for hiring targeted workers, facilitating the entry of workers into apprenticeship programs and to provide for orderly settlement of labor disputes and grievances without strikes or lockouts. PLAs are effective tools for implementing Construction Careers Policies (CCP) and providing avenues for workers to obtain apprenticeship training.

## What are the PLA/CCP Hiring Requirements?

All contractors working on Metro construction projects covered by the PLA and CCP will be required to comply with certain targeted hiring requirements.

The PLA and CCP require 40% participation of construction workers residing in economically disadvantaged areas, 10% participation of disadvantaged workers and 20% apprentice participation. Please visit Metro's PLA/CCP website at the address listed to the right for further information.

## Can non-union contractors or subcontractors bid on projects with PLAs?

Yes. Non-union contractors can bid on the projects as long as they agree to abide by the wages, benefits, core worker utilization and other conditions specified in the PLA by signing a Letter of Assent.

## What is the CCP?

The Construction Careers Policy (CCP) is designed to provide employment opportunities to workers residing in economically disadvantaged areas, disadvantaged workers and apprentices.

## How can I determine if I live in an economically disadvantaged area or meet the Disadvantaged Worker eligibility criteria as defined in Metro's PLA?

Please visit Metro's PLA/CCP website at the address below for a listing of zip codes meeting the economically disadvantaged area criteria and Disadvantaged Worker eligibility requirements.

## How can I learn more about job opportunities available on PLA/CCP projects?

As projects are awarded, Prime Contractors are required to designate a PLA/CCP Jobs Coordinator who will be the main contact for individuals seeking employment in accordance with Metro's PLA/CCP hiring goals. The Jobs Coordinator contact information by Project will be posted on Metro's PLA/CCP website as projects are awarded.

## The types of trades typically used on large Metro construction projects include the following:

- Carpenters
- Electricians
- Glass Workers
- Graffiti Coating Workers
- Hand Rail Workers
- Irrigation Workers
- Laborers
- Landscapers
- Masonry Workers
- Miscellaneous Steel Workers
- Operating Engineers
- Painters
- Plumbers
- Signage
- Iron Workers
- Teamsters
- Tile Layers

Please visit Metro's PLA/CCP website for more information: [metro.net/pla](http://metro.net/pla)



## SOUNDWALL IMPLEMENTATION POLICY

At its regular meeting in August 1999 the California Transportation Commission acted to fund the May 1989 Soundwall Retrofit List off the top of the 2000 STIP Fund Estimate. Accordingly, LACMTA staff has coordinated with Caltrans District 07 to ensure the systematic design and construction of these soundwalls pursuant to current State laws and regulations. Correspondingly, the LACMTA establishes the following policy to ensure the expeditious delivery of the remaining critically needed soundwalls throughout Los Angeles County:

### **I. LACMTA Responsibilities:**

- A. LACMTA shall seek funding from local, state and federal revenues and establish an appropriate level of funding in LACMTA's Long Range Plan for the construction of soundwall projects and continue said funding allocation until all of the soundwalls on the POST 1989 Soundwall Project List (including soundwalls that yet to be identified) are delivered.
- B. LACMTA shall seek to deliver the soundwalls on the POST 1989 Soundwall Project List based on their Priority Index Number. To maximize cost effectiveness, it is envisioned that some May 1989 Retrofit Soundwalls and some of the Post 1989 Soundwall Projects will be consolidated via the extension of contiguous POST 1989 Soundwall Projects and project limits would be extended up to ½ mile to mitigate noise levels that exceed the 67 decibels. Such modifications to the POST 1989 Soundwall Project List will be based on technical engineering analysis. Other freeway segments that have been identified as requiring soundwalls after 1989, as well as the freeway segments requiring soundwalls that have yet to be identified, will also be prioritized by Priority Index Number. These new soundwalls will be implemented after the delivery of the May 1989 Soundwall Retrofit List and the current POST 1989 Soundwall Project List unless a local agency contributes funds to advance the project (see Local Agencies Responsibilities below).
- C. The ranking criteria adopted by the Board at its January 27, 2000 meeting will apply to the POST 1989 Soundwall Project List. This revised criteria includes the provisions currently contained in the Section 215.5 of the State of California Streets and Highways Code which is currently in force and modified by the following over-riding new criteria, Nos. 1 and 2:
  1. *Highest consideration shall be given to freeway segments where High Occupancy Vehicles (HOV) lanes were constructed, but warranted soundwalls were not built as part of the HOV project (Phase I).*

2. *Within Phase I, the following defined extenuating circumstances will receive the highest priority in implementation in Phase I:*
  - a) *Priority will be given to those freeway segments where HOV lanes have been constructed and soundwalls were installed on one side of the freeway only. The construction of the soundwall on the opposite side of the freeway shall be given priority for construction provided; for example, residential areas or a school are located on the unmitigated side of the freeway.*
  - b) *Schools sites where noise mitigation was not provided.*
3. Consideration shall be given to residential areas which were developed prior to the opening of a freeway.
4. Any capacity-enhancing project, such as HOV lanes, or adding mixed flow lanes which result in a significant and measurable increase in ambient noise levels above the 67 dBA threshold.
5. Cost effectiveness: Projects costing no more than \$77,000 per residential unit protected by the proposed soundwall are considered to be cost-effective. In calculating cost effectiveness, all living units immediately adjacent to the freeway which will benefit by a 5 decibels or more reduction in noise levels are counted.
6. Significant benefit: The noise barrier must provide a minimum of 5 decibels ambient noise reduction.
7. A majority of the occupants in close proximity to the freeway resides there prior to the time the freeway route was adopted. The city or county requesting the soundwall must provide documentation on the percentage of original occupants still residing along the freeway.

Note: The existing criteria for school noise mitigation, wherein noise levels exceeding 52 dBA must be mitigated, is contained in section 215.5 of the State Streets and Highway Code currently in force will be applied under this policy.

- D. The POST 1989 Soundwall Project List will be prioritized and delivered in two phases in conformance with the revised ranking criteria adopted by the LACMTA Board at its regular board meeting on January 27, 2000:
  - Phase I will contain all soundwall projects along freeway segments where HOV lanes were constructed without the warranted soundwalls.
  - Phase II will contain all other soundwalls including soundwalls identified prior to the adoption of this policy.

- E. For capacity enhancing projects (i.e., HOV or widening projects) which require a soundwall(s), LACMTA shall program sufficient funds to such projects (when funds are available) so that the cost of the soundwall(s) is a part of the capacity enhancing project construction cost.
- F. Funding Program:
  - 1. The \$34.8 million currently identified in the RTAA for delivery of the May 1989 Soundwall List will be reserved for the delivery of the POST 1989 Soundwall Projects;
  - 2. The funding for the balance of the POST 1989 Soundwall Project List will be addressed as part of the LACMTA Long Range Plan Update, 2000.
- G. The LACMTA Board Adherence to this Policy – Any changes or exceptions to the policy shall be made by 75 percent majority – 10 votes to pass.

**II. Caltrans Responsibilities:**

- A. Caltrans shall comply with federal and state requirements and guidelines regarding noise mitigation and highway soundwalls. Caltrans shall follow the Highway Design Manual (Topic 1104-Highway Traffic Noise Abatement). This includes the inventory of qualifying areas and the calculation of the Priority Index Numbers which shall be based on the current Caltrans policy and guidance contained in the Caltrans Traffic Noise Analysis Protocol (CaTNAP) and the Technical Noise Supplement (TeNS), and modified by the LACMTA Board action above.
- B. Caltrans will review, cooperatively with the LACMTA, the POST 1989 Soundwall Project List and “rebundle” the projects, consolidating contiguous soundwall segments pursuant to Section I.B (above) and will apply to revised ranking criteria adopted by the LACMTA Board, to produce a more cost-effective and expeditious delivery of the POST 1989 Soundwall Projects.
- C. Caltrans agrees to work with LACMTA staff to reduce the project development cost (currently amounts to 45 percent of the construction cost) to a level that is consistent with other state freeway infrastructure project development costs (i.e. 20 to 30%). These development costs include preparing plans, specifications and construction engineering. Furthermore, Caltrans and LACMTA staffs will work to reconcile and reduce the average of \$3.7 million cost per mile for the POST 1989 Soundwall Projects.

- D. Caltrans shall update the cost of soundwalls every two to five years.
- E. Caltrans shall absorb all costs associated with developing the Priority Index Numbers and the Noise Barrier Scope Study Reports (NBSSR).
- F. Caltrans shall include in their estimates for capacity enhancing projects (i.e., HOV or widening projects) the cost of any required soundwall(s).

**III. Local Agencies Responsibilities:**

- A. Exceptions shall be granted to local agencies wanting to accelerate the construction of soundwalls, if a local agency meets one of the following legislatively mandated criteria:
  - 1. Current state legislation allows local agencies to move soundwall projects to the top of the priority list by contributing a minimum of 33 percent (non-refundable to the local agency) of the soundwall project's design and construction cost. Local agencies shall follow the Streets and Highway Code 215.6. This policy will allow local agencies to contribute 33 percent towards a project on the POST 1989 Soundwall Project List in order to move its project up on the list. Note: This option will terminate if the enabling legislation (Section 215.5, Streets and highways Code) is repealed.
  - 2. A local agency may use its local funds to design and construct a soundwall. LACMTA will reimburse the local jurisdiction (without interest) for the full cost of the design and construction of a project when that project comes up on the priority list for consideration.
- B. The design and construction cost of any modifications to the standard wall (i.e., special design features or aesthetic enhancements) which are requested by a local agency shall be paid for by the local agency.
- C. Allow local agencies trade Proposition A Local Return Funds for State or Federal Funds through the LACMTA.

## CURRENT STATUS OF SOUNDWALL PROJECTS: (Updated 09-13-12)

### Construction Completed:

- **Route 210**      **City of Duarte (Companion Soundwall)**  
*From Highland Ave. to W. of Duncannon (Westbound)*  
Construction:            Began 07/2010  
Ribbon-cutting:        Held on 11/3/11
- **Route 210:**    **City of Arcadia and Monrovia (Package 4)**  
*From Huntington Dr. to Santa Anita Ave. (Westbound)*  
*From Santa Anita Ave. to California Ave. (Eastbound)*  
Construction:            Began 10/2009  
Ribbon-cutting:        Held on 7/16/12

### Construction In-Progress:

- **Route 405:**    **City of Los Angeles (Package 5)**  
*From Devonshire St. to Rinaldi St. (Northbound & Southbound)*  
Construction began 05/2012
- **Route 405:**    **City of Long Beach (Package 6)**  
*From San Gabriel River to Atherton St. (Southbound)*  
Construction began 03/2012
- **Route 134**      **City of Burbank (Package 7)**  
*From Cahuenga Blvd. to Riverside Dr. (Eastbound & Westbound)*  
Construction began 05/2012
- **Route 605**      **City of Whittier and County of Los Angeles (Package 8)**  
*From North of Slauson Ave. to South of Obregon St. (Northbound & Southbound)*  
Construction began 03/2012

### Final Design & Engineering In-Progress:

- **Route 210**      **Cities of Pasadena and Arcadia (Package 10)\***  
*From Fair Oaks Ave. to Wilson Ave. / IC 210/134 (Eastbound & Westbound)*  
*From Baldwin Ave. to Arcadia Wash (Westbound)*  
Final Design:            Began 11/ 2007  
   Completed Spring 2012
- **Route 170**      **City of Los Angeles (Package 11)\***  
*From SR-101 to Sherman Way (Northbound & Southbound)*
- **Route 405**      *From North Stagg Street to South Stagg Street (Southbound)*  
Final Design:            Began 09/2009

*\*Packages 10-11 are currently part of the Highway Goods Movement Package*

### Planning In-Progress:

- **Route 210**      **City of Arcadia (Package 10)**  
*From Baldwin Ave. to Arcadia Wash (Eastbound)*  
Noise Barrier Scope Summary Report (NBSSR) completion anticipated 12/2012

# Innovation in Sustainability

## OVERVIEW

Metro is committed to creating a sustainable future for the more than 9.6 million people who live and work in Los Angeles County.

Our commitment to a better environment begins with public transit but goes well beyond bus and rail service to innovative solutions such as alternative fuels, emissions controls, electric vehicle charge stations, thoughtful countywide planning, and more.

### *Metro Green Facts*

- > Operate 2,200 CNG buses, the largest such fleet in North America
- > Reduced energy costs by \$1 million annually by installing solar panels at facilities
- > Funded over 150 projects to encourage bicycling
- > Introduced electric vehicle charge stations at Park & Ride lots
- > Adopted a Green Construction Policy and Countywide Sustainability Planning Policy
- > Exploring renewable energy sources such as wind, flywheel technology, and biogas



**Metro**



## IMPROVING AIR QUALITY

With the retirement of our last diesel bus in 2011, Metro's overall bus fleet is now 100% clean-burning compressed natural gas (CNG). Total pollutant emissions from bus and rail decreased 20% (362 tons) between 2010 and 2011. More than 92% of air toxic pollutants have been reduced with the use of CNG compared to our use of diesel buses in the last decade.

LA County residents taking transit offset about a billion passenger car vehicle miles each year; this translates to saving an estimated 420,000 metric tons of CO<sub>2</sub> emissions annually. Metro continues to examine cleaner bus fleet technologies as well as the purchase of hybrid non-revenue vehicles.

## BUILDING INFRASTRUCTURE SUSTAINABLY

Our original Orange Line busway and Orange Line Busway Extension, completed in 2012, incorporate sustainable permanent fixtures that include over 1 million drought-tolerant or native plants and trees, incorporation of recycled water irrigation, installation of stormwater capture and infiltration facilities, use of recycled asphalt/concrete sub-base, use of LED lighting stoplights, solar powered bikepath lighting, and of course the use of CNG buses.

Metro also took an innovative approach to recycling on the I-405 Sepulveda Pass Improvements Project, where bridges were demolished and recycled on-site to form the base of the new roadway. Approximately 300,000 tons of demolition material were kept from reaching local landfills. The I-210 Bridge, completed in late 2012 as part of the Gold Line Foothill Extension, was also built with 92% locally sourced materials.

## GREEN CONSTRUCTION POLICY

We will continue our sustainable construction techniques through the incorporation of these features in all of our design criteria and specifications. Most recently, Metro committed to ensuring the least impact of its construction activities through adoption of a Green Construction Policy and a Renewable Energy Policy.

The agency recently launched a Green Construction website and developed a series of compliance guides and facts sheets to serve as a resource for contractors and other agencies.



## CREATING SUSTAINBLE WORKSITES

Solar panels at facilities in Chatsworth, Sun Valley, Carson, El Monte, and downtown LA reduced Metro energy costs by approximately \$1 million and our carbon footprint by about 16,500 metric tons in 2010, the equivalent of removing 3,200 cars from LA roadways. We are currently exploring other renewable energy sources in the form of wind, flywheel technology, and biogas to power our bus and transit systems, and hope these can serve as a model for other transit agencies to follow.

Even our facilities are sustainable – our Gateway headquarters received an Energy Star Rating from the EPA and has also been designated as a Leadership in Energy and Environmental Design (LEED)-Gold building.

All of our new facilities that are 10,000 square feet in area or larger are required to achieve a minimum LEED-Silver designation. Divisions 3 and 9 are LEED-designated facilities, and the new El Monte Station was awarded with LEED-Gold Certification. Division 13, currently under construction, will also achieve LEED-Gold Certification.



## GREENING OPERATIONS

We've been examining operational systems to strengthen our ISO 14001-certified Environmental Management System (EMS) while tracking energy and resource use. These efforts, for example, helped Metro divert around 3,500 tons of waste from landfills in 2011 and more safely dispose of hazardous waste like oil and antifreeze.

Reducing water use, energy use, and our dependency on diesel and gasoline also helped our operating costs stay steady amid rising prices. CNG is cleaner and cheaper than diesel, and from 2008 to 2011, Metro halved the amount spent on fuel, spending only \$36 million in 2011. Where fiscally appropriate, we also encourage our suppliers to procure commodities and products that are biodegradable, recyclable, encased in less packaging, and organically grown.

### SUSTAINABILITY EDUCATION

In winter 2012, Metro developed and distributed sustainability-themed calendars to all employees. The FSC Certified calendars highlighted green facts about the agency's planning and operations, and featured monthly sustainability tips.

We also developed an Environmental Institute to better create environmental and sustainability-related awareness, offer energy and resource management training programs, and better manage our hazardous materials and waste. This program was recently recognized by the National Training Institute as a model program for other transit agencies across the nation.



### ENCOURAGING MULTI-MODAL MOBILITY

To maximize transit use and reduce greenhouse gas emissions, Metro has bolstered amenities for passengers who combine their trips with another mode. Currently 1,730 bike racks and secure lockers are installed at stations throughout the system.

Bikeways and bike parking facilities are integrated with the newly opened segments of the Expo and Orange Lines. El Monte Station is home to the first Metro Bike Hub, a secure bike parking room with resources for two-wheeled travelers, planned to open in 2013. We also provide more than 22,000 parking spots near transit stations.



### ELECTRIC VEHICLE CHARGE STATIONS

In spring 2013, Metro became the first transit agency to integrate electric vehicle (EV) chargers in its transit network. This pilot program will include charging stations for at least 20 EVs at five Metro Rail stations at the periphery of our current system to encourage EV and transit connectivity.

Metro has been recently recognized by the American Association of State Highway Transportation Officials for its vision and leadership in the area of sustainability and environment. Metro is incorporating related policies and strategies in the development of highway projects with other stakeholders and partners.

### SUSTAINABLE PLANNING

Metro's Countywide Sustainability Planning Policy, adopted in 2012, broadens Metro's approach to develop a holistic and system-based framework for sustainability analysis and planning. It was developed to be enacted and implemented within LA County, its various sub regions and cities, as well as throughout the country.

The Policy builds upon the regional transportation plan set forth by the Southern California Association of Governments (SCAG) and:

- > Promotes implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
- > Is strengthened by Metro's recent commitment to provide Transit-Oriented District funding to local agencies
- > Builds upon our partnership with SCAG to conduct a First-Last Mile Strategic Plan along with nearly a dozen other activities included in the SCAG-Metro RTP/SCS Joint Work Plan
- > Aims to improve placemaking, increase environmental stewardship and create livable streets around transit stations
- > Will receive a 2013 Compass Blueprint Recognition Award



## CONCLUSION

As a Sustainability Commitment signatory of the American Public Transportation Association, Metro is committed to developing, executing, and promoting all the principles of environmental protection and sustainability in all of its activities.

Our vision for sustainable, innovative transportation will be achieved through collaboration, information sharing, and partnership with regional and local agencies.



**Metro**

For more information on Metro's Sustainability Initiatives and Planning, visit [metro.net/sustainability](http://metro.net/sustainability).

# Metro's Environmental Management System (EMS)

## Fact Sheet

As a leader in sustainability practices, Metro has taken the bold step of building an agency-wide Environmental Management System (EMS). This will be introduced one facility at a time with the goal of reducing the environmental impact of the agency's operations and activities.

### WHAT IS AN EMS?

- > EMS is a set of operational best practices that help ensure compliance with federal, state and local regulations.
- > EMS builds on Metro's Environmental Policy (2009) to synchronize operational best practices with the agency's larger environmental goals.
- > EMS helps to increase employee awareness on how to reduce their impact on the environment.
- > The graphic below illustrates the four key steps of EMS from start to finish:



*Metro has worked in conjunction with the Federal Transit Administration's (FTA) assistance program since 2008 to build the agency's EMS program.*



**Metro**

## STEP 1

# Plan

### WHAT

The goal of EMS is to set objectives and targets to improve environmental performance in each of Metro's facilities and Business Units.

- > An objective is a general goal, and a target is a measured action to accomplish that goal. For example, an objective = increasing solid waste diversion through recycling, while a target = achieving 30% diversion rate for all solid waste.

### WHO

The EMS Admin Core Team, along with the Division Core Team, will come together to evaluate the possible impacts that our operations could have on the environment.

### WHY

By assessing each facility's environmental impacts, these teams can select the most important items to tackle with the help of EMS.

*The EMS Admin Core Team consists of the Deputy Executive Officer of Environment, Environmental Compliance and Services Department, ECDSD; Quality Assurance, Corporate Safety, Bus and Rail Maintenance and Transportation Staff.*

## STEP 2

# Do

### WHAT

This is the implementation phase. Each facility will develop procedures and keep records on any environmental hazards or emergencies that may occur.

### WHO

While this phase is managed by the EMS Admin Core Team, the real action takes place at the facility level. This is where the Division Core Team has the ability to discuss needed changes and make them happen through the assistance of EMS.

### WHY

EMS creates an opportunity for every employee to present solutions to the environmental impacts of their daily activities. Your ideas will help reduce hazards and improve the efficiency and safety of your workplace and its surroundings.

## STEP 3

# Check

### WHAT

This step focuses on monitoring and measuring Metro's EMS, where internal and external auditors will ensure that procedures are followed and our environmental goals are met.

### WHO

The EMS Admin Core Team, the Division Core Team and the auditor(s) are all involved in assessing each facility's progress and proposing corrective action requests (CARs) to resolve any issues and initiate changes.

### WHY

Understanding the reasons behind any identified problems helps to continually improve operations through constant learning. This process recognizes good performance and anticipates problems before they occur.

## STEP 4

# Act

### WHAT

This step involves an annual review of EMS by senior management. This hinges on managers asking key questions: Are we meeting our objectives and targets? Are we saving money? What changes are necessary to help the EMS function better?

### WHO

Senior management, the EMS Admin Core Team, and representatives from the Division Core Teams will be involved in this meeting.

### WHY

This is an opportunity to bring up recurring issues and act to make improvements. These questions bring the entire process back again to the planning phase, and the cycle begins anew.

## So what will EMS do for me, and for Metro?


### EMS...

- > Reduces Metro's impact on the environment
- > Reduces environmental hazards & safety risks
- > Facilitates compliance with environmental requirements & commitments
- > Minimizes waste & reduces costs
- > Improves productivity & efficiency
- > Enhances communication among all levels of the agency
- > Empowers staff to formulate innovative solutions on critical issues
- > Increases opportunities for recognition

*Each and every one of us is part of Metro's EMS team. Your support is needed to make this a successful program here at our agency. Can we count on you?*

### Contact Us

Please reach out to us if you have any questions or ideas regarding EMS and its implementation at your facility.

 213.922.3100

 [sustainability@metro.net](mailto:sustainability@metro.net)



# Plug in and Go Metro.



## EV CHARGING FACT SHEET

### Overview

As a leader in sustainability and green technology, Metro is the first transit agency in the nation to integrate electric vehicle (EV) charge stations at its Park & Ride lots.

The new Level 2 charge stations will allow riders with EVs to conveniently charge their cars while using the Metro system.

### How it works

-  Sign up for an account at [metro.net/ev](http://metro.net/ev). Once you register, you'll receive a smart card for use at any Metro EV charge station.
-  Park your vehicle at a Metro charge station marked with this parking symbol:
 
-  Swipe your smart card to start charging.
-  Plug in and Go Metro.
-  You can receive notifications (via e-mail or SMS) to let you know when your EV is fully charged.



**Metro**



## Pricing

Charging will cost \$1 per hour with a \$3 cap per charge, and users will be billed through their account. Parking is free at all charge stations except at Union Station.

## Locations

Four EV charge stations are located at each of the following Metro Rail station parking lots:

- > **Union Station**  
801 N Vignes St, Los Angeles 90012  
Charge stations: P2 level (area D) of parking structure.
- > **Sierra Madre Villa Station**  
149 N Halstead St, Pasadena 91107  
Charge stations: 1st level of parking structure; enter from Sierra Madre Villa Av entrance.
- > **Universal City/Studio City Station**  
3913 Lankershim Bl, Studio City 91604  
Charge stations: Northeast side of parking lot off of Campo De Cahuenga.
- > **El Segundo Station**  
2226 E El Segundo Bl, El Segundo 90245  
Charge stations: Parking lot.
- > **Willow St Station**  
2750 American Av, Long Beach 90806  
Charge stations: 1st level of parking structure near west entrance.

See the map on the back of this fact sheet for more details.

## Benefits

By participating in this new program, you'll enjoy several benefits:

- > **Low Price** – You can charge all day for just \$3.
- > **Convenience** – Your vehicle will be fully charged when you return from your travels.
- > **Reduced Greenhouse Gas Emissions** – By combining an EV trip with public transit, you'll further help to reduce our region's overall greenhouse gas emissions.
- > **Expansion to More Stations** – Metro plans to expand its EV charging program as regional demand increases.

## FAQs

- > **How were the five stations selected?**  
The five Metro Rail stations were selected because of their proximity to major transportation hubs and busy traffic arteries. Metro also selected the stations to encourage use of its transit system (and Park & Ride lots) in different regions for travel to and from Downtown LA.
- > **How do I sign up?**  
Please visit [metro.net/ev](http://metro.net/ev) to register for an account. Once registration is complete, Metro's EV network provider, EV Connect, will confirm your application by e-mail. Within five business days you will also receive a smart card, known as a RFID key fob, which will provide access to the charge stations.
- > **How do I access my account?**  
To access your account, go to [metro.net/evaccount](http://metro.net/evaccount) and login using the e-mail address and password you provided during sign up. If you forget your password, use the "Forgot password?" button located on the login page.



- > **What type of charge station is being provided?**  
Metro has installed twenty 208/240v 30amp Level 2 charge stations. They are capable of providing up to 7.2kw of power to your EV, however, the speed with which your EV's battery re-charges will depend on the capability of your on-board charger.

> **What will it cost to charge my car?**

Charging will cost \$1 per hour with a \$3 cap per charge.  
There is no monthly or start-up fee, and charging costs are rounded off to the nearest whole minute, not the hour.

> **How do I top-up my account with more credits?**

To purchase additional credits, login to your account at [metro.net/evaccount](http://metro.net/evaccount). Click the "Buy Credits" button located near the top left of the page next to your credit balance. Then select a plan and process payment to purchase credits. You can also setup your account to automatically replenish credits by clicking on the "Set Auto-Pay" button located next to the "Buy Credits" button.

> **How can I check my balance and usage?**

You can check your credit balance and usage after each charge by logging onto your account at [metro.net/evaccount](http://metro.net/evaccount).

> **Does one plug fit all cars?**

The charge stations incorporate the SAE J1772 (North American Automotive Industry Standard) plug. All newer model electric cars, including the Nissan Leaf, Chevy Volt, Ford Focus Electric, Toyota Prius Plug-in and Mitsubishi iMIEV, will be able to plug into a Level 2 charge station. A small number of specialized EVs (e.g. Tesla models) may require a plug adapter. Check with your vehicle manufacturer for details.

> **How do I activate the charge station?**

You initiate a charging session by swiping your key fob over the RFID reader on the front of the unit. This will initiate the charge session. Then simply plug the power cable into your vehicle. The first time you initiate a charge session there may be up to a 30-second delay, as the charge station contacts the network and confirms your RFID. After this initial authorization, the charge station should recognize and authorize your account immediately.



> **Will I be notified when my charging session is complete or interrupted?**

Yes, you can elect to receive an e-mail or SMS notifying you that your charging session is complete or has been interrupted.

> **Will I need to move my car if I am done charging?**

As a courtesy to other drivers trying to use the charge stations, we ask that you move your car as soon as possible once your charging session is complete.

> **Who do I contact if I need assistance at the EV charge station?**

For assistance with your vehicle charging needs or after-hours help, please contact 213.922.GO.EV (4638). You can also e-mail us at [ev@metro.net](mailto:ev@metro.net). Please be ready to provide your account name and your RFID key fob ID number.

> **How do I know what my RFID number is?**

Your RFID number can be found on a sticker affixed to your key fob.

> **Once my account is created do I need to keep my RFID number?**

We recommend that you keep your RFID number for your records.

> **Can I have multiple RFIDs associated with my account?**

Yes, the network allows multiple RFIDs to be associated with an account. Charging credits are attached to User Accounts and are shared among RFIDs assigned to that account.

> **Can I use my key fob with other charge station networks?**

The key fob is only compatible with Metro's EV charge stations. Metro's network provider will continue to participate in trade group efforts to explore interoperability.

> **Can I use my key fob for multiple EVs?**

Yes, the key fob is linked to your account and you can use it for multiple vehicles.

## Contact Us

 213.922.GO.EV (4638) 24 hours a day, 7 days a week

 [ev@metro.net](mailto:ev@metro.net)

 [metro.net/ev](http://metro.net/ev)







# ● Metro and you, building together.

Compliance Guide to Construction Vehicles and Equipment



Metro

# Off-Road

OFF-ROAD EQUIPMENT	EFFECTIVE COMPLIANCE DATE	REQUIREMENT
Idling	June 15, 2008	ARB's regulation, Title 13, CCR, Section 2449, <i>General Requirements for In-Use Off-Road Diesel-Fueled fleets</i> , states that vehicles with a diesel-fueled or alternative diesel fueled off-road compression-ignition engine with 25 horsepower or greater may not idle for more than 5 consecutive minutes.
Reporting and Labeling	August 1, 2009	ARB requires the reporting of fleet information via their online report tool – DOORS. Off-road vehicles are required to be labeled with ARB's ID number within 30 days of receiving it, effective August 1, 2009.
	January 1, 2013	ARB requires both sides of the off-road vehicle to be labeled by January 1, 2013.
Adding Vehicles to fleet	January 1, 2013	Large and medium fleets, no vehicles with a Tier 1 engine may be added to fleet.
	January 1, 2016	Small fleets, no vehicles with a Tier 1 engine may be added to fleet.
	January 1, 2018	Large and medium fleets, no vehicles with a Tier 2 engine may be added to fleet.
	January 1, 2023	Small fleets, no vehicles with a Tier 2 engine may be added to fleet.
		<p>Off-road engine emission standards are established by horsepower groups called Tiers:</p> <ul style="list-style-type: none"> <li>&gt; Engine Model Years 1900 – 1999           <ul style="list-style-type: none"> <li>- Dirtiest engines are Tier 0, uncontrolled emissions.</li> </ul> </li> <li>&gt; Engine Model Years 1996 – 2005           <ul style="list-style-type: none"> <li>- Tier 1 Engines depending on horsepower.</li> </ul> </li> <li>&gt; Engine Model Years 2001 – 2010           <ul style="list-style-type: none"> <li>- Tier 2 Engines depending on horsepower.</li> </ul> </li> <li>&gt; Engine Model Years 2006 – 2011           <ul style="list-style-type: none"> <li>- Tier 3 Engines depending on horsepower.</li> </ul> </li> <li>&gt; Engine Model Years 2008 &amp; later           <ul style="list-style-type: none"> <li>- Tier 4i and Tier 4 engines depending on horsepower.</li> <li>- Tier 4 engines are the cleanest.</li> </ul> </li> </ul>

**OFF-ROAD EQUIPMENT**

**EFFECTIVE COMPLIANCE DATE**

**REQUIREMENT**

Emissions and Performance Requirements

January 1, 2014  
January 1, 2017  
January 1, 2019

ARB's regulation, Title 13, CCR, Section 2449, *General Requirements for In-Use Off-Road Diesel-Fueled fleets* establishes performance requirements that must be met by January 1st of each compliance year (effective January 1, 2014) and requires the fleet to either meet the fleet average target – based on the fleet's NOx emissions, or the Best Available Control Technology (BACT) – fleet must retire, re-power, designate low-use, or retrofit a certain % of equipment (varies from 4.8% to 10% per year).

**FLEET SIZE**

**COMPLIANCE DATES**

Large (>5000 HP)	2014-2023
Medium (2501-5000 HP)	2017-2023
Small (<2500 HP)	2019-2028

January 1, 2019 – 2029 (see table to right)

The regulation also includes an alternative option for small fleets (equipment <500 horsepower):

**COMPLIANCE DATE: (JANUARY 1, OF YEAR)**

**% OF FLEET (BY HP) WHICH MUST HAVE A TIER 2 OR HIGHER ENGINE**

2019	25
2022	50
2026	75
2029	100

January 1, 2029

All fleet vehicles must have Tier 2 or higher engines.

**Large fleet:** A fleet with a total max hp greater than 5,000 hp. A fleet must meet large fleet requirements if the total vehicles under common ownership or control would be defined as a large fleet.

**Medium fleet:** A fleet that is not a small or large fleet.

**Small fleet:** A fleet with total max hp of less than or equal to 2,500 hp that is owned by a business, non-profit organization, or local municipality, or a local municipality fleet in a low population county irrespective of total max hp, a non-profit training center irrespective of total max hp, or a captive attainment area fleet irrespective of total max hp.



# Generators

GENERATORS	EFFECTIVE COMPLIANCE DATE	REQUIREMENT																
Emissions and Performance Requirements	January 1, 2010	ARB's regulation, Title 17, CCR Section 93116, <i>Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater</i> , establishes a regulation to reduce diesel particulate matter (PM) emissions from portable diesel-fueled engines having a rated brake horsepower of 50 and greater. The regulation also sets requirements for in-use portable diesel-fueled engines operating under valid permits or registrations as of December 31, 2009. Starting January 1, 2010, all portable diesel-fueled engines shall be certified to meet a Federal or California diesel PM emission standard for newly manufactured engines pursuant to 40 CFR Part 89, Part 86, or the equivalent categories in Title 13 of the California Code of Regulations.																
	January 1, 2013 – January 1, 2020 (see table to right)	Each fleet is subject to and shall comply with the following weighted PM emission fleet. Averages expressed as grams per brake horsepower-hour (g/bhp-hr) by the listed compliance dates (for all portable engines having a maximum rated horsepower of 50 bhp and greater and fueled with diesel).																
		<table border="1"> <thead> <tr> <th data-bbox="771 968 950 1053">FLEET STANDARD COMPLIANCE DATE</th> <th data-bbox="958 968 1128 1053">&lt;175 HP (G/BHP-HR)</th> <th data-bbox="1136 968 1307 1053">175-750 HP (G/BHP-HR)</th> <th data-bbox="1315 968 1502 1053">&gt;750 HP (G/BHP-HR)</th> </tr> </thead> <tbody> <tr> <td data-bbox="771 1053 950 1085">1/1/2013</td> <td data-bbox="958 1053 1128 1085">0.3</td> <td data-bbox="1136 1053 1307 1085">0.15</td> <td data-bbox="1315 1053 1502 1085">0.25</td> </tr> <tr> <td data-bbox="771 1085 950 1117">1/1/2016</td> <td data-bbox="958 1085 1128 1117">0.18</td> <td data-bbox="1136 1085 1307 1117">0.08</td> <td data-bbox="1315 1085 1502 1117">0.08</td> </tr> <tr> <td data-bbox="771 1117 950 1149">1/1/2020</td> <td data-bbox="958 1117 1128 1149">0.04</td> <td data-bbox="1136 1117 1307 1149">0.02</td> <td data-bbox="1315 1117 1502 1149">0.02</td> </tr> </tbody> </table>	FLEET STANDARD COMPLIANCE DATE	<175 HP (G/BHP-HR)	175-750 HP (G/BHP-HR)	>750 HP (G/BHP-HR)	1/1/2013	0.3	0.15	0.25	1/1/2016	0.18	0.08	0.08	1/1/2020	0.04	0.02	0.02
FLEET STANDARD COMPLIANCE DATE	<175 HP (G/BHP-HR)	175-750 HP (G/BHP-HR)	>750 HP (G/BHP-HR)															
1/1/2013	0.3	0.15	0.25															
1/1/2016	0.18	0.08	0.08															
1/1/2020	0.04	0.02	0.02															
	July 9, 2010	SCAQMD's Rule 1110.2, <i>Emissions from Gaseous and Liquid Fueled Engines</i> , establishes requirements to reduce NOx, VOCs and CO emissions from all gaseous and liquid fueled stationary and portable engines having a rated brake horsepower of 50 or greater. The operator of any portable diesel engine is required to comply with the applicable requirements of Title 17, CCR Section 93116, <i>Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater</i> . The operator of any portable spark-ignited engine is required to comply with the applicable requirements of Title 13 CCR, Division 3, Chapter 15, Article 2, <i>Large Spark Ignition Engine Fleet Requirements</i> .																
	February 19, 2011	ARB's regulation, Title 13, CCR Section 2450, <i>Regulation to Establish a Statewide Portable Equipment Registration Program</i> , establishes a statewide program for the registration and regulation of portable engines (>50-horsepower) and engine-associated equipment (PERP). Portable engines and equipment units registered under the ARB program may operate throughout California without authorization or permits from air quality management or air pollution control districts. These regulations preempt districts from permitting, registering, or regulating portable engines and equipment units, including equipment necessary for the operation of a portable engine (e.g. fuel tanks), registered with ARB. Each compression-ignition engines or certified spark-ignition engines are required by ARB to be certified and meet the most stringent emissions standard in effect for the applicable horsepower range at the time the application for initial registration is submitted.																

# On-Road

ON-ROAD EQUIPMENT	EFFECTIVE COMPLIANCE DATE	REQUIREMENT
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**Idling** February 1, 2005 ARB's regulation, Title 13, CCR Section 2485, *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*, states that diesel-fueled commercial motor vehicles that operate in California with gross vehicular weight ratings of greater than 10,000 pounds may not idle for more than 5 minutes at any one location.

**Emissions and Performance Requirements**

ARB's regulation, Title 13, CCR Section 2025, *Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles* states that vehicles that operate on diesel-fuel, dual-fuel, or alternative diesel-fuel that are registered to be driven on public highways, yard trucks with on-road engines or yard trucks with off-road engines used for agricultural operations, both engines of two-engine sweepers, school buses, and have a GVWR greater than 14,000 lbs, must comply with the following:

All light vehicles (GVWR 14,001–26,000 lbs) must be equipped with a 2010 model year emission equivalent engine pursuant to the following schedule:

January 1, 2015 – 2023  
(light vehicles – see table to right)

JANUARY 1 COMPLIANCE DATE	EXISTING ENGINE MODEL YEAR
2015	1995 & older
2016	1996
2017	1997
2018	1998
2019	1999
2020	2003 & older
2021	2004–2006
2023	2007–2009

January 1, 2012 –  
January 1, 2023  
(heavy vehicles – see table to right)

Starting January 1, 2012, all Heavy vehicles (GVWR 26,001 or greater) in the fleet must meet PM BACT and upgrade to a 2010 model year emissions equivalent engine pursuant to the schedule below:

ENGINE MODEL YEAR	COMPLIANCE DATE INSTALL PM FILTER BY	COMPLIANCE DATE 2010 ENGINE BY
Pre-1994	N/A	January 1, 2015
1994–1995	N/A	January 1, 2016
1996–1999	January 1, 2012	January 1, 2020
2000–2004	January 1, 2013	January 1, 2021
2005 or newer	January 1, 2014	January 1, 2022
2007–2009	Already Equipped	January 1, 2023

# On-Road *continued*

ON-ROAD EQUIPMENT	EFFECTIVE COMPLIANCE DATE	REQUIREMENT
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January 1, 2012 – 2020  
(heavy vehicles option – see table to right)

In lieu of initially complying with the schedule provided in Title 13, CCR Section 2025, fleets may alternatively comply with the phase-in schedule below for the Heavy vehicles (GVR 26,001 or greater) in the fleet from January 1, 2012 to January 1, 2016.

JANUARY 1 COMPLIANCE DATE	PERCENT OF FLEET COMPLYING W/ PM BACT
2012	30%
2013	60%
2014	90%
2015	90%
2016	100%
2020	All vehicles must comply with Title 13, CCR Section 2025 (g)

The EPA has established the following on-road emission standards for heavy-duty highway engines (California ARB adopted virtually identical standards):

CALIFORNIA EMISSION STANDARDS FOR NEW HEAVY DUTY TRUCKS		
EMISSIONS STANDARDS (G/BHP-HR)		
MODEL YEAR	HEAVY DUTY VEHICLES	
	NOx	PM
1998	6.0	0.6
1990	6.0	—
1991	5.0	0.25
1993	5.0	0.25
1994	5.0	0.10
1996	5.0	0.10
1998	4.0	0.10
2002	3.0	0.10
2004	2.2	0.10
2007	1.2	0.10
2010	2	—



Contact:  
 ☎ 213.922.1100  
 ✉ [sustainability@metro.net](mailto:sustainability@metro.net)  
 🌐 [metro.net/gcp](http://metro.net/gcp)

For additional details:  
 CA Air Resources Board (ARB)  
[arb.ca.gov/diesel/diesel.htm](http://arb.ca.gov/diesel/diesel.htm)  
 South Coast Air Quality Management District (SCAQMD)  
[caqmd.gov/rules/rulesreg.html](http://caqmd.gov/rules/rulesreg.html)

## EYES ON THE A

Being mindful of road conditions and situations will help you stay safe and arrive on time. Ride defensively.

## WATCH OUT FOR:

- Intersections and driveways – take extra caution and pay attention to cross traffic and turning vehicles. Follow traffic control signals.
- Right Hook – be wary of right turning cars in front of you.
- Door Zone – give yourself enough distance between you and parked cars to avoid suddenly opening doors, even when riding in a bike lane.



- Storm grates and gutters – both can cause you to fall. Avoid gutters that can grab your tire and gutters that can be full of debris.
- Uneven pavement like potholes and sharp objects such as small pieces of glass and metal can jar you and cause a flat.
- Rail crossings – the tracks can catch your front wheel and are slippery when wet. The safest way to approach rail crossings is at a 90° angle.

## BIKES &amp; BUSES – BOTH BELONG

Because of their size and frequent stops, buses deserve extra attention when you are riding with them.

Pass buses on the left. Buses pull over to facilitate easy boarding/exiting by bus riders. Passing on the right puts you at risk of a bus turning into you (e.g., "right hook").

Buses have large blind spots that make it difficult for bus operators to see you. Give buses 3 feet of clearance when passing on the left.



## LOCK IT OR LOSE IT

The best way to keep your bike safe is to lock it properly. In addition to locking the frame with a sturdy chain or U-lock, secure the wheels (or other quick-release components). Using an additional lock will ensure your bike is just the way you left it.

Metro provides racks and lockers at many Metro Rail and Orange Line Stations. For more information about renting a locker, please call 213.922.2660.

## CABLE LOCK



## U-LOCK



## RESPECT THE LAW

- You have the same rights to the road as motorists, follow the laws (cvc 23200).
- All riders under the age of 18 must wear a helmet (cvc 23232).
- It is illegal to wear headphones on both ears while you ride (cvc 27400).
- Obey stop signs and red lights as you would in a car; this means stop.
- Ride with traffic, never against it.

## BE SEEN – DAY OR NIGHT (CVC 21201)

Using your bicycle for trips at night can be a lot of fun. The most important part of riding at night is making sure others can see you.

- State law requires that you have a white front light and a red reflector on the rear. Lights that blink increase your visibility and save batteries.
- Wear brightly colored or reflective clothing.
- Attach a rear tail light and reflective strips to your bike, helmet, jacket, backpack, etc., to make you even more visible.

## LANE POSITIONING (cvc 21202)

Lane positioning tells the motorist the direction you intend to go. Use the diagram below as a guide.



## RULE OF THIRDS

- Left third of the lane to turn left.
- Middle third of the lane to go straight.
- Right third of the lane to turn right.

## SIDEWALK CAUTION

- Riding on the sidewalk is NOT safer than riding on the road.
- Ride slowly and yield to pedestrians.
- A hazardous situation can involve colliding with pedestrians, objects and cars.
- Cars pulling in/out of driveways or alleys onto the street are not expecting a cyclist to dart in front of them.
- Riding on the sidewalk may be illegal where you live. Check your city ordinance.
- Pedestrians have the right of way and may not have great mobility (i.e. the elderly, children and disabled). It is your responsibility to safely and courteously alert them of your presence (i.e. bells or a friendly "hello") and maneuver around them.

## RULES FOR BIKES ON METRO BUSES

## IN USING THE BICYCLE RACK IN FRONT OF METRO BUSES YOU MUST BE PREPARED TO:

- Wait for the next bus if the rack is full.
- Remove ALL loose items not attached (i.e. bags on handle bars, backpacks, helmets, etc.) and take them with you onto the bus.
- You are responsible for loading and unloading your bicycle.
- Just before your stop, tell the bus operator that you will be getting your bike from the rack.
- Never cross in front of a bus.
- Never try to retrieve something that rolls under the bus.
- Tandem and recumbent bicycles are not allowed.
- Folding bikes can be taken inside the bus. Make sure it is properly folded.

## SIGNALS – BICYCLES USE THEM, TOO

An important part of being safe on the road is using the appropriate hand signals. Develop a habit of signaling when your direction changes. Hand signals should be used when turning, stopping or changing lanes. Because bicyclists aren't always riding in front of cars, signaling helps others become aware of your presence and shows your intentions to motorists.

## STOP (figure A)

Extend your left arm out to the left, parallel to the road and angle your forearm vertically downward.



## RIGHT TURN (figure B)

Extend your left arm parallel to the road and angle your forearm vertically upward or use your right arm extended straight out.



## LEFT TURN (figure C)

Extend your left arm straight out parallel to the road and in the direction of the turn.



## PLAN YOUR TRIP

## BECOME FAMILIAR WITH THE ROUTE TO YOUR DESTINATION:

- Use the Metro Bike Map and Metro System Map to identify bicycle-friendly networks and transit routes.
- Online mapping tools may be helpful.
- Choose an alternative route if traffic makes you feel uncomfortable. (Residential streets usually have slower traffic and often parallel major roads.)

## BE PREPARED!

- Make sure your bicycle is functioning properly. Carry a spare tube, patch kit, pump and tire levers in case you get a flat.

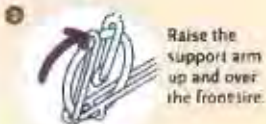
## RULES FOR BIKES ON METRO RAIL

- Be courteous to other passengers.
- Never force your way onto a full train.
- DO NOT park your bicycle behind operator's cab in lead car.
- DO NOT block or obstruct aisles or doorways.
- Give priority to wheelchair passengers in designated areas.
- Hold your bike while riding the train.
- Walk your bike in stations and use elevator or stairs only.
- Folding bikes are encouraged and are allowed on board. Make sure it is properly folded.
- Scoters, tandem, recumbent, 3-wheeled, over sized and fuel powered bicycles are not allowed.

Failure to obey these rules may result in a citation; ref. PC 640 (b) (1) (A)



**LOADING METRO BIKE RACKS**



4 Board the bus and pay your fare.

**UNLOADING METRO BIKE RACKS**

As you near your stop, tell the driver you will be removing your bicycle and use the front door to exit.

- 1 Lift support arm up and off the tire.
- 2 Lift your bicycle out of the rack.
- 3 Squeeze the handle and lift rack to its upright position.

**Caution:** Use bicycle racks on Metro buses and at Metro Rail stations at your own risk. Metro is not liable or responsible for loss of or damage to bicycles or personal injury that may occur as a result of use of the racks.

# Bike Lockers and Racks on Metro



**Metro Rail lines and stations**

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line

**Metro Light Rail and stations**

- Orange Line
- Silver Line

**Transfers**

- Metrobus & Amtrak
- LAX Flyaway
- LAX Shuttle lines

**Parking**

- Free parking
- Paid parking

**Bike Racks & Lockers**

- Bike Racks
- Bike Racks & Lockers
- Station

**© 2008**

Bike lockers are responsible for securing and locking bikes to racks and in lockers. Metro is not responsible for stolen or lost bikes.



**M** Metro

**TAKING BIKES ON METRO RAIL**

Bikes are permitted on Metro Rail trains at all times.

**Metro Red/Purple Lines**  
Look for the designated open area to accommodate bikes and other large items at the end of the car. Enter or doors marked with this symbol:



**On Blue Line**  
Please stand with your bike in an available area at either end of the rail car. Exception: Bikes are not permitted in front of the operator's door in the lead car.

**On Green and Gold Lines**  
Please stand with your bike in the designated area marked with the symbol above. Metro will be adding open areas for bikes in these cars in the future.

If train is full, please wait for the next train.

**ADDITIONAL INFORMATION**

**Emergency/Suspicious Activity?**  
Sheriff's Hot Line  
888.950.SAFE (7233)  
323.903.5000

**Forget your bike?**  
**Lost and Found**  
Metro Customer Center  
5301 Wilshire Bl (at La Brea)  
11am - 4pm

It may take up to three days for your bike to arrive at Lost and Found.

Metro Bicycle  
**Pocket Guide**

**M** Metro

# Transit Security

## Purpose

The citizens of Los Angeles County have a basic right to protection and security provided by law enforcement when they use public transportation. Whether underground or above, a transit system passes through many different jurisdictions. Security issues will vary depending on the location within the system and time of day or night. The "moving" environment requires a systematic approach that addresses both the distinct dynamics of transit security and the special concerns of patrons. New threats challenging every citizen's basic freedom of mobility must be met with innovative technology and programs, maximizing use of available financial resources.

Security should be an integral element of MTA's overall operations. The systems approach to security provides MTA with a management tool to ensure that security functions are effectively integrated into system operations. MTA has recognized that cost efficiency and effectiveness in security remains a key objective in implementing a cohesive partnership with outside policing agencies and developing a comprehensive security program.

Substantial investment in developing better intelligence on security activities and the use of technology must be explored. MTA seeks to efficiently maximize resources and control costs by evaluating services provided by local law enforcement agencies as well as public and private security services to improve the level of security, public order, crime prevention and peacekeeping on our system.

MTA promotes a proactive approach in deployment to enhance uniformed police presence in facilities and vehicles to demonstrate a strong commitment to a secure environment. MTA will be focusing on interactive security programs that include customer interface, community outreach and specialized teams handling special detail (e.g., vandalism, pick-pocketing). It is recognized that security plays a key role in promoting confidence in MTA's services.

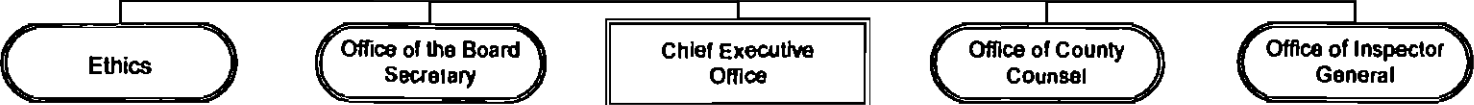
MTA seeks to ensure that bus and rail passengers receive the same security services that pedestrians and drivers of passenger and commercial vehicles receive from local law enforcement.

The MTA Board of Directors is responsible for approving an agency-wide security policy. The Chief Executive Officer is responsible for ensuring that the policy is converted to an action plan and budget and implemented by staff.

## Policy

1. It is the MTA's policy to provide the highest quality, cost effective, community-based security program possible through the deployment of a highly visible uniformed security presence that proactively and preventatively maintains order, protects customers, employees and properties, and meets the actual and perceived security needs of our transit system.
2. Due to the nature of our business, the MTA requires security services beyond the general law enforcement services received. These services are provided by a contracted partnership with local law enforcement agencies. This arrangement provides a dedicated, highly visible, uniformed presence and special detail for investigation, undercover, and surveillance needs. The MTA's security partnerships seek to cooperatively synchronize transit and community policing efforts.
3. MTA's Chief of Transit Police is responsible for, but not limited to, the following:
  - managing contracted security services
  - ensuring adequate community based manpower deployment
  - maintaining oversight of all programs that enhance the actual and perceived security needs of customers, employees, and properties
  - gathering intelligence; coordinating accessible data collection
  - coordinating and working in conjunction with local, state and federal law enforcement agencies
  - working with the FTA's transit security audit program and the DOT's Transportation Security Administration
  - maintaining a proactive anti-terrorism program
4. Fare inspection on MTA buses will continue to be provided by our bus operators. Fare inspection on the metro light rail will continue to employ a proof-of-payment fare system supported by random inspection by security officers or fare inspectors. The Metro Red Line will be inspected by security officers or fare inspectors. A barrier system will be explored for the Metro Red Line. If a barrier system is ultimately approved and installed, fare inspection of the Metro Red Line will no longer be necessary.
5. MTA will invest capital resources in as much security technology, infrastructure and Crime Prevention through Environmental Design (CPTED) as is prudent to cost effectively improve actual and perceived security, limit liability, and reduce claims.
6. MTA seeks to deploy the maximum number of security officers possible per security dollar appropriated and expended.
7. MTA seeks to bring its security costs in line with peer transit agencies and is targeting security costs attributable to the Enterprise Fund at five percent (5%) of the total Metro operating cost, including security cost, in any year and starting in FY04. MTA shall seek to achieve this target through MOU negotiations, annual security budget management, and other efficiencies as may be identified.
8. MTA will develop a comprehensive set of performance standards to ensure compliance with this policy and efficient and effective use of our security forces.
9. Station transit agents will function as additional "eyes and ears" of the transit system, assist passengers with fare media, directions, schedules and coordinate facilities management issues. Disorderly conduct, graffiti, threats to public order and cleanliness issues will not be tolerated.

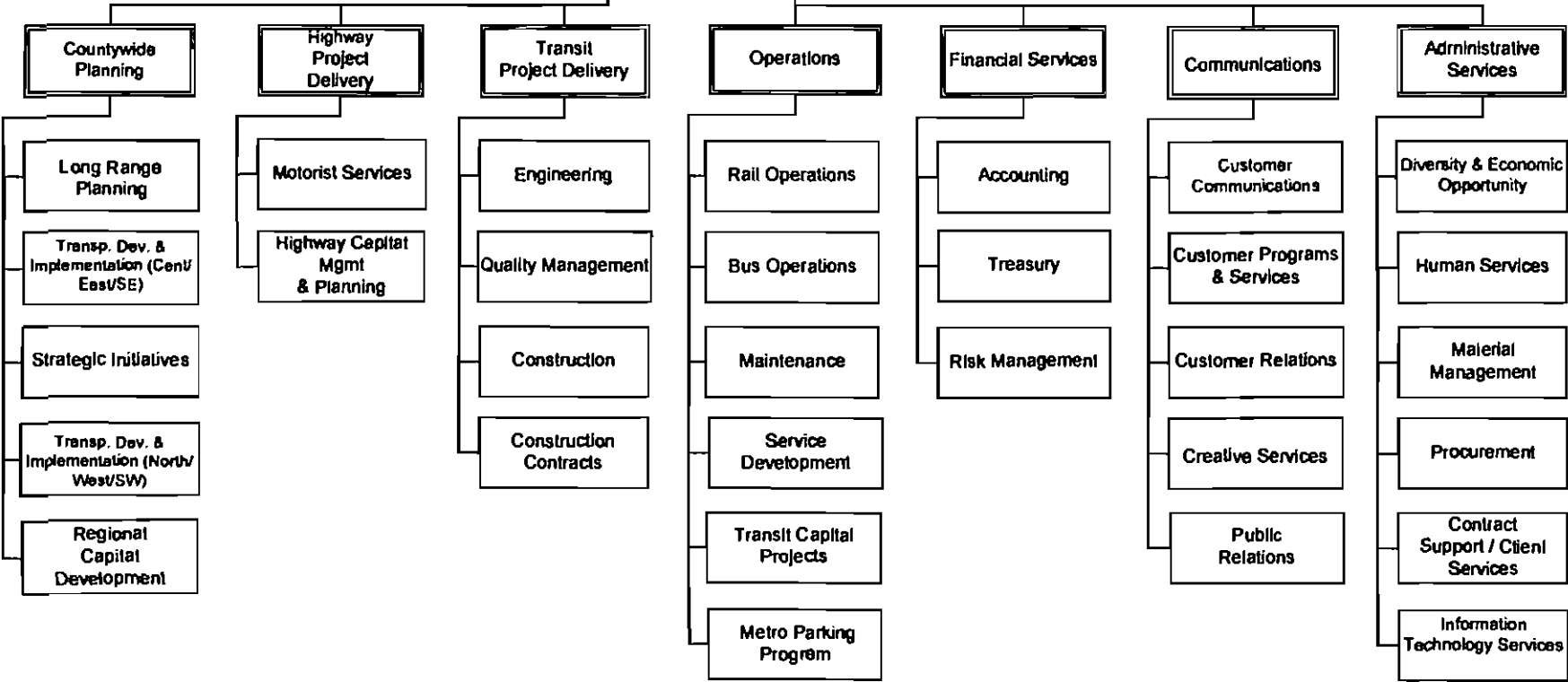
LACMTA  
Board of Directors



Deputy Chief Executive Officer

Regional Rail  
Transit Security  
Corporate Safety  
Management Audit Services  
Project Management Oversight  
Congestion Reduction Demonstration Program

Civil Rights  
Disadvantaged/Small Business Enterprise Program  
Strategic Workforce Planning  
Labor/Employee Relations / EEO  
Board Relations, Policy, & Research  
Economic Development / Real Estate  
Government and Community Relations  
Office of Management & Budget and Local Programming  
TAP Operations





# Metro Operating Divisions and Other Major Facilities

## LOCATIONS

**M** **Main Office (99)**  
One Gateway Plaza, Los Angeles  
(Cesar E. Chavez Av & Vignes St)

**ROC** **Rail Operations Control (60)**  
2000 E Imperial Hwy,  
Willowbrook

**CMF** **Central Maintenance Facility (30)**  
900 Lyon St, Los Angeles  
(between Vignes St & LA River)

## DIVISIONS

**1** **Downtown Los Angeles**  
1130 E 6th St, Los Angeles  
(6th St & Central Av)

**2** **Downtown Los Angeles**  
720 E 15th St, Los Angeles  
(E 15th St & San Pedro St)

**3** **Cypress Park Division**  
630 W Av 28, Los Angeles  
(Avenue 28 & Idell St)

**5** **Arthur Winston Division**  
5425 Van Ness Av, Los Angeles  
(Van Ness Av & 54th St)

**6** **Venice Division**  
100 Sunset Av, Venice  
(Sunset Av & Pacific Dr)

**7** **West Hollywood Division**  
8800 Santa Monica Bl,  
West Hollywood  
(Santa Monica Bl & Palm Av)

**8** **Chatsworth Division**  
9201 Canoga Av, Chatsworth  
(Canoga Av & Nordhoff St)

**9** **El Monte Division**  
3449 Santa Anita Av, El Monte  
(Santa Anita Av & Ramona Bl)

**10** **Los Angeles Division**  
742 N Mission Rd, Los Angeles

**11** **Metro Blue Line Division**  
4350 208th St, Long Beach  
(Del Amo Bl & Santa Fe Av)

**15** **Sun Valley Division**  
11900 Branford St, Sun Valley  
(Branford St near Glenoaks Bl)

**18** **South Bay Division**  
450 W Griffith St, Carson  
(Griffith St near Figueroa St)

**20** **Metro Red Line Division**  
300 S Santa Fe Av, Los Angeles  
(Santa Fe Av near 4th St)

**21** **Gold Line Midway Yard**  
1800 Baker St, Los Angeles

**22** **Metro Green Line Division**  
14724 Aviation Bl, Hawthorne

## TERMINALS/SHOPS/ OTHER FACILITIES

**4** **Non-revenue vehicles**  
7878 Telegraph Rd, Downey

**12** **Long Beach Facility**  
970 W Chester Pl, Long Beach  
(Chester Pl & 710 Fwy)

**14** **Bauchet Street Warehouse  
and Facilities Maintenance**  
490 Bauchet, Los Angeles

**17** **Maple Av Terminal**  
632 S Maple Av, Los Angeles  
(6th St & Maple Av)

**19** **El Monte Terminal**  
3501 Santa Anita Av, El Monte  
(El Monte Station, Santa Anita Av  
& Ramona Bl)

**25** **Terminal 25**  
1831 Toberman St, Los Angeles  
(Washington Bl & Toberman St)

**26** **West Los Angeles Transit Center**  
5702 Apple St, Los Angeles  
(Fairfax Av & Washington Bl)

**27** **LAX City Bus Terminal**  
6111 W 96th St, Los Angeles  
(96th St near Sepulveda Bl)

**28** **Terminal 28**  
111 W 18th St, Los Angeles  
(17th St & 18th St between  
Hill St & Broadway)

**31** **Terminal 31**  
938 N Vignes St, Los Angeles  
(Lyon St & Vignes St)

**34** **Vernon Yards**  
4462 Pacific Bl, Vernon  
(Vernon Av near Santa Fe Av)

**40** **Pico Rimpau Bus Terminal**  
4646 Pico Bl, Los Angeles

**61** **Heavy Rail Maintenance  
of Way Facility**  
284 S Santa Fe Av, Los Angeles  
(Santa Fe Av near 4th St)

**66** **Light Rail Maintenance  
of Way Facility**  
1680 E Imperial Hwy,  
Willowbrook

## PROJECT MANAGEMENT OFFICES

**CRLR** **Crenshaw Light Rail**  
3695-3699 Crenshaw Bl,  
Los Angeles

**WSRC** **Westside Subway and  
Regional Connector**  
777 Figueroa, Los Angeles  
(7th & Figueroa)

# Administrative Services

## Description

Administrative Services provides cross-functional administrative and technological support to Metro's core business units. The Department includes Diversity and Economic Opportunity, Information & Technology Services, Procurement & Supply Chain Management, Human Services, and Administrative Business Services. Each of these units serves all Metro operating units.



## Diversity and Economic Opportunity

The Diversity and Economic Opportunity Department (DEOD) promotes diversity and economic opportunity in the communities Metro serves. DEOD is responsible for increasing small and disadvantaged business participation for all Metro contracts. Other responsibilities include Contract Compliance, Small Business certification and outreach, and Labor Compliance programs. In addition, DEOD is responsible for implementing Metro's Project Labor Agreements/Construction Careers Policy to encourage local employment.

## Information & Technology Services (ITS)

ITS supports approximately 170 applications used by Metro staff and our patrons on a daily basis. Examples include enterprise-wide applications such as our Financial Information System (FIS); transit operations' applications such as the Advanced Transportation Management System used by the Bus Operations Control Center to manage bus operations on a real-time basis and patron applications such as Next Trip that provides riders with information on when their next bus and/or train will arrive. ITS also provides/supports computers used by employees to interact with the applications as well as all of the technology infrastructure and security needed to make them run. Key projects for FY14 include: the FIS Upgrade; Scheduling & Daily Operations System Upgrade; CCTV Wide Area Network Security Project, and Fare Collection System Security Upgrades.



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### **Procurement & Supply Chain Management**

Procurement conducts pre-award and post award contract management activities in accordance with client expectations, Federal, State and Local statutes, Agency and Board Policy. Pre-award activities include acquisition planning, determination of procurement method and contract type, proposal and bid evaluation, contract negotiations and execution. Post-award activities include contract administration, change order processing, and dispute resolution. Supply Chain Management plans, acquires, and controls inventory assets for all Metro operating needs.

### **Human Services**

Human Services is comprised of four units: Human Resources, General Services, Union Station Property Management, and Administration. Human Resources is responsible for recruitment, compensation, employee health programs and training & development. General Services is responsible for the operation of the USG building and business services. This group is also responsible for Union Station to make it a world-class multimodal transportation hub. Administration is responsible for systems & financial support, biennial review of agency policies, records management and library services.

### **Administrative Business Services**

Administrative Business Services Unit supports the core business system and administrative functions of the various units of Procurement and Supply Chain Management and their clients in the day-to-day business system operation. This unit is divided into four sections Business Information Services, Logistics Management Systems Operations, Contractor Pre-Qualification Services, and Management Administrative Support.

### **Contact Information**

Michelle Lopes Caldwell, Chief, Administrative Services Officer, (213) 922-2452, [caldwellm@metro.net](mailto:caldwellm@metro.net)

Don Howey, Deputy Executive Officer, Administration, 213-922-8867, [howeyd@metro.net](mailto:howeyd@metro.net)

Steve Jaffe, Interim Executive Officer, Human Services, 213-922-6284, [jaffes@metro.net](mailto:jaffes@metro.net)

Linda B. Wright, Executive Officer, Diversity and Economic Opportunity, (213) 922-2638, [wright@metro.net](mailto:wright@metro.net)

Theodore Montoya, Executive Officer, Procurement and Supply Chain Management (213) 922-1020  
[montoyat@metro.net](mailto:montoyat@metro.net)

Dave Edwards, Chief Information Officer, Information Technology Administration, (213) 922-5510  
[edwardsda@metro.net](mailto:edwardsda@metro.net)



**Metro**



# Board Relations, Policy and Research

## Description

Manages, directs, administers and coordinates major executive-level programs, projects and activities conducted via the Office of the CEO and Metro's executive management staff. The department advances all levels of communication and information to Board Members, Deputies and staff and responds to urgent communications, project and planning needs of the CEO's Office. The department is responsible for making recommendations for action and assisting with policy and procedure development and implementation in coordination with all functional units. Additionally, oversees and assists in facilitating the execution and implementation of Board-approved policies. Lastly, the Board Relations department consults with and directs task forces on various projects, policies and procedures, organizational structure, financial management, strategies, and personnel policies and procedures.

## Board Interaction

- Is responsible for supporting, facilitating, and transmitting Metro's policies for Board consideration
- Responsible for the transmittal of information and notifications to Board Members on behalf of Metro
- Coordinates Board Member requests and inquiries with Metro Staff
- Coordinates Briefings on policy developments for Board Members and Board Deputies
- Serves as a liaison between the CEO's office, Metro Staff, the Board Secretary's Office, and offices of the Board Members.

## Contact Information

Nancy Saravia, Planner II, Board Relations (213) 922-1217, [saravian@metro.net](mailto:saravian@metro.net)

Zoe Unruh, Planner I, Board Relations (213) 922-3871, [unruh@metro.net](mailto:unruh@metro.net)



**Metro**

# Board Secretary

## Description

The department is responsible for the Authority Meetings. The Board Secretary operates as a full time officer of the Authority and keeps the official minutes of all meetings of the Board of Directors. The Board Secretary gives give notice of all meetings as required by these Rules and Procedures. The Board Secretary keeps the seal of the Authority in safe custody, and retains tapes of Board and Committee meetings for a period of at least five years. Additionally, the Board Secretary will exercise powers and performs other duties as prescribed by the Board of Directors or by the Rules and Procedures statutes.

## Tasks/ Functions

Creates and is responsible for:

- All Committee and Board Agendas
- Posts all agendas and related reports online (meeting Brown Act requirements)
- Posts all agendas in the lobby (meeting Brown Act requirements)
- Complies minutes
- Run the voting machine
- Meeting attendance
- Item transcripts (when requested)
- Publishing Notice of Intent for related Public Hearings
- Delivery of Committee and Board packets (agendas + reports) to Directors and internal staff
- Certified Resolutions
- Transmits of information and notifications to Board Members.

## Contact Information

Michele Jackson, Board Secretary (213) 922-4605, [jacksonm@metro.net](mailto:jacksonm@metro.net)

Collette Langston, Board Specialist, (213) 922-7406, [langstonc@metro.net](mailto:langstonc@metro.net)

Deanna Philips, Board Specialist, (213) 922-2566, [phillipsd@metro.net](mailto:phillipsd@metro.net)

Christina Goins, Assistant Board Secretary, (213) 922-4610, [goinsc@metro.net](mailto:goinsc@metro.net)

Leticia Licon, Assistant to the Board Chair, (213) 922-4590, [liconl@metro.net](mailto:liconl@metro.net)



**Metro**

# Civil Rights Programs Compliance (CRPC)

## Description/ Background

The CRPC Department is part of the Office of the Chief Executive Officer. The Department was created in 2011 by merging the staff administering the Americans with Disabilities Act (ADA) compliance with the staff in the Equal Employment Opportunity (EEO) section. In addition responsibility was also added for general civil rights compliance including, but not limited to, Title VI of the Civil Rights Act of 1964.

## Tasks/ Functions

Ensure Metro meets and/or exceeds Federal, State, and Local Civil Rights requirements by promoting universal equity for customers and employees.

- Evaluate services, programs, and facilities
- Educate employees and customers
- Monitor and advise on Civil Rights compliance
- Conduct investigations and make recommendations on corrective actions
- Eliminate barriers in employment opportunities and ensure equal access and participation in the Metro transportation system



## Civil Rights Programs

This section is responsible for ensuring that Metro and any agencies that received Federal Transit Administration (FTA) money through Metro fully comply with all federal civil rights legislation and executive orders. Failure to comply with Federal requirements, including violations at sub-recipients of federal aid could result in the loss of Metro's federal grants. A federal Civil Rights compliance review in 2011 found deficiencies in Metro's civil rights compliance. These deficiencies were in the administration of the guidance, no violations of civil rights regulations were investigated or identified. All of the deficiencies are expected to be cleared before July 1, 2013.

## Americans with Disabilities



**Metro**

The staff in this section ensures that all of Metro's operations and facilities are fully compliant with the ADA, the California Building Code Access Requirements (Title 24) and any other regulations or legislation that protects the rights of persons with disabilities. The staff is involved in many initiatives to ensure that Metro goes above and beyond the minimum requirements of the ADA in order to meet the growing demand for access to our fixed route bus and rail network.

**Equal Employment Opportunity**

This section is responsible for ensuring that Metro is compliant with Title VII of the Civil Rights Act ensuring that our workplace is free of discrimination. The section prepares the Affirmative Action Plan, provides training on Sexual Harassment and investigates all internal (employee) and external (patron) complaints involving discrimination.

**Contact Information**

Dan Levy, Director Civil Rights Programs Compliance, (213) 922-8891 [levyd@metro.net](mailto:levyd@metro.net)



# Communications

## Description

Metro's Communications Department's purpose is to support Metro's goals by elevating the public's awareness of Metro and its services, and setting standards for public information provided on behalf of the Board and the CEO. Our Communications program emphasizes extensive community outreach and engagement, including proactive community relations teams on major construction projects - as well as customer service, public safety campaigns for bus and rail, media relations, local government liaison, legislative advocacy materials, public art programs, advertising and marketing campaigns.

## Customer Communications

Customer Communications promotes Metro programs, projects and services through informational materials, advertising, cross promotions, and rideshare programs. Other activities include: overseeing external website content, providing internal printing services, managing all purchased media, managing advertising revenue contracts and overseeing commercial filming.

## Customer Relations

Customer Relations provides one-on-one regional transportation information to customers calling 323.GOMETRO for their trip planning request and is the Agency's centralized contact point to receive and process customer complaints regarding Metro Services. Handles official correspondence written on behalf of Board members and Metro executive staff and manages the Agency switchboard (Centrex) System.

## Public Relations

Public Relations informs the public about Metro's activities by managing media relations, special events, producing The Source and El Pasajero - English and Spanish language blogs on metro.net - production of Metro cable television shows and videos, and the Metro Speakers Bureau as well as providing context and content in real-time reporting for distribution on multiple media platforms.

## Regional Communications Programs

RCP is responsible for comprehensive public outreach and stakeholder engagement for Metro projects and programs throughout Los Angeles County and reports directly to the CEO. RCP builds support for broad agency objectives and specific initiatives through management of outreach for corridor studies and special projects; local government liaison to cities and unincorporated areas of Los Angeles County; construction



**Metro**

relations for major capital projects; an award-winning program for bus and rail safety education; and publicity regarding service changes.

### Creative Services

Creative Services includes Metro's award winning art and design programs. The department creates Metro's voice, brand identity and design standards, designs safety & public information materials, state/federal advocacy materials, advertising and marketing campaigns and all visual print and online communications. The department also oversees implementation of the agency's % for art program, manages the care and maintenance of the system's existing artworks and directs a volunteer Docent Council as well as a range of temporary art programs.

### Customer Programs and Services

Customer Programs and Services manages Metro's retail Customer Service Centers, centralized Lost and Found operation, Reduced Fares program for seniors, students, college and disabled riders, Passes by Mail program for corporate and individual fare media sales. Additionally, the department oversees the distribution of fare media to over 500 third-party retail vendors.

### Contacts

Kimberly Yu, Interim Chief Communications Officer, (213) 922-3848, [yuki@metro.net](mailto:yuki@metro.net)

Lynda Bybee, Deputy Executive Officer, Regional Communications, (213) 922-6340, [bybeel@metro.net](mailto:bybeel@metro.net)

Warren Morse, Deputy Executive Officer, Communications, (213) 922-5661, [morsew@metro.net](mailto:morsew@metro.net)

Vanessa Smith, Director, Customer Programs and Services, (213) 922-7009, [smithyv@metro.net](mailto:smithyv@metro.net)

Gail Harvey, Director, Customer Relations, 213-922-7030, [harveyg@metro.net](mailto:harveyg@metro.net)

Maya Emsden, Deputy Executive Officer, Creative Services, (213) 922-2720, [emsdenm@metro.net](mailto:emsdenm@metro.net)

Marc Littman, Deputy Executive Officer, Public Relations, (213) 922-4609, [littmanm@metro.net](mailto:littmanm@metro.net)

Susan Gilmore, Director, Community Relations, (213) 922- 7287, [gilmores@metro.net](mailto:gilmores@metro.net)

Jody Litvak, Director, Local Governance/Operations, (213) 922-1240, [litvakj@metro.net](mailto:litvakj@metro.net)

Ann Kerman, Director, Constituent Programs Management, (213) 922-9896, [kermana@metro.net](mailto:kermana@metro.net)

Yvette Rapose, Director, Construction Relations, (213) 923-6409, [raposey@metro.net](mailto:raposey@metro.net)

Barbara Burns, Director, Transit Safety/Education, (213) 798-6425, [burnsb@metro.net](mailto:burnsb@metro.net)

Ellen Isaacs, Director, City of Los Angeles Government/Community Relations, (213) 922-2488, [isaacse@metro.net](mailto:isaacse@metro.net)



**Metro**

# Congestion Reduction Initiative

## Department Functions

- ExpressLanes Operations - Responsible for overseeing the planning, design, construction, and operations and maintenance of the I-110 and I-10 Metro ExpressLanes.
- ExpressLanes Planning- Studies related to a regional express lanes network and feasibility studies.

## ExpressLanes Operations

The Metro ExpressLanes project, as part of Metro's Congestion Reduction Demonstration Program, is a pilot, one-year demonstration program overseen by Metro, Caltrans and several other mobility partners that have joined forces to develop a package of solutions to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Fwys. in Los Angeles County.

The program includes the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; the improvement of transit service and other alternatives to driving; the updating of transit facilities; and the improvement of parking in downtown Los Angeles.

It is about improving mobility and offering a safe and reliable trip for users. Everyone benefits with reduced congestion and greenhouse gas emissions, increased travel time savings, and better trip reliability. Metro ExpressLanes is primarily funded with a \$210 million congestion reduction demonstration grant from the U.S. Department of Transportation. Tolling began November 10, 2012 on the I-110 and on February 23, 2013 on the I-10. The one-year pilot period ends February 23, 2014. A formal evaluation of the program must be presented to the State Legislature by December 2014.

## Metro ExpressLanes features include:

- Conversion of the I-10 El Monte Busway HOV lanes (I-605 to Alameda St) to HOT lanes
- Conversion of the I-110 Harbor Transitway HOV lanes (Harbor Gateway Transit Center (formerly Artesia Transit Center) to Adams Bl.) to HOT lanes
- 59 new alternative fuel expansion buses and operating subsidy for the demo period (Metro, Foothill Transit, Gardena Municipal Bus Lines, and Torrance Transit)
- El Monte Station Expansion
- New Transit Station at Patsaouras Plaza
- Harbor Transitway Park & Ride Upgrades
- Metrolink Pomona Station Expansion



**Metro**

- Transit Signal Priority Expanded in Downtown LA
- 100 New Metro Vanpools
- New expansion bicycle lockers at the Harbor Gateway Transit Center (formerly Artesia Transit Center) & bicycle station at El Monte Station
- LA Express Park
- Overall Program Budget - \$290 million

### ExpressLanes Planning

- HOV to HOT conversion feasibility studies. Conduct HOV to HOT conversion studies to analyze potential ExpressLanes in various freeway corridors in Los Angeles County.
- Regional Multicounty ExpressLanes Network. Conduct studies regarding the possible interconnection of Express Lanes across county boundaries.
- Nationwide interoperability (MAP21) Mandate

### Contact Information

Stephanie Wiggins, Executive Officer, Congestion Reduction Initiatives, (213) 992-1023  
[wiggins@metro.net](mailto:wiggins@metro.net)

### Project Information Links:

ExpressLanes Project E-commerce site: <https://www.metroexpresslanes.net/en/home/index.shtml>

Los Angeles County Congestion Reduction Demonstration Plan Map:  
[https://www.metroexpresslanes.net/en/about/12-1661\\_map\\_expresslanes\\_bg\\_hi.pdf](https://www.metroexpresslanes.net/en/about/12-1661_map_expresslanes_bg_hi.pdf)

Metro ExpressLanes Low-Income Assessment Report:  
[https://www.metroexpresslanes.net/en/about/low\\_income\\_draft\\_final\\_report.pdf](https://www.metroexpresslanes.net/en/about/low_income_draft_final_report.pdf)

ExpressLanes How it works: [https://www.metroexpresslanes.net/en/about/howitworks\\_poster.pdf](https://www.metroexpresslanes.net/en/about/howitworks_poster.pdf)

Congestion Pricing:  
[https://www.metroexpresslanes.net/en/about/ExpressLanes\\_Exp\\_Congestion\\_Pricing.pdf](https://www.metroexpresslanes.net/en/about/ExpressLanes_Exp_Congestion_Pricing.pdf)

Benefits to Carpoolers: [https://www.metroexpresslanes.net/en/about/ExpressLanes\\_Carpoolerinfo.pdf](https://www.metroexpresslanes.net/en/about/ExpressLanes_Carpoolerinfo.pdf)

Green Corridors: [https://www.metroexpresslanes.net/en/about/ExpressLanes\\_GreenFactsheet.pdf](https://www.metroexpresslanes.net/en/about/ExpressLanes_GreenFactsheet.pdf)



# Construction

## Description

Transit Project Delivery (TPD) is responsible for the delivery of completed construction projects on-time and within budget. We are responsible for the design, construction, quality and safety of work performed for the major rail projects. TPD works closely with Countywide planning as the project moves throughout the environmental phase. We provide technical input during this phase and begin to assume responsibility for the project in the Preliminary Engineering phase. TPD has full responsibility for the project at Record of Decision. Transit Project Delivery transitions the project to Metro's Operations Department upon Revenue Operations. Additionally, Transit Project Delivery works closely with Rail and Bus Operations to provide engineering, operations, and maintenance support for the infrastructure of our system.

TPD is presently responsible for the construction of over 60 Measure R/Capital Projects of which the four major projects and their lead staff including estimated costs are as follows:

### Crenshaw/LAX Transit (project cost \$ 2.08 Billion)

The Crenshaw/LAX Transit project will extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards. The Line will travel 8.5 miles to the Metro Green Line's Aviation/LAX Station and will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo; and portions of unincorporated Los Angeles County. The project includes eight stations: Crenshaw/Exposition, Crenshaw/Martin Luther King Jr., Leimert Park, Crenshaw/Slauson, Florence/West, Hindry, and Aviation/Century. A full service Maintenance & Storage Yard is included as part of the project.

### Westside Subway Extension (Total for 9 Miles \$5.7 Billion)

The Westside Subway Extension is an 8.98-mile dual track heavy rail line that will extend from the existing Metro Purple Line Wilshire/Western Station to a new western terminus in West Los Angeles near the Veteran's Administration (VA) Hospital in Westwood. The extension includes seven underground stations at Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City, Westwood/UCLA, and Westwood/VA Hospital. The extension will be constructed in three sections. Section 1 is the current project and will extend the existing Purple Line by 3.9-miles and include stations at Wilshire/La Brea, Wilshire/Fairfax and a terminus station at Wilshire/La Cienega.

### Regional Connector ( \$1.34 billion)

The Regional Connector Project is a 1.9-mile, dual track light rail system that provides a direct connection from the existing 7th/Metro Center Station to the existing Metro Gold Line tracks to the north and east of



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1st and Alameda in downtown Los Angeles and includes three new underground stations. The stations will be located at 1<sup>st</sup>/Alameda, 2<sup>nd</sup>/Broadway and 2<sup>nd</sup>/Hope.

#### I-405 Sepulveda Pass Widening Project (\$1.14 Billion)

The I-405 Sepulveda Pass Widening Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges, and sound walls on the San Diego Freeway (I-405); while widening lanes from the Santa Monica Freeway (I-10) to Ventura Freeway (US 101). This project will reduce existing and forecasted traffic congestion on the I-405 and enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion.

In addition to the major rail projects, the Transit Project Delivery Division provides oversight to Metro's Capital Improvement Projects such as Foothill Extension, Expo Phase II, Division 13, Sound walls, Division 3, Metro Blue Line and Metro Red Line rail station refurbishments, underground storage tank replacements, soil remediation, El Monte Busway Improvements, Congestion Relief Program, Division 20 Carwash, Metro Red Line Canopies, Divisions 11 and 22 lighting retrofit, and numerous other capital projects.

Transit Project Delivery support departments are as follows:



#### Engineering – Rail Facilities, Systems, Bus Facilities, 3<sup>rd</sup> Party Administration, Quality Assurance/Compliance

TPD Engineering function and resources are composed of high level engineering staff in the field of tunnel and track work engineering, structural and civil work, and systems engineering. Additionally, TPD Engineering is in charge of coordination for Third Party activities for all projects with the City of LA, LABOE, LABSS, etc. and Quality Control/Compliance on all projects. Engineering activities include but are not limited to: (1) Develop, maintain, control Metro Baseline Documents and Standards to be used in all our projects to ensure consistency and uniformity between Metro projects; (2) Support major rail projects to resolve engineering and design issues, before the solicitations are out and after the contractors are on board; (3) Management Capital Improvements (CIP) Projects needed to improve mobility and infrastructure; (4) Manage design and construction of new rail and bus facilities and rehab of our existing bus divisions or rail maintenance facilities; (5) Develop the design to maintain Metro existing facilities in a state of good repair; and, (6) Perform engineering evaluations of new constructions in the vicinity of our tunnels, stations, track work before these construction permits are cleared.

#### Construction Management

The Department consists of Metro Construction Management professionals responsible for the construction and delivery of numerous design/build and design/bid/build Projects for Metro. These projects include Measure R, Highway, and various Rail and Bus Capital Improvement Projects. The Construction Managements staff manages the construction activities of Contractors engaged in constructing various

Metro construction projects. Metro Construction Management staff ensures Metro's projects are delivered on schedule, within budget, to quality standards specified in the Contracts and to a high safety standard. The Construction Management staff also is supported by various Construction Management Consultants who are managed by Metro Staff.

#### Environmental Compliance/Services

The Environmental Services/Compliance Department provides guidance and oversight to help Metro meet regulatory requirements for environmental compliance and reduce environmental liabilities through the prioritization of cost-effective, forward-thinking solutions to many of the agency's critical environment/sustainability issues. ECSD further helps Metro increase the efficiency of its operations and reduce its overall impact on human health and the environment in light of the rapidly expanding LA County transportation system. The department provides capital project support; and along with experts in CEQA and NEPA legislation and environmental regulations, helps advance the environmental review process, monitor mitigation measures and conduct compliance and remediation services for all capital projects.

#### Strategic Asset Management/Vertical Systems

This Department oversees system wide elevator and escalator maintenance and a monitoring and consulting vertical transportation expert. They oversee planning for new construction of new units to be added to existing facilities, planning and oversight of replacement of existing equipment that is at the end of its lifecycle and reviewing documents for the major Measure R projects or other grant funded capital projects.

The elevator and escalator maintenance contract is currently awarded to Mitsubishi Electric and Electronics USA, Inc. The term of the contract is June 1, 2011 to May 31, 2014 plus two option years. The contract amount is \$48,977,355 inclusive of \$4,600,000 for as-needed materials and two one-year options.

This service contract provides maintenance and repair services for 146 elevators and 137 escalators at Metro Busways, Rail Lines and operations support facilities. A systematic preventive maintenance program and timely repair of the equipment is necessary in order to meet State code requirements and to provide a safe and reliable vertical transportation system to transit riders. Elevators and escalators in the Gateway headquarters building are not included in this contract.

The current elevator/escalator maintenance monitoring and consulting services contractor is Lerch Bates, Inc. with a contract of \$1.143M for a five year time frame. Primarily, services of the consultant are to conduct annual equipment audits and periodic inspections on each of the escalator and elevator units throughout Metro's transit system.

This department is also highly involved in Metro's asset management work to comply with FTA's MAP-21 requirements

#### Contact Information

Krishniah N. Murthy is the Chief Executive Director for the Transit Project Delivery Division. He can be reached at 213-922-3084 – [Murthyk@metro.net](mailto:Murthyk@metro.net)

Samuel Mayman, Executive Officer, Projects Engineering – 213-922-7289 – [Maymans@metro.net](mailto:Maymans@metro.net)

Henry Fuks, Interim Executive Officer, Construction Project Management -213-922-7282 –

[Fuksh@metro.net](mailto:Fuksh@metro.net)

Emmanuel "Cris" Liban, Deputy Executive Officer, Environmental Services/Compliance -213-922-2471 – [Libane@metro.net](mailto:Libane@metro.net)



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Denise Longley, Deputy Executive Officer, Strategic Asset Management – 213-922-7294 - [Longleyd@metro.net](mailto:Longleyd@metro.net)

Project Management

Michael Barbour, Executive Officer, Project Management -213-922-2261- [Barbourm@metro.net](mailto:Barbourm@metro.net)

Bryan Pennington, Executive Officer, Project Management- 213-922-7449 – [Penningtonb@metro.net](mailto:Penningtonb@metro.net)

Girish Roy, Deputy Executive Officer, Project Management – 213-331-3100 – [Royg@metro.net](mailto:Royg@metro.net)

Rob Ball, Deputy Executive Officer, Project Management – 213-922-7280 - [Ballr@metro.net](mailto:Ballr@metro.net)

Dennis Mori, Executive Officer, Project Management – 213-922-7238 – [Morid@metro.net](mailto:Morid@metro.net)

## Corporate Safety

### Description/ Background

The Corporate Safety Department provides leadership and dedicates its resources to promote the philosophy of continuous safety improvement for the benefit of our employees, customers, community, and business partners. The department is responsible for developing and managing safety programs in three primary areas: Bus Safety, Rail Safety, and Construction Safety, and provides technical assistance during the planning, construction, operations and maintenance phases of Metro's projects. The Corporate Safety department is overseen by the Executive Officer, Vijay Khawani, who reports directly to the Office of the Chief Executive Officer (OCEO). The Corporate Safety team consists of Safety Directors for each of the primary areas who are supported by System Safety Managers, Industrial Hygienists, Senior Safety Specialists, Collision Investigation Specialists and representatives of the City of Los Angeles Fire Department. The core functions performed by the team are:

- Develop and oversee the implementation of agency-wide safety programs for both bus and rail modes required by various State and Federal regulations. Examples of programs include the Illness and Injury Prevention (IIPP) program, System Safety Program, and California Occupational Safety & Health Administration (OSHA) programs such as Protective Personal Equipment (PPE), Confined Space, Blood-Borne Pathogens, Fall Protection, Hazardous Materials and Communication, Respiratory Protection, Hearing Conservation, etc.
- Research, coordinate and assist in developing agency-wide safety policies.
- Develop and Manage Environmental and Industrial Health programs such as Asbestos, Indoor Air Quality, Mold, and Lead.
- Manage the Safety Oversight Program with the California Public Utilities Commission (CPUC) for all new start rail projects.
- Conduct and manage the required annual and triennial reviews of operations and maintenance programs to ensure compliance with CPUC and FTA regulations.
- Manage all aspects of the Grade Crossing Safety Improvement program, including the Photo Enforcement Program for all LRT and BRT projects.
- Investigate serious bus and rail accidents, and make follow-up recommendations for improving the system safety program and transit operations.
- Manage the Fire/Life Safety Program and the Safety Certification Program for the agency.
- Prepare and submit the required accident investigation reports and the monthly and annual reports to the FTA, CPUC, OSHA, AQMD, and FRA.
- Conduct training on the various OSHA programs identified above.



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- Support the Rail Activation Group, the Local Safety Committees and other various committees for bus and rail projects.
- Participate in emergency response drills to evaluate safety procedures and practices.
- Review designs and specifications for all rail extension projects and major capital improvement projects for compliance with regulatory and fire/life safety codes.
- Provide oversight of Contractor safety on Capital and operating projects.
- Represent Metro before regulatory agencies, FTA, APTA and meet with regulatory agencies to resolve safety issues.

#### Board Interactions

- Safety Performance Indicators Reports provided to the System Safety & Operations Committee and Board

#### Contact Information

Vijay Khawani, Executive Officer (213)922-4035 khawaniv@metro.net



# Diversity & Economic Opportunity (DEOD)

Metro is an equal employment opportunity employer and is committed to servicing its small business community through proactive and inclusive monitoring, mentoring, training and outreach activity. DEOD is responsible for ensuring non-discrimination in Metro contracting and employment practices.

Metro sets the S/D/M/WBE program in motion pursuant to state and federal laws so that no firm would be discriminated against on the basis of gender, race, color, national origin, age, or disability. The Contract Compliance Unit is responsible for ensuring that a fair share of all contracted work with subcontracting opportunities is achieved with appropriate S/D/M/WBEs.

To this end, the Contract Compliance Unit establishes goals on applicable projects awarded by the Metro, reviews bids/proposals and responses, recommends awards and monitors projects for appropriate S/D/M/WBE participation. Contract Compliance works closely with Procurement Department on all relevant contracts, works to maximize opportunities, and ensure fair and equitable treatment to S/D/M/WBE's who participate in the performance of Metro contracts.

Factors considered in determining a contract goal that bidders/proposers should achieve include: S/D/M/WBE availability, subcontracting opportunities, and historical data from similar procurements. In the case where the goal /requirement has not been met, a good faith effort (GFE) requirement must be satisfied.

- Establish Disadvantaged Business Enterprise (DBE) goals for federally-funded contracts, Small Business Enterprise (SBE) goals for state and/or locally funded negotiated contracts, and Minority and Women (M/WBE) Voluntary Anticipated Levels of Participation (VALP) for state and/or locally funded non-negotiable contracts.
- Monitor, assess, and report compliance with DBE/SBE program requirements throughout the life of the contract.
- Ensure prompt payment to all S/D/M/WBE subcontractors participating in contracts financed with public funds.

For more information: <http://www.metro.net/about/deod/>

# Employee and Labor Relations

## Description

The Employee and Labor Relations Department ("ELR") facilitates the relationships between Metro management and its five Union partners who represent a majority of Metro employees.

## Functions

- ELR handles potential disputes between Metro's non-contract employees and Metro management.
- ELR manages the union grievance process from second level hearings through arbitration, provides advice to Metro's operating and business units regarding labor contract interpretation, conducts management training, and represents Metro on various union pension and benefit boards.
- ELR is also responsible for negotiating labor agreements between Metro and its Unions.

## Board Interaction

The Board of Directors provides the negotiations team with direction and decides the amount of authority for monetary increases in conjunction with recommendations made by Metro staff. Negotiation teams are formulated including ELR personnel and representatives from other business units. The Board of Directors receives regular updates on the progression of the negotiations.

## Collective Bargaining Agreements

Metro currently has collective bargaining agreements with the following five unions:

1. Amalgamated Transit Union ("ATU") (expires June 30, 2013)
2. American Federation of State, County and Municipal Employees Union ("AFSCME") (expires June 30, 2014)\*
3. International Brotherhood of Teamsters Union ("TEAMSTERS") (expires June 30, 2014)
4. Transportation Communications Union ("TCU") (expires June 30, 2013)\*
5. United Transportation Union ("UTU") (expires June 30, 2014)

## Contact

Don Ott, Executive Director, Employee and Labor Relations, 213-922-8864, [dott@metro.net](mailto:dott@metro.net)

For copies of the current labor agreements, latest arbitration decisions, policies and department contact information consult our intranet site at [http://mymetro/labor\\_contracts/Pages/default.aspx](http://mymetro/labor_contracts/Pages/default.aspx).





\*LACMTA reached tentative agreements (TAs) with AFSCME and TCU. The TAs will be presented to the Board for ratification in closed session at the June 28, 2013, Board meeting. Both contracts are retroactive and would expire June 30, 2013.

# Ethics

## Description

The Ethics Department assists Metro in carrying out its mission in compliance with ethics related laws and consistent with the highest standards of integrity to maintain the public trust in our decisions making and how we perform our duties.

As a Board Office we serve, consult, and participate in virtually every aspect of the agency's business and operations.

Our activities include:

- Providing ethics advice and conflicts information to the Board of Directors and employees;
- Acting as Filing Officer for Statement of Economic Interest Disclosures (Form 700s);
- Acting as Filing Officer for lobbyist registration and administration;
- Supporting the procurement process with ethics and conflicts assessments;
- Providing ethics education to Metro employees, contractors and Board Members; and
- Serving as Hearing Officer for parking and fare evasion citation appeals at Transit Court and reconsideration appeals and debarment hearings by disqualified contractors.



## Contact Information

All Department Matters

Karen Gorman, Chief Ethics Officers, (213) 922-2975, [gormank@metro.net](mailto:gormank@metro.net)

Procurements/ Bidders Metro Board Agenda

Eric Geier, Sr. Ethics Officer, (213) 922-2979, [geierc@metro.net](mailto:geierc@metro.net)



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**Lobbyist Registration**

Rebecca Gilden, Sr. Ethics Officer, (213) 922-2981, [gildenr@metro.net](mailto:gildenr@metro.net)

**Ethics Advice/Research/Conflicts of Interest**

Catherine Pitfield, Sr. Ethics Officer (213) 922-2976, [pitfieldc@metro.net](mailto:pitfieldc@metro.net)

**Statement of Economic Interests/Bidders Expo Agenda**

Linda Royster, Sr. Ethics Officer, (213) 922-2980 [Roysterl@metro.net](mailto:Roysterl@metro.net)

**Transit Court**

Karen Gorman, Chief Hearing Officer, 213 922-2975 [gormank@metro.net](mailto:gormank@metro.net)

E-mail: [ethics@metro.net](mailto:ethics@metro.net)

**Link**

<http://www.metro.net/about/ethics>

# General Counsel

## Description

County Counsel serves as General Counsel for Metro. By ordinance, Metro's General Counsel is responsible for managing all of the legal affairs of the agency. The Transportation Division of County Counsel is dedicated exclusively to provide legal services to Metro and is located in the Gateway Building.

County Counsel provides legal advice to the Metro Board of Directors and staff on a variety of transactional and public law issues, including: contract procurements; bid protests; real estate; joint developments; land use; the Brown Act; the Public Records Act; ethics and conflict of interest issues; employment law; workers' compensation; federal and state transportation law issues; disability law affecting transportation, transit facilities and employment; inter-agency agreements; construction law; and immigration law.

County Counsel also manages Metro's litigation matters. Metro litigation covers many areas of law, including: tort claims related to bus or rail accidents; public law issues; employment and labor disputes; constitutional issues; construction claims; insurance coverage claims; procurement issues; inverse condemnation; unlawful detainers; contract disputes; and environmental matters.

## Contact Information

Charles M. Safer, Assistant County Counsel, Division Chief of the Transportation Division, (213) 922-2511 [saferc@metro.net](mailto:saferc@metro.net)



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# Government Relations

## Description

Metro's Government Relations Department develops, implements and advances Metro's legislative goals and objectives, obtains legislative support and monitors the legislative process for impacts on the work of Metro in both Sacramento and Washington, DC. Because of the dynamic policy-making process and the involvement of multiple levels of government, Metro's ability to plan, program, and deliver transportation services is greatly impacted by federal, state and local legislation.

Metro's Government Relations Department directs and coordinates all activities relating to legislation and elected officials, involving legislative analyses, budgets, board and executive staff reports, briefings, and tours for elected officials, administrators, businesses and civic leaders. Department staff serve as the principal liaisons to all federal and state elected officials, government agencies, commissions and their staff.



## Tasks/Functions

- Develop legislative policy for Board consideration and approval
- Ensure Board-approved legislative priorities and efforts are effectively advanced in Sacramento and Washington, DC



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- Coordinate with Metro staff on legislative issues and policy as to how to best advance and protect Metro's authority and the transportation interests of Los Angeles County
- Direct and coordinate all activities related to legislation and elected officials
- Work with local, state and federal elected officials to establish and maintain positive relationships pursuant to Board adopted policies
- Pursue funding and support for Metro's initiatives and program through coalition building, interaction with other transportation commissions and organizations throughout the region and the United States
- Pursue state and federal initiatives that promote the efficient and rapid delivery of Board-approved L RTP projects. Seek to leverage local funds for additional state and federal transportation resources
- Coordinate special events, briefings and tours for elected officials, administrators, businesses and civic leaders
- Work closely with the Office of the CEO, Planning and Programming, Highway Program, Community Relations, Media Relations and Communications Departments in coordinating requests for briefings and tours
- Direct special assignments as needed to advance State and Federal legislative program
- Ensure Board-approved legislative priorities and efforts are coordinated with our regional transportation partners

### Background

In 2013, and in subsequent years, staff has prepared a legislative program for adoption by the Board. The program is developed with input from Metro's technical staff and representatives in Sacramento and Washington, D.C. This report contains the proposed 2013 Legislative Program. The program will serve as a blueprint and guide for pursuing the authority's Board approved legislative proposals and strategies.

### Federal

In 2012, the agency continued to aggressively pursue our Board approved legislative priorities in Washington, DC. Among the many challenges with respect to advancing our agenda was the continued gridlock between the U.S. Senate and the U.S. House of Representatives and the legislative stalemate that generally accompanies a Presidential Election campaign.

Since 2010, at the direction of the Board of Directors, our agency began a campaign to advance legislative proposals that would address the acceleration of our transit and highway program, now known as America Fast Forward. While the 112<sup>th</sup> Congress has enacted partial legislation regarding these goals, significant progress was registered among senior officials in Congress and the Executive Branch who will be essential in the adoption of new federal financial tools to accelerate both our transit and highway programs.

During the course of the 112<sup>th</sup> Congress our agency has sought, with measured and substantial success and consistent with our Board approved Legislative Program, to expand the scale and scope of our efforts in Washington, DC. These efforts have included, but are not limited to, gaining legislative support for the America Fast Forward initiative, building a national coalition to support our America Fast Forward efforts, securing a large number of federal grants, winning support for Records of Decision for our New Starts projects and the Crenshaw/LAX Transit Corridor, effectively working with the U.S. Department of Transportation on our Project Labor Agreement, gaining approval for proceeding with our rail car procurement, building unity among the Los Angeles County Congressional Delegation on transportation



issues, working to conclude a \$546 million Transportation Infrastructure Finance and Innovation Act program loan for the Crenshaw/LAX light rail line, among other initiatives.

Four of the achievements cited above are the first time the federal government has taken such actions, namely the creation of a substantial section of the innovative finance title (America Fast Forward) of America's new surface transportation bill (MAP-21): gaining Record of Decisions from the Federal Transit Administration (FTA) for three major rail projects within a twelve month period; securing FTA approval for our agency's innovative jobs program with respect to our rail procurement and lastly, securing from the FTA a letter acknowledging that our agency's approach to increasing job opportunities for low income or unemployed individuals meets federal procurement requirements.

Our America Fast Forward initiative has and continues to be discussed and debated by nearly all senior transportation policymakers in Washington, DC. This includes lawmakers and policymakers at the White House, the U.S. Senate, House of Representatives and Executive Agencies, including the Office of Management and Budget and the U.S. Department of Transportation.

In the current 113<sup>th</sup> Congress we are working to expand on our success by addressing the broad array of federal highway and transit programs and projects that impact our agency.

#### State

The 2012 State Legislative Session began with the continued threat of major state budget deficits. The passage of Proposition 30 provided significant relief to the State Budget specifically by preventing significant automatic cuts to education. While the Legislative Analyst has identified a smaller deficit for the Budget Year the deficit is significantly less than it would have been if Proposition 30 did not pass.

Transportation funding has been restructured over the last few years to establish a more stable funding program that is less reliant on the General Fund. However, this restructuring also required transportation to pay the debt service on transportation bonds which were previously carried by the General Fund. The overall level of funding for transportation has decreased to a point where the state is only able to fund approximately 25% of its maintenance needs and there is precious little state funding for system expansion except for the final allotments of funding from Proposition 1B.

We are working closely with the California Transportation Commission (CTC), Caltrans and the Legislature to ensure that our transportation bonded projects continue to receive funding.

Last year, Metro's specific accomplishments included passage of SB 1225, which authorizes a local governance of the LOSSAN corridor and AB 1446, which authorized the placement of Measure J on the ballot.

We are continuing to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the Governor, Caltrans, California Transportation Commission, and the newly formed California Transportation Department.

The agency regularly interacts with other transportation commissions and organizations representing transportation stakeholders throughout the region to coordinate services and regional transportation improvements. Regular interaction with these groups allows for coordinated policy development at the federal and state levels. Staff also interacts with business, labor groups, and other organizations to build



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support and alliances for Metro's initiatives. This effort has been enhanced through the Mobility 21 program. The Legislative Program assumes that this coordination will continue and expand during 2013.

**Contract Information**

Raffi Hamparian, Director, Federal Affairs, (213) 922-3769, [hamparianr@metro.net](mailto:hamparianr@metro.net)

Marisa Yeager, Manager, Federal Affairs, (213) 922-2262, [yeagerm@metro.net](mailto:yeagerm@metro.net)

Michael Turner, Director, State Affairs, (213) 922-2122, [turnerm@metro.net](mailto:turnerm@metro.net)

Patricia Soto, Director, State Affairs, (213) 922-7273, [sotopa@metro.net](mailto:sotopa@metro.net)



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# Highway Operations

## Description

The Highway Operations department is responsible for developing, providing and operating effective and efficient services and technologies that decrease congestion and improve the mobility, safety, operation and maintenance of the existing regional transportation system.

## Typical Board Actions

- Contract awards;
- New/Pilot project initiation and authorization;
- Budget authorization (LA SAFE);

## Programs/Services

The Department provides services operated by Metro and by the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE).

## Metro Operated Programs/Services

- *Metro Freeway Services Patrol (FSP)* *FY14 Budget - \$30.5 M*

Metro FSP includes light-duty FSP, Big Rig FSP and dedicated ExpressLanes FSP. FSP is operated in partnership with CHP and Caltrans and provides over 150 roving service and tow vehicles under contract assisting over 25,000 motorists monthly.

## Issues and/or Anticipated Upcoming Board Actions

- Change of service structure from smaller individual beat (3 to 5 truck) contracts to a larger regional structure – most FSP contract procurements/awards result in some level of dissatisfaction and/or protests by those in the tow industry that did not receive a contract.
  - Review of current partnership structure and resource allocation may lead to a redistribution of duties and responsibilities amongst the partners – may require additional local resources.
- *Freeway Beautification Pilot Project* *FY14 Budget - \$3 M*



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Pilot project to address maintenance issues associated with graffiti, debris and landscaping along the freeway. Working in cooperation with Caltrans, the Freeway Beautification project will improve the overall appearance, maintenance and operation of the freeway.

Issues and/or Anticipated Upcoming Board Actions

- Possible approval of continuing the project and expanding to additional locations – will require additional resources.
- Possible opposition from Caltrans regarding the continuation and/or expansion of the project.
- ***Data Environment & Intelligent Transportation Systems (ITS)*** ***FY14 Budget - \$3.2 M***

Develop, support, operate and maintain a regional data environment to collect and process data and information in support of regional transportation improvements. Maintain the Los Angeles County regional ITS architecture to ensure compliance with Federal requirements. Develop new applications to support regional transportation improvement needs – performance monitoring and measurement; decision support systems; improved traveler information; improved planning and traffic operations.

Issues and/or Anticipated Upcoming Board Actions

- Upgrade and new contract award for the Data Environment.
- ***Veterans Transportation & Community Living Initiative Grant*** ***FY14 Budget - \$1.5 M***

FTA grant project designed to develop and implement a one call-one click transportation resource for veterans and military families residing or visiting Los Angeles County. This project is being developed in partnership with a variety of stakeholders including Access Services, Veterans Administration and other veterans organization.

**LA SAFE Operated Program/Services**

LA SAFE is a separate legal authority created under California Streets and Highways Code. It receives dedicated funding from a \$1.00 annual vehicle registration surcharge assessed to each vehicle registered in Los Angeles County. This funding is used to support motorist aid programs and services.

LA SAFE items that require Board approval are submitted under separate letterhead and agenda. The full MTA Board will convene as the LA SAFE Board to take action on LA SAFE related items.

- ***Southern California 511 – Traveler Information System*** ***FY14 Budget - \$8.2 M***

Develop, operate and maintain a regional multi-modal traveler information program designed to support and improve mobility amongst all modes. SoCal 511 provides traffic, transit and commuter services information for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

Issues and/or Anticipated Upcoming Board Actions

- Development and implementation of service enhancements – possible future resource needs.
- Integration of improved real-time data and construction information
- Development and possible award of new contracts to support Southern California 511 operations.

- *Kenneth Hahn Call Box System*

*FY14 Budget - \$1.0 M*

Operation and maintenance of the Los Angeles County Kenneth Hahn Call Box System. System is currently under evaluation for possible restructuring – may include call box removals and/or relocations.

Issues and/or Anticipated Upcoming Board Actions

- Completion and approval of restructuring of the Kenneth Hahn Call Box System.

Contact

Doug Failing, Executive Director, (213) 922-6840, [failingd@metro.net](mailto:failingd@metro.net)

# Los Angeles Metro Protective Services

## Description/ Background

Systems Security and Law Enforcement Department, known as "Los Angeles Metro Protective Services", is a unified department developed to assist Metro delivery of security services that will ensure a safe and secure regional public mass transit system for METRO's customers and employees. It is overseen by the Deputy Executive Officer, Duane Martin, who reports directly to the Deputy Chief Executive Officer, Paul C. Taylor. Los Angeles Metro Protective Services consist of Metro Security and two, contracted law and security services with the Los Angeles County Sheriff's Department, and private security. There are three core functions of System Security and Law Enforcement:

## Law Enforcement

The Los Angeles County Sheriff's Department (LASD) focus on the Quality of Life policing issues and the prevention of crime and disorder. The concept embraces the "Zero Tolerance to Crime" philosophy and the "Broken Windows Theory" of policing and focuses on problem solving and the prevention of minor crimes, misdemeanors, and infractions in the effort to prove a safe and secure environment for our passengers and employees. The Quality of Life policing issues include:

- Disorderly conduct
- Vandalism
- Graffiti
- Fare evasion
- And other violations of the 640 Section of the Penal Code.

Through "Zero Tolerance to Crime" philosophy, METRO intends to preclude crime from gaining a foothold on the transit system.

## Facilities Protection

The LASD, Metro Security, and private security focus on protections of METRO's facilities. This core function is accomplished through Intelligence Lead Policing which focus on strategic deployments of Law Enforcement, Metro Security, and Private Security resources (mobile units and fixed posts) to each of these locations.



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### Transit Security Grant Management

Through the cooperation with METRO's Planning Department, Los Angeles Metro Protective Services are grant recipients of U.S Department of Homeland Security Transit Security Grant Program and California Transit Security Grant Program Proposition 1B to focus on the following:

- Hardening of METRO's facilities
- Law Enforcement Operational Package- Threat Interdictions Unit
- Implementation of Closed-Circuits Television, Chemical Detections, and Transit Passengers Information System

Los Angeles Metro Protective Services are responsible for project management of these grants.

### Contact Information

Duane Martin, Deputy Executive Officer, Security (213)922-7460, [Martind@metro.net](mailto:MartinD@metro.net)



# Management Audit Services (MAS)

## Description/ Background

Management Audit Services (Management Audit) is a full service department developed to assist the CEO and his management team through both internal audits of Metro's operations and external audits of the Agency's contractors and grantees. It is overseen by the Chief Auditor, Ruthe Holden, who reports directly to the Office of the Chief Executive Officer (OCEO). Management Audit operates under the framework of our Board approved Audit Charter (see link below). The Audit Charter includes MAS's mission, the standards we must comply with and our department's objectives and core function.



## Financial and Compliance Audit

Responsible for auditing Call for Projects grants to ensure cities, counties, and CalTrans expend funds in compliance with grant requirements and funding restrictions; oversight of consolidated audits of cities, counties and transit operators to ensure compliance with Prop A & C and Measure R requirements; and oversight of financial statements audits and NTD audits.

## Performance Audit

Two Performance Audit groups are responsible for internal audits of Metro functions and major programs/projects. The Performance Audit groups are also responsible for audits of external agencies funded by Metro

## Contract Audit

Responsible for completing pre/post- Buy America audits per federal law on all rolling stock purchases; auditing Measure R funded and large capital projects; pre-award audits of Federal Highway Administration (FHWA) and state funded Architectural and Engineering (A&E) contracts confirming compliance with local assistance requirements and completing pre-award audits of non-competitive procurements in excess of \$700,000 to comply with FTA and procurement policies.

## Board Interactions

- All internal audits are sent to the Board of Directors



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- Prepares an Annual agency-wide Risk Assessment submitted to the Board
- Submits an Annual Audit Plan for Board approval. (see links below)
- Summarize completed audits and submit quarterly reports to the Finance, Budget and Audit Committee. (see links below)
- Prepares audit recommendations, follow up, and resolution process.

Contact Information

Ruthe Holden, Chief Auditor (213)922-1311 [holdenr@metro.net](mailto:holdenr@metro.net)

Links to Referenced Documents:

[http://intranet1.metro.net/masd/images/images/mas\\_charter.pdf](http://intranet1.metro.net/masd/images/images/mas_charter.pdf)

[http://intranet1.metro.net/masd/images/org\\_chart.ppt](http://intranet1.metro.net/masd/images/org_chart.ppt)

<http://mymetro/MAS/Documents/MAS%20FY12%20Audit%20and%20Business%20Plan%20for%20MW%20082511.pdf>

[http://boardarchives.metro.net/Items/2013/02\\_February/20130220F&BItem11.pdf](http://boardarchives.metro.net/Items/2013/02_February/20130220F&BItem11.pdf)



**Metro**

# Office of Financial Services

## Description

The Financial Services organization provides professional management of Metro's financial resources through the following functions:



## Treasury

Forecast and manage Metro's cash requirements; safeguard Metro's financial assets; oversee and direct the investment of available funds and debt proceeds; administer Metro's debt program; manage fare revenue collection and equipment; administer employee benefits and pension plans.

## Accounting

Provide for the efficient processing, accounting and accurate reporting of agency financial transactions including: Payroll, Accounts Payable, Accounts Receivables, General Ledger, Capital Projects, Sales Tax Revenue and Financial & System Projects.

## Risk Management

Administer over 1,600 open workers compensation claims in compliance with the California Labor Code and ensure all Federal and State reporting requirements are met. Administer over 1,900 open bus and rail accident general liability claims. Manage litigation for both the workers' compensation and general liability programs. Market Metro's property and liability insurance risks to international insurance underwriters and affect insurance placement. Provide internal Risk Management consulting on insurance and risk transfer issues on all major Metro contracts/agreements including highway, transit and vehicle purchases.

## Contact Information

Terry Matsumoto, Chief Financial Services Officer, (213) 922-2473, [matsumotot@metro.net](mailto:matsumotot@metro.net)

Donna Mills, Treasurer, 213-922-4047, [millsd@metro.net](mailto:millsd@metro.net)

LuAnne Schurtz, Asst. Treasurer (Debt Management), (213) 922-2554, [schurtzl@metro.net](mailto:schurtzl@metro.net)

Josie Nicasio, Controller, (213) 922-6810, [nicasioj@metro.net](mailto:nicasioj@metro.net)

Greg Kildare, Risk Manager, (213) 922-4971 [kildareg@metro.net](mailto:kildareg@metro.net)



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Links to Referenced Documents:

LACMTA Approved Debt Policy

LACMTA Approved Investment Policy



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# Office of Inspector General (OIG)

## Description

The Office of the Inspector General (OIG) was created by state law in 1993. The OIG is an independent, objective organization reporting to the Board. We assist Metro to meet its mission of providing effective and efficient transportation in the Los Angeles region. Our mission is to:

- Conduct audits, investigations, and inspections to detect and prevent fraud, waste and abuse in Metro's programs, operations, and contracts; and
- Provide the Board and Management with independent and objective evaluations relating to utilization of Metro resources, adequacy of internal controls, safety, and performance effectiveness.



## Technology and Investigative Services

Maintains the office IT operations hardware, applications, and website, as well as assist with technical aspects of investigations such as using social media, camera or GPS surveillance, and perform research using computer forensics such as for litigation e-discovery demands or hard drive inspections for illegal use of Metro equipment.

## Investigations Unit

Investigate and issue confidential reports on unsafe conditions or fraud, waste, and abuse in Metro operations, programs, activities, and contracts based on complaints from the Board, OIG Hotline, employees, the public, law enforcement, and contractors. We perform proactive reviews of areas vulnerable to fraud, waste, and abuse and inspect for compliance with policies and law.

## Audit Unit

Conduct audits of every sort of Metro operations, programs, and activities. Audits may be requested by the Board, identified in the course of an investigation, or not otherwise being performed by Metro. We evaluate the adequacy of policies and procedures, conduct tests to ensure internal controls are functioning as intended, and recommend corrective actions to improve the economy and efficiency of operations, and



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better protect assets against fraud, waste, and abuse. The Audit Unit adheres to Government Auditing Standards published by the Government Accountability Office.

Contact Information

Karen Gorman, Acting Inspector General (213) 922-2975, [gormank@metro.net](mailto:gormank@metro.net)

Jack Shigetomi, Deputy Inspector General (213) 244-7305 [shigetomij@metro.net](mailto:shigetomij@metro.net)

Judy Courtney, Administration (213) 244-7313 [courtneyj@metro.net](mailto:courtneyj@metro.net)

George Maycott, Technology Manager (213) 244-7310 [maycottg@metro.net](mailto:maycottg@metro.net)

Albert MacKenzie, Investigations Manager (213) 244-7308 [Mackenziea@metro.net](mailto:Mackenziea@metro.net)

Yvonne Zheng, Audit Manager (213) 244-7301, [zhengy@metro.net](mailto:zhengy@metro.net)

Links

<http://mymetro/LRestore/Documents/AdministrativeCode.pdf> (Metro Administrative Code)

<http://www.metro.net/about/oig/> (OIG webpage on Metro internet website)

818 W. 7<sup>th</sup> Street 5<sup>th</sup> fl., Los Angeles, CA (across from 7<sup>th</sup> St Red Line Station)



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# Office of Management and Budget

## Description

The Office of Management and Budget is comprised of three units:



## Local Programming

Responsible for the oversight and distribution of federal and local return funds to the various cities and municipal operators in Los Angeles County. Coordinates and oversees special services projects and FAP program.

- Responsible for the policy formulation, development and management of Proposition A and Proposition C Local Return Program, Measure R Local Return Program, TDA Article 3 Program, TDA Article 8 Program, Prop A Incentive Program, Special Demonstration Project (Prop A Incentive), Avalon Ferryboat Directional Route Mile Reporting, NTD Reporting, LTSS and Mini Call
- Social Service Projects such as the Immediate Needs Transportation Program; Rider Relief Transportation Program; SHORE.
- Municipal Operator Coordination including EZ transit pass Program; Measure R 20% Operations ; Measure R Funds for Clean Fuel Bus ; TDA (& STA) Fund (s); Prop 1B Bridge Funds for Transit Security ; Prop 1B Bridge Funds for PTMISEA; Municipal Operator Service Improvement Program; Prop C 5% Transit Security; Prop A 40% Discretionary Fund; Prop C 40% Discretionary Funds; TDA Triennial Performance Review; Hollywood Bowl Funding.

## Management & Budget

Responsible for the oversight and development of the annual operating, capital and subsidy budget, preparing revenue and expense projections, 10 and 15-Year Forecasts, maintaining and monitoring the CEO Scorecard and Agency-wide Performance Metrics as well as Policy and Management oversight as assigned by the OCEO.



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- Fund & Resource Monitoring - Manage agency-wide Fund/FTE transfers, FTE additions, Reclassification, As-Needed requests and organizational hierarchies to ensure requisite resources to execute daily operations and deliver mission critical projects are available and allocated accordingly.
- Management & Policy Compliance & Oversight – Conduct extensive review of all monthly Board Reports (agency-wide) to ensure proper application of State/Federal funding and adherence of Board mandated management/financial policies.
- Performance Metrics Tracking and Development - Oversee the development and track progress/implementation of Key Performance Indicators across the agency with monthly updates delivered to the Board.
- New Budget System Development- Phase 1: Comprehensive assessment of interdepartmental budgetary system needs. Supervision of external consultants to establish conceptual foundation for the new system and concrete deliverables to establish path forward. Overall management of \$2M Capital Project.
- Fare Policy Study and Analysis- Conduct Fare Policy and Restructuring Study to analyze the potential for time-based, distance based, and other fare restructuring options per the Board's directive. Alternative fare structure scenarios will be reviewed.

### TAP Operations

Responsible for the oversight and coordination of the Universal Fare System, gate latching efforts and the regional TAP program that includes various cities and municipal operators throughout Los Angeles County and customer outreach.

- TAP Regional and Financial Support- Regional Financial Clearinghouse; Municipal Operator Coordination; Fare Table Management (Region); Support New TAP-Enabled Munis; (Metrolink/Santa Monica/Long Beach/Torrance, and 12 new operators) Regional Programs (ASI, VISA, I-TAP); Regional Business Rules; Special Programs (A/B-TAP, Jurors); Data Reporting & Analysis
- TAP Systems Operations- Technical Linking and interfacing systems; Fare Tables Programming (Regional); Systems Testing Vendor Equipment (MPOS/CPOS); Card Management (Procurement/Production); Autoload/Hotlist Table Management; Threshold Autoloads; Collection Management; UFS Access Controls; HOT List/Offender List; Fraud Analysis
- TAP Customer Outreach and Integration- TAP Integration & Opportunities Regional TAP Center Oversight; Contract Management; Call Center Vendor Management; GoTAP (Corporate); Transactional website; Metro Communications Coordination Customer Interface Website, Social Media, Newsletter, Reports, Signage; Card Design, Development & Distribution; Regional TAP Marketing; Vendor Network; OCI (Tariff Notices/Training); Tariff Committee; Fare Policy Coordination
- TAP Capital- System Upgrades; Data Warehousing; Long-term Planning; New Technologies; Cubic Oversight Contract and Change Notices; Installation oversight of Metro/Muni; TAP equipment; Grants; Budgets Metro Operations Coordination



**Contact Information**

Nalini Ahuja, Executive Director, Office of Management, Budget, and Local Programming, (213) 922-3088, [ahujan@metro.net](mailto:ahujan@metro.net)

David Sutton, Deputy Executive Officer, Project Management, TAP (213) 922- 5633, [suttond@metro.net](mailto:suttond@metro.net)



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# Operations

## Description

The Metro Operations department is responsible for delivering a safe, clean, reliable, on-time and courteous transportation system to Los Angeles County. With a bus fleet of 2,228 buses servicing 1,433 square miles Metro buses transported over 350 million passengers in FY2012. Metro's six line rail fleet has 274 vehicles servicing 87 miles of track and carried 12.7 million passengers in FY2012. The Operations unit consists of the departments below:



## Rail Operations

- *Rail Project Development and Transportation-*  
Responsible for the revenue service delivery for six rail lines and all movements on the rail rights-of-way and the dispatch and control for all train service, maintenance of way and personnel on the rights-of-way. Engineering input is also provided for development and construction of new rail lines as well as identification of options to enhance existing track systems.
- *Rail Fleet Services-*  
Responsible for maintenance and repair of 274 rail vehicles spread across four maintenance shops. Rail Fleet Services is accountable for scheduled preventative maintenance, unscheduled corrective maintenance and component overhaul programs to keep the fleet in clean, safe and reliable condition.
- *Maintenance of Way-*  
Inspection and maintenance of tracks and guide ways, traction power, station power and lighting and tunnel ventilation systems, automatic train protection, grade crossing and signaling systems, rail fiber communications, fire detection, intrusion detection, public address, radio and CCTV systems, including aboard train CCTV, and rail operations control command and control systems to maintain safe and reliable operation.



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### Transit Capital Projects

- Administers bus vehicle acquisition plan to meet service requirements and ensure service reliability.
- Provides technical, engineering and warranty services for the existing bus fleet and specification development for new vehicle acquisitions.
- Administers rail acquisition and refurbishment programs to meet safety, service and reliability requirements, and on-time delivery of vehicles for existing lines, new line openings and expansions.

### Service Development

- Prepares Bus and Rail service schedules including all anticipated service expansions and contractions in the most effective and efficient manner possible. Proposes and analyzes Bus and Rail service changes for efficient service interface between bus and rail lines. Prepares Title VI submittal and responses to FTA.
- Manages data processing and warehousing for uniform reporting and analysis of Bus and Rail performance data. Prepares National Transit Database (NTD) submittals.
- Establishes and maintains passenger loading zones (bus stops) throughout Metro's bus system.

### Maintenance

- Eleven Division Maintenance locations are responsible for both preventative and corrective maintenance of the bus fleet. Effectiveness is measured by Mean Miles Between Failures, bus cleanliness, on time service and number of road calls.
- Central Maintenance rebuild and fabrication shops produce parts and products for bus maintenance and other departments including Rail, Facilities and ITS. The Central Maintenance Bus Midlife Program provides preventative maintenance, repair and refurbishment of Metro buses 6 to 8 years old, restoring them to a like new condition.
- Facilities is responsible for the repair and maintenance of all Metro bus and train stations, parking lots and other properties and is expanding to include the maintenance of Cal Trans Park & Ride lots. Metro staff and contractors are preparing for the assumption of significant maintenance renovations and ongoing maintenance responsibilities when the lots come under Metro's jurisdiction.
- The Maintenance Instruction Department provides Metro Mechanics and Service Attendants with a thorough and effective training program.

### Transportation

- Responsible for service delivery, including directing the availability and assigning of proper operating and supervisory staff resources to ensure that service objectives are achieved to provide safe, clean, reliable, on-time, courteous service to our customers.
- Provides real-time fleet management through on-street supervision. Monitors and controls special bus movements and special events
- The Operations Central Instruction Department provides in-class and on-road training of Bus Operators in all areas of safe vehicle operation and customer service, as well as proper documentation of training and performance records..





- Trains and re-trains bus operators, mechanics, and service attendants in defensive driving skills and administers Para transit Service.

#### Executive Office, Operations

- Oversees and directs the overall activities of Metro's bus and rail service delivery, maintenance, and state of good repair program.
- Plans, directs and manages the activities of Metro's Operations Administration and Financial Management Services units including Manpower and Return-to-Work programs in support of the entire Transit Operations department.
- Manages the Metro Parking Program manages more than 40 parking facilities owned by Metro housing, totaling 15,000 parking spaces.

#### Contact Information

Frank Alejandro, Chief Operations Officer, (213) 922- 4753, [alejandrof@metro.net](mailto:alejandrof@metro.net)

Debra A. Johnson, Deputy Chief Operations Officer, 213-922-4740, [johnsond@metro.net](mailto:johnsond@metro.net)

Bruce Shelburne, Executive Director, Rail Operations, 213-922-6951, [shelburneb@metro.net](mailto:shelburneb@metro.net)

Richard Hunt, General Manager, Transit Capital Projects, 213-922-7462, [huntr@metro.net](mailto:huntr@metro.net)

Conan Cheung, DEO, Service Development, 213-922-6949, [cheungc@metro.net](mailto:cheungc@metro.net)

Michael Stange, Executive Director, Maintenance, 213-922-5751, [stangem@metro.net](mailto:stangem@metro.net)

James (Woody) Woodson, Executive Director, Transportation, 213-922-4439, [woodsonj@metro.net](mailto:woodsonj@metro.net)

Shalonda Baldwin, DEO, Operations Project Management, 213-922-4488, [baldwins@metro.net](mailto:baldwins@metro.net)

Diane Corral-Lopez, DEO, Operations Administration, 213-922-7676, [corral-lopezd@metro.net](mailto:corral-lopezd@metro.net)



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# Countywide Planning Department

## Description

Metro is the regional transportation planning agency for Los Angeles County. Metro's Countywide Planning Department ("Planning") is responsible for:

- Planning the county's regional transit system; and,
- Programming federal, state and local transportation funds for the county's transit system, highway program and locally sponsored, regionally significant projects of all modes of transportation.

The Department supports the agency goal of delivering improved mobility, air quality and sustainability, while stimulating the local economy and creating jobs.



## Long Range Planning & Coordination

Conducts long range planning, regional transit planning and systems analysis and research within Los Angeles County. This section develops and implements complex countywide plans and programs:

- Long Range and Short Range Transportation Plans;
- Manages the Biennial Call for Projects competitive grant process;
- Implementation of the Congestion Management Program (CMP) which manages the flow of approximately \$90 million in gas tax each year to cities for meeting statutory CMP requirements;
- Coordination with South Coast Air Quality Management District to ensure that the \$297.6 billion of L RTP projects are in compliance with the federal Clean Air Act;
- planning and implementation of the Metro Rapid Program (25 transit corridors) launched in 2000;
  - New Wilshire BRT project which will include 7.7 miles of peak period bus lanes along Wilshire Boulevard will be implemented by the end of 2014;



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- Technical planning analysis including travel demand modeling, geographic information system analysis, and census data analysis – essential tools for development of corridor and countywide studies, and required for the approval of federal transportation funds allocations.

### Regional Capital Development

Working with state and federal funding policy makers, RCD staff seeks to optimize policies and maximize funding for Los Angeles County transportation programs and projects.

Regional Capital Development is responsible for:

- Provides strategic capital planning and financial forecasting
- Programming regional funds programming
- Conducts Grants management activities.
- Securing, leveraging, and programming funds for Metro and Los Angeles County local agencies and transit operators;
- Developing financial & economic modeling and analysis for the Metro Long Range Transportation Plan; and
- Managing over \$3 billion in federal, state and local grant funds to support Metro projects, programs and services.

### Transit Development & Implementation

Develops, manages and implements projects in multiple modes of transportation within Los Angeles County:

- Major transit corridor environmental clearances;
- System-wide transit planning and integration;
- Rail and bus-way enhancements;
- Countywide sustainability programs;
- Bicycle and pedestrian programs; and,
- Goods movement policy development.

Works with local jurisdictions to implement Metro's countywide Call for Projects program

- Manages grants and ensures that projects are implemented based on Board approval and consistent with Federal, State and local funding guidelines.

Handles subregional coordination with Councils of Government (COGS) and coalitions; serves as project planning lead for both the Short and Long Range Transportation Plans.

### Strategic Initiatives

Undertakes activities that integrate transit planning with local land use decisions, as well as special projects that support Metro's mission. Current activities include:

- Union Station Master Plan – In April 2011, Metro acquired the historic Union Station and the 40 acres surrounding it. To maximize the use of the property and to improve bus, light rail and regional transit connections, Metro has begun a 2-year master planning process.



- Transit-Oriented Development Grant Program – Board initiative that provides planning grants to local jurisdictions with responsibility for land use planning around transit stations.
- Economic Impact Studies – These studies evaluate the economic, fiscal and job creation impact of Metro's capital and operating expenditures.
- Metro Van Pool Administration - Staff administers a program of van subsidies to over 1200 privately operated van pools in Los Angeles County, and manages the reporting of data to obtain federal funds that augment bus and rail capital programs.
- Regional Rideshare Program Coordination- Metro cooperates with the five counties in the region – Ventura, San Bernardino, Riverside, Imperial and San Diego - to operate a ride-matching and ride-share program with over 250,000 registrants.
- Metro Research – This unit conducts annual and special purpose passenger and internal surveys to inform the organization on performance, passenger experience and other issues; results are used to improve operations and communications.

**Contact Information**

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**Regional Capital Development Transit Development & Implementation**

Diego Cardoso, Executive Officer, (213) 922-3076, [cardosod@metro.net](mailto:cardosod@metro.net)

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**Regional Capital Development-**

David Yale, Executive Officer, (213) 922- 2469, [yaled@metro.net](mailto:yaled@metro.net)

Frank Flores, Executive Officer, (213) 922-2456, [floresf@metro.net](mailto:floresf@metro.net)

**Long Range Planning & Coordination-**

Brad McAllester, Executive Officer, (213) 922-2814, [macallesterb@metro.net](mailto:macallesterb@metro.net)

**Strategic Initiatives-**

Cal Hollis, Executive Officer, (213) 922-7319, [hollisc@metro.net](mailto:hollisc@metro.net)



# Program Management Office

## Description

The Program Management Office (PMO) is focused on project management functions in addition to larger, enterprise-wide functions, and coordinates across departments so the entire life cycle of a project is taken into consideration for strategic project decisions. The PMO is the oversight component of Measure R and other Metro projects consisting of project control and project portfolio management, providing an impartial early warning of issues and risks which may impact the budget or schedule on a project.



## Project Control and Administration

Responsible for cost and schedule control, estimating, and configuration management for Metro's Planning, Construction and Operations capital projects. Project Control encompasses cost control, scheduling, reporting, and risk management. Estimating includes cost estimates to support Metro procurement activities and development of design and construction budgets, and support during the planning and design phases of projects. Configuration Management is comprised of document management and change control.

## Portfolio Management

Responsible for analyzing and collectively managing a group of current or proposed projects based on numerous characteristics, prioritized by the organization. It involves developing and implementing enterprise-wide dashboard tools, conducting enterprise-wide budget and staffing reporting, and conducting enterprise-wide and project-level risk management activities.

## Short Term Goals of the PMO

Provide transparency and accountability to all stakeholders as to the status of Metro projects, a rigorous and consistent approach to cost, schedule and configuration management services, development of enhanced tools and processes for the management of Metro programs, integrated and expedited project delivery processes and teams to ensure all project activities are coordinated with appropriate interdepartmental resources, support for the Project Management Information System (PMIS), including a public-facing web component, an increased level of oversight for the Exposition and Foothill Construction Authorities, and coordination with consultants supporting Metro's design and construction program.



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### Long Term Goals of the PMO

Facilitating internal process improvement initiatives to break-down silos and increase coordination across departments, an enterprise-wide project management training program, and improvement of the Metro acquisition process.

### Contact

Brian Boudreau, Executive Director, (213) 922-2474, [boudreaub@metro.net](mailto:boudreaub@metro.net)

### Links

<http://www.metro.net/projects/pm-dept/> for:

- Transit Project Delivery and Highway Program Projects Budget and Schedule Reports
- Monthly Project Status Reports
- Highway Projects in Construction and Highway Project – Upcoming Procurements
- Links to Measure R projects, Measure R projects maps, Measure R project tracker
- Program Management staff contact information and organization chart

# Real Property & Economic Development

## Description

The department of Real Property and Economic Development includes the following:



## Real Property Acquisition and Management

- Purchases Right of Way, Parking, Rail and Bus Maintenance facilities etc.
- Management and disposition of Metro real estate

## Transit Oriented Development (TOD)

Negotiates and develops projects on Metro owned land in conjunction with private developers to provide housing, retail, hotel and other projects at and around Metro transportation facilities to encourage ridership and unlock the value of Metro-owned land. Examples include the W Hotel, apartments, condos and retail at Hollywood & Vine, mixed-use (residential/retail) at Wilshire/Vermont and Del Mar Stations (Pasadena) and over 30 other projects in various stages of construction and negotiation

## Public Private Partnership (P3) Development

Accelerate delivery of Metro highway and rail projects by providing for private investment to leverage Metro assets. Current projects include the proposed Sepulveda Pass transit/highway tunnel; airport connector; and the Accelerated Regional Transportation Improvements Project (ARTI), each of which seek to facilitate



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construction of large-scale public highway and transportation facilities many years earlier than would otherwise be possible through utilization of private funding techniques.

The department also provides analysis and potential implementation of new and novel projects may allow Metro to utilize its real property and other assets to generate income and provide amenities to its patrons.

To obtain further information, Board Members and/or Deputies may contact:

**Contact Information**

Roger Moliere, Chief, Real Property & Economic Development, (213) 922-2225, [molierer@metro.net](mailto:molierer@metro.net)





## Regional Rail

### Description

The Regional Rail Team provides overall coordination, management, and the programming of funds for Metro's commitment to the Metrolink commuter rail in Los Angeles County, and Metro's involvement with Amtrak intercity and long distance trains. The team also coordinates the development of the California High Speed Rail Project in Los Angeles County and is involved with regional and statewide rail providers to coordinate and fund projects throughout the region. In addition, this group manages and coordinates capital improvement projects along the Metro owned railroad right-of-way as well as working with the freight railroads regarding shared corridor and other issues.

### Examples of Typical Board Actions

- Regional Rail Update (monthly)
- L.A. County Commuter Rail Program Budget (annual)
- Various capital projects and programs, such as Positive Train Control, Southern California Regional Interconnector Project, Doran Street Grade Separation, Rotem rolling stock procurement, Rancho Vista Grade Separation, and Bob Hope Airport Station, etc.
- Various actions regarding Metro's involvement in developing passenger rail initiatives and programs. For example, the LOSSAN local management initiative, Advance Investment Memorandum of Understanding, and other issues of regional importance.

### Source of Funds

Proposition C 10% commuter rail funds generate approximately \$80 million per year and the majority of it is programmed by the Regional Rail group to the Southern California Regional Rail Authority (SCRRA) for Metrolink service. In addition, the Regional Rail team programs Measure 3% funds, generating approximately \$20 million per year, for projects and programs related to commuter rail within Metro owned right-of-way.

### Commuter Rail

SCRRA is the five county Joint Powers Authority (JPA) which operates the Metrolink commuter rail system. Metrolink carries 45,000 passengers per day; many of those riders have origins and destinations in the County. As the largest member agency participant of the five county JPA, Metro is responsible for approximately 50% of the operating equating to approximately \$70 million for Fiscal Year 2013-14. The Regional Rail group coordinates closely with SCRRA on overall Metrolink operations, including service



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delivery, service additions, TAP integration, fare policy, right-of-way security and maintenance, bus bridges in the event of a service disruption, marketing campaigns, and prioritization of capital improvement projects, to name just a few.

### Intercity Rail

The Amtrak Pacific Surfliner service is managed by Caltrans Division of Rail. Metro is part of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) JPA, which provides advocacy and oversight for the LOSSAN corridor. The Pacific Surfliner carries 7,000 or more travelers per day, many going to, from, or through Union Station. The passage of Senate Bill 1225 allows the JPA to reform and prepare for local management of the Pacific Surfliner service. Metro received Board approval in September 2012 to propose to be the local managing agency of the service. This proposal was submitted in June 2013.

### High Speed Rail

The California High Speed Rail Program is the planned rail network that will transport people between Los Angeles and San Francisco within 2 hours and forty minutes. The Regional Rail group is responsible for review and involvement in the various alignment proposals to ensure coordination and integration with current and planned commuter and intercity rail infrastructure. The Regional Rail group also coordinates closely with the communities and stakeholders along the alignment to ensure that the program meets the needs of the County as well as the various communities within the County.

### Coordination

The Regional Rail Team has been leading efforts within the region, including outside of L.A. County, to coordinate and mature the passenger rail system into an integrated network of commuter, intercity, and eventually high speed rail. As part of this effort, the team communicates with the Federal Railroad Administration, California Public Utilities Commission, Caltrans Division of Rail, and other passenger rail agencies throughout the state.

### Contacts Information

Don Sepulveda, P.E., Executive Officer, Regional Rail, (213) 922-7491, [sepulvedad@metro.net](mailto:sepulvedad@metro.net)  
Jay Fuhrman, Transportation Planning Manager, (213) 922-2810, [Fuhrmani@metro.net](mailto:Fuhrmani@metro.net)  
Yvette Reeves, Administrative Analyst, (213) 922- 4612, [reevesy@metro.net](mailto:reevesy@metro.net)



# Strategic Workforce Planning

## Description

This newly established department was created in April 2012 to focus on: 1) issues related to an aging workforce/talent management via the creation of a succession planning model; 2) branding Metro as a Veteran-friendly employer; 3) develop technical training programs for Transit Operations; and 4) executing Metro University via a FTA grant.



## Technical Training Initiatives

- Rail Technical Training Program: In partnership with the Los Angeles Community College District (LACCD), the Los Angeles Trade Technical College (LATTC) and Metro Rail Operations, develop & deliver training curriculum to support the Rail Apprenticeship program (see draft Board report System Safety & Operations Committee of February 21, 2013).
- Operations Management Trainee Program (Veterans only) Design & implement a 2-year rotational management trainee program for military veterans with a BS/BA degree to gain experience in various functions within Transit Operations in order to prepare these candidates to compete for Assistant Manager positions within Transit Operations.

## NexGen/Talent Management Initiatives

- Develop a scalable & repeatable succession planning model to be deployed throughout the organization.
- Develop integrated and seamless talent management initiatives focusing on workforce planning in order to meet the agency's strategic goals with an adequate pipeline of leaders for mission-critical jobs.

- Monitor talent metrics (engagement, depth of bench strength, develop other meaningful talent analytics)
- Facilitate agency-wide talentship to promote a high performance culture. Making the best use of the organization's talent by applying decision science logic to the best use and deployment of people (i.e., the right person with the right skills and competencies in the right job at the right time).

#### Veterans Hiring Initiative

- Focused outreach and recruitment of military veterans via Veteran job fairs, job posting web portals, sponsorship of veteran community events and organizations, partnering with the Army's Partnership for Youth Success (PaYS) program.
- Participate in the national and local level dialogue to develop best practices for military Veterans' reintegration. Co-chair of APTA's Military/Transit Relevancy-Oversight Committee of the Transit Military Cooperative Initiative Task Force and represent Metro at the local level with the joint City/County Workforce Investment Board (WIB) Veteran's Employment and Training Services (VETS) Sub-committee
- Develop innovative programs to ensure Metro has the talent it needs, when it needs it VA/VSEP, student veteran outreach, liaison with military TAP offices, registered apprenticeships, non-paid work experience opportunities

#### Board Interaction (links)

- [OSWP Quarterly Briefing to the Board – EMC, January 17, 2013](#)
- [OSWP Quarterly Briefing to the Board - EMC, April 18, 2013](#)
- [Rail Technical Training Board Report – System Safety & Ops Committee, April 18, 2013](#)

#### Contact Information

Lonnie Mitchell, Executive Director, (213) 922-1010, [mitchelll@metro.net](mailto:mitchelll@metro.net)

#### Links to articles related to the Veterans Hiring Initiative

- ["Metro supports veterans, recognized as Veteran friendly business"](#), posted on "The Source" Nov 1, 2012 by Anna Chen
- ["Metro Contributes to the 2<sup>nd</sup> Annual San Gabriel Valley Homeless Veteran Stand Down" – Daily Brief, Thursday, November 15, 2012, 121115-1](#)
- ["Word of Metro's Veteran Recruiting Efforts Spread Far and Wide" – Daily Brief, Tuesday, October 30, 2012, 121030-1](#)
- ["Metro Receives Proclamations from Elected Officials for Being a Veteran-Friendly Employer, - Daily Brief, Tuesday, October 30, 2012, 121030-1](#)
- ["Metro Joins Hero 2 Hired – A Virtual Job-Seeking Resource", Daily Brief, Tuesday, October 23, 2012, 121023-1](#)
- ["Metro's Strategic Workforce Planning Department Representatives Attend Veteran Career Fairs" – Daily Brief, Friday, Aug 31, 2012, 120831-1](#)
- [Military Transition News, March-April 2013, Transportation: An Industry on the Go" – interview with Lonnie Mitchell, Executive Director, Strategic Workforce Planning.   
\[http://www.civilianjobs.com/Mar.Apr2013\\\_recruit\\\_military\\\_service\\\_members.htm\]\(http://www.civilianjobs.com/Mar.Apr2013\_recruit\_military\_service\_members.htm\)](#)



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- Metro was nominated as a Most Valued Employer (MVE) in 2013 by Civilianjobs.com  
[http://www.civilianjobs.com/MVE\\_Finalist-2013.htm](http://www.civilianjobs.com/MVE_Finalist-2013.htm)



**Metro**

# Airport Metro Connector

*Conector del Aeropuerto y Metro*

## Project Overview Fact Sheet

*Información general del proyecto*



**Metro**

AUGUST 2012  
AGOSTO DE 2012

## Make Your Connection!

Los Angeles International Airport (LAX) is one of the world's busiest transportation hubs – with more than 1,200 daily flight operations and 60 million annual travelers.

Voter-approved Measure R set in motion numerous transportation projects across the county – including a transit connection to LAX.

## Project Goals

- > Provide a reliable, fast, and convenient connection for passengers traveling between the airport and the regional transit system
- > Satisfy the surface transportation travel demand associated with a modern, world-class international airport
- > Increase the share of transit trips to and from LAX and reduce regional traffic congestion
- > Integrate with existing and future transit connections and airport facilities

## Project Overview

Metro is examining ways to connect the growing Metro Rail system to Los Angeles International Airport (LAX). The focus of this study is a five square mile area bounded by La Cienega Blvd on the east, Manchester Av to the north, Mariposa Av to the south and the LAX airport terminals on the west. After completing the Alternatives Analysis Phase, we have narrowed down the number of alternatives for making the connection between the regional rail system and LAX to four build alternatives.

- > Direct Light Rail Transit Branch
- > Modified Light Rail Transit Trunk (Through LAX)
- > Circulator (Automated People Mover)
- > Circulator (Bus Rapid Transit)

In addition, we will also analyze the No Build and Transportation Systems Management (TSM) alternatives.

Metro wants to hear about your vision for improving transit service to LAX, including how a connection might:

- > Reduce traffic congestion and improve transportation options to and from the airport
- > Best serve airport users and local employees
- > Provide travelers with the level of transportation they expect when visiting a world-class city
- > Distribute passengers throughout the airport area

Measure R, the half-cent sales tax increase approved in 2008, provides \$200 million in partial funding for the project.



## Project Development Process (Estimated Schedule)



## ¡Haga su conexión!

El Aeropuerto Internacional de Los Angeles (LAX) es uno de los centros de transporte más activos del mundo – con operaciones de más de 7200 vuelos diarios y 60 millones de viajeros anuales.

Los votantes aprobaron la Medida R, que puso en movimiento numerosos proyectos de transporte a través del condado – incluyendo una conexión de tránsito a LAX.

## Información general del proyecto

Metro está examinando maneras de cómo conectar el sistema de Metro al Aeropuerto Internacional de Los Angeles (LAX). El objeto del estudio es un área de cinco millas cuadradas limitada por La Cienega al este, Manchester Av al norte, Mariposa Av al sur y las terminales del aeropuerto LAX al oeste. Después de completar la Fase de análisis de alternativas, hemos reducido el número de éstas a cuatro para la construcción de la conexión entre el sistema de ferrocarril regional y el Aeropuerto Internacional de Los Angeles (LAX).

- > Ramal directo para tñen ligero
- > Línea de tren ligero modificada (A través de LAX)
- > Distribuidor (Transporte automatizado de personas)
- > Distribuidor (Transporte rápido de autobús)

Además, analizaremos las alternativas de no construcción y de Gestión del Sistema de Transporte.

Metro quiere oír sobre su visión para mejorar el servicio de transporte a LAX, incluyendo como una conexión podría:

- > Reducir la congestión producida por el tráfico y reorganizar las opciones de transporte desde y hacia el aeropuerto
- > Servir mejor a los usuarios del aeropuerto y a los empleados locales
- > Ofrecer a los viajeros el nivel de transporte que esperan cuando visitan una ciudad de categoría mundial
- > Distribuir pasajeros por el área aeroportuaria

La Medida R, el aumento de medio centavo en los impuestos aprobado en 2008, aporta \$200 millones para la financiación parcial de este proyecto.

## Metas del proyecto

- > Ofrecer una conexión fiable, rápida y conveniente para los pasajeros que viajan en las terminales del aeropuerto y el sistema de transporte regional
- > Satisfacer la demanda de transporte terrestre asociada a un aeropuerto internacional moderno y de categoría mundial
- > Aumentar el porcentaje de viajes en transporte público desde y hacia LAX y reducir la congestión del tráfico
- > Integrar las instalaciones futuras y existentes de transporte público con las instalaciones del aeropuerto




## Proceso de desarrollo del proyecto (Horario estimado)







## Contact Us


Please use the following contact tools to access more project information, ask a question or provide comments:


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## Comuníquese con nosotros

Comuníquese con nosotros para recibir más información acerca del proyecto, hacer preguntas o someter un comentario:


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# East San Fernando Valley Transit Corridor Study

## Scoping Fact Sheet



**Metro**



MARCH  
2013

## East San Fernando Valley Transit Corridor Project

Metro and the City of Los Angeles, in coordination with the City of San Fernando and the Federal Transit Administration (FTA), are studying options for improving north-south transit service in the east San Fernando Valley.

### Where we've been and what we've learned so far:

After significant analysis and community input during 2011 and 2012, an Alternatives Analysis (AA) Report recommended that four alternatives be further studied through the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR). These include two required alternatives – No Build and Transportation System Management (TSM) – and two build alternatives – Light Rail Transit (LRT) and Bus Rapid Transit (BRT).

In January 2013, the Metro Board of Directors received the AA and a report that identified the alternatives that are moving forward for further analysis in the environmental clearance phase.



### Proposed Alternatives

#### No Build

This alternative includes existing transit and highway networks and improvements funded through the year 2035. It includes projects specified in the financially constrained element of Metro's Long Range Transportation Plan and the Southern California Association of Governments 2012 Regional Transportation Plan.

#### Transportation System Management

This alternative represents lower cost capital and operational improvements to roadways including restriping, signal synchronization and enhanced bus services designed to improve bus speeds. It would include enhanced bus frequencies in the corridor including the existing Metro Rapid 761 that operates on Van Nuys Bl and connects the east San Fernando Valley with Westwood.



### Light Rail Transit (LRT) Alternative

### Bus Rapid Transit (BRT) Alternative

#### Information & Assumptions

- > Travels from the Sylmar/San Fernando Metrolink Station south/east along San Fernando Road to Van Nuys Bl and then south to Ventura Bl
- > Operates in the median in a fully dedicated guideway
- > 37,500 average weekday boardings projected in 2035
- > 13 Stations (approximate)
- > 36 minutes end to end travel time (est.)
- > Cost estimate: \$1.8-2.3 billion (in 2018 dollars)
- > Connections to: Sylmar/San Fernando Metrolink Station, Van Nuys Metrolink/Amtrak Station, Metro Orange Line
- > Travel over the Sepulveda Pass possible via a transfer to Metro Rapid Line 761
- > Possible connection to the future Sepulveda Pass Transit Corridor
- Requires additional station space for storage yard - approximately 10 acres

#### Information & Assumptions

- > Route Option 1: Travel on San Fernando Rd from the Sylmar Metrolink station in mixed-flow traffic and then in a fully dedicated lane on Van Nuys Bl to the Metro Orange Line (MOL) Van Nuys station in the south. There is an option for this route to continue south in mixed-flow traffic on Van Nuys Bl to Ventura Bl where it could turn to reach Ventura and Sepulveda
- > Route Option 2: Identical to Option 1 but from the Metro Orange Line Van Nuys Station, would continue west on the Metro Orange Line to the Sepulveda Station
- > Route Option 3: Identical to Option 2, but from the Metro Orange Line Sepulveda Station would continue south on Sepulveda Bl to Ventura Bl in either a dedicated lane or in mixed flow traffic
- > 33,600 average weekday boardings projected in 2035
- > 13-14 stations (approximate)
- > 40-45 minutes end to end travel time (est.)
- > Cost estimate: \$250-\$520 million (in 2018 dollars)
- > Connections to: Sylmar/San Fernando Metrolink Station, Van Nuys Metrolink/Amtrak Station, Metro Orange Line
- > Possible direct or transfer service for travel over the Sepulveda Pass via Metro Rapid Line 761
- > Possible connection to the future Sepulveda Pass Transit Corridor
- > New vehicles could be stored and maintained at existing Metro bus operating divisions

## What is an EIS/EIR?

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) define the steps that Metro must follow in preparing a Federal Environmental Impact Statement (EIS) and State Environmental Impact Report (EIR). To streamline the environmental review process, Metro and the Federal Transit Administration (FTA) will prepare a joint EIS/EIR document. Opportunities for public participation are required throughout the environmental review process at key milestones:

### Key Milestones

- > **EIS/EIR Scoping – March 7-May 6, 2013:**  
Environmental review begins with a “scoping period” to allow for input on the issues that should be addressed in the EIS/EIR. Input may be sent to Metro or provided at public scoping meetings. Information is provided below on how to send input. Please check our website for information on meetings or send us your contact information so we can notify you.
- > **Scoping Report – Summer 2013 (est.):**  
At the conclusion of the scoping period, Metro prepares a Scoping Report summarizing the input received and identifying any changes that result to the scope of the Draft EIS/EIR.
- > **Draft EIS/EIR – Early 2014 (est.):**  
The Draft EIS/EIR will identify the potential environmental impacts and benefits associated with the project alternatives. The document will also recommend measures to reduce and/or avoid impacts where necessary.
- > **Selection of a Locally Preferred Alternative (LPA) – 2014 (est.):**  
Once the draft EIS/EIR is complete, it will be made available for review. During a 45-day public comment period, the public is encouraged to submit written and verbal comments regarding the findings of the Draft EIS/EIR at the public hearings. Following the public comment period, the Draft EIS/EIR along with the input received will be presented to the Metro Board of Directors. They will be asked to select a “Locally Preferred Alternative” (LPA) for further analysis in the Final EIS/EIR.
- > **Final EIS/EIR – 2015 (est.):**  
The Final EIS/EIR will further analyze the selected LPA. It will also include responses to all the comments received on the Draft EIS/EIR. This document will be made available to the public. It will be taken to the Los Angeles City Council and San Fernando City Council for approvals. The Metro Board of Directors will then be asked to certify the document and select the project that will be built.
- > **Record of Decision – 2015 (est.):**  
Following action by the Metro Board of Directors, the FTA will be asked to issue a Record of Decision (ROD) signifying the conclusion and approval of federal environmental review.

## EIS/EIR Process Diagram



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# Eastside Transit Corridor Phase 2

Overview Fact Sheet



Metro

## Eastside Transit Corridor Phase 2



The Los Angeles County Metropolitan Transportation Authority (Metro) is studying alternatives to extend the first phase of the Metro Gold Line Eastside Extension farther east from the existing terminus at Pomona Bl and Atlantic Bl in East Los Angeles.

The Phase 2 project area includes 8 cities and portions of unincorporated Los Angeles County.

The project area is home to 720,850 residents, representing seven percent of the Los Angeles County population. Over the next 25 years, the population is expected to grow by 12 percent, including a 7 percent employment growth during the same period.

The project area is also home to a number of highly congested freeways and arterials, including I-5, SR-60, I-10, Beverly Bl, Whittier Bl and Washington Bl. Every day, approximately 55 percent of commuters leave the project area bound for Central Los Angeles, Gateway cities, and West San Gabriel Valley; 45 percent make local trips within the project area itself.

### Communities within the Project Area

Commerce  
Montebello  
Monterey Park  
Pico Rivera  
Rosemead

Santa Fe Springs  
South El Monte  
Unincorporated Los Angeles County  
Whittier

## Goals of the Project

There are four main goals of the study:

1. Identify alternatives that provide a transit connection to the Metro Gold Line Eastside Extension Phase 1
2. Link cities farther east of Los Angeles with the regional transit network
3. Improve mobility in the project area by enhancing transit options
4. Plan for projected growth in a sustainable manner

## Study Process

The project development process is well defined by federal and state environmental requirements. The flow chart below highlights the major milestones in the process from beginning to end. Currently the project is in the Draft Environmental Impact Statement/Report (Draft EIS/EIR) study phase.

## Project Alternatives

In 2007, Metro began the Alternatives Analysis study (AA) that considered how to extend transit services further east from the terminus of Metro Gold Line Eastside Extension at Pomona Bl and Atlantic Bl. Initially, 47 alternatives were considered in various combinations of alignments, technologies, and configurations. Through the AA process, evaluation criteria and community input were used to refine and reduce the alternatives. In October 2009, the Metro Board approved two light rail transit (LRT) alternatives for further environmental analysis in the Draft EIS/EIR:

- > SR-60 LRT
- > Washington Bl LRT


## Project Development Process








## Contact Us


Please use the following contact tools to access more project information, ask questions or provide comments.


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Para información en español, por favor llame al 213.922.3012.



# LA Union Station *Master Plan*

[metro.net/lausmp](http://metro.net/lausmp)

聯合車站 (Union Station) 總體規劃說明書

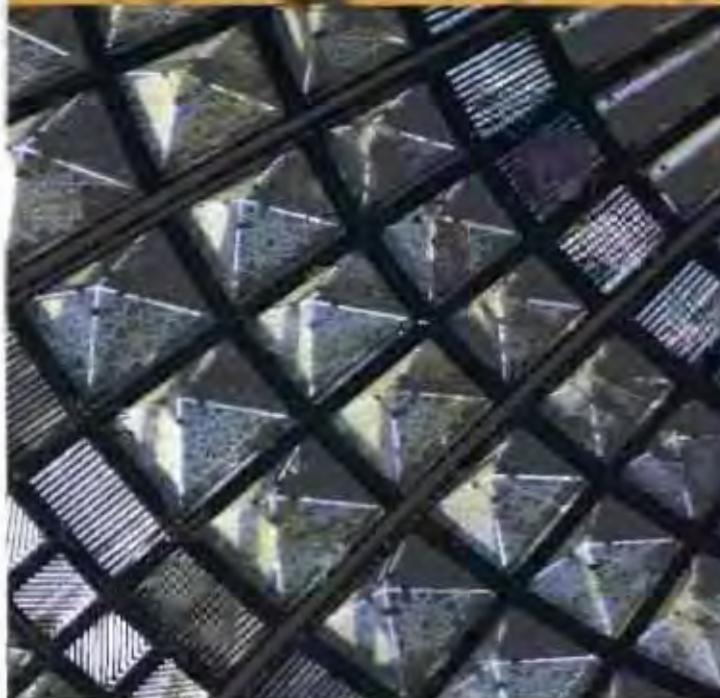
*Hoja Informativa de Plan Maestro Para Union Station*

## Overview Fact Sheet



**Metro**

WINTER 2012  
INVIERNO 2012  
2012 年冬季



Union Station is the region's primary transit hub, connecting Southern California counties whose combined population totals more than 17 million. Metro purchased the iconic downtown LA station in 2011.

More than 60,000 travelers and commuters access the station's transit providers, which include Metro bus and rail lines, Metrolink commuter rail, Amtrak long-distance rail and numerous municipal carriers and specialty shuttles with connections to downtown Los Angeles. As Measure R funds Metro's system expansion, Union Station is expected to see upwards of 100,000 boardings per day.

The Union Station Master Plan will develop Metro's vision and plan to guide future development at the station, including transit operations, enhanced pedestrian access and new private and/or public real estate development.

聯合車站是南加州的主要交通樞紐，連結周邊郡縣的居民超過一千七百萬。2011年洛杉磯大都會交通運輸局 (Metro) 購得此座於洛杉磯市中心具象徵性的車站。

每天來往聯合車站的乘客超過六萬名。遊客與通勤者使用該車站的各種交通設施，包括 Metro 公車和列車、Metrolink 通勤列車、Amtrak 長程火車，以及許多市公車和連結市中心的特別銜接車。已通過的 R 提案 (Measure R) 提供 Metro 擴展交通系統資金，預計屆時聯合車站每日搭乘人次將超越十萬人。

聯合車站「總體規劃」是該車站未來的發展方針，以開展 Metro 的願景和計畫。計畫中包括大眾運輸經營、加強行人通道和新的個人和/或公共房地產開發。

*Union Station es el centro principal de distribución de tránsito de la región, conecta los condados del sur de California en donde viven más de 17 millones de personas. Metro compró la estación icónica del centro de Los Ángeles en el 2011.*

*Más de 60,000 viajeros y pasajeros acceden a los distintos proveedores de transporte de la estación, que incluyen los autobuses y las líneas ferroviarias de Metro, el ferrocarril suburbano Metrolink, el ferrocarril de larga distancia Amtrak y varios servicios de transporte municipales y servicios especiales de enlace que conectan con el Centro de Los Ángeles. Con la financiación de la Medida R para ampliar el sistema de Metro, se anticipa un aumento en abordajes en Union Station con más de 100,000 pasajeras abordando por día.*

*El Plan Maestro para Union Station desarrollará la visión y el plan de Metro de guiar el desarrollo futuro de la estación, incluyendo las operaciones de tránsito, la mejora del acceso peatonal y los nuevos desarrollos inmobiliarios privados o públicos.*

## Project Goals

### Create a great destination.

Building on the significant attributes of Union Station, the Master Plan will shape the city's premier destination for travelers, residents and visitors. The Master Plan will consider combinations of public space enhancements, access and circulation improvements, and new development.

### Celebrate the site's history.

The Master Plan will celebrate the station and embrace the rich history of neighboring communities, providing for development that complements the station's architecture and heritage to reinforce Union Station's place in Los Angeles' history.

### Provide connectivity to adjacent neighborhoods.

One of the Master Plan's primary goals is to create greater accessibility to Union Station from surrounding neighborhoods.

### Improve the Union Station passenger experience.

A program of improvements – ranging from upgraded signage to expanded services – will be designed to enhance each passenger's visit.

### Prepare for High Speed Rail.

The Master Plan will be flexible to accommodate the future arrival of high speed rail serving Union Station.

## 計畫目標

### 1 創造一個美好的目的地

「總體規劃」將依著聯合車站的優美特性而建造，為乘客、當地居民與觀光客塑造首屈一指的終點站。未來可能採取的措施包括改善公共空間，加強行人和交通結構，並開發新的房地產。

### 2 維護車站的歷史

「總體規劃」將維護宣揚該車站及所有鄰近社區的豐富歷史，完善該車站的建築與傳統，增進聯合車站的歷史地位。

### 3 連結鄰近社區

「總體規劃」的主要目標之一，是提供周邊社區到聯合車站之間更便捷的通路。

### 4 改善乘客的使用經驗

改善計畫從改良標誌到擴大服務，以提升每一位乘客的經驗。

### 5 為高速鐵路做準備

「總體規劃」將具有彈性，能夠容納未來高速鐵路 (HSR) 與聯合車站的連接。

## Objetivos del plan

### 1 Crear un destino de referencia.

Usando las características destacadas de Union Station, el Plan Maestro la transformará en el destino principal de la ciudad para los usuarios en tránsito, tanto los residentes como los visitantes. Las mejoras potenciales incluyen la creación de un espacio público que respete el entramado histórico y cultural del lugar y de los vecindarios cercanos.

### 2 Honrar la historia del lugar.

El Plan Maestro brindará homenaje a la estación incluyendo la historia de todos los vecindarios cercanos, mediante un desarrollo que complementa la arquitectura y el patrimonio de la estación para resaltar el lugar que Union Station tiene en la historia.

### 3 Facilitar la conectividad desde los vecindarios cercanos.

Uno de los objetivos principales del Plan Maestro es lograr que sea más sencillo conectar a Union Station desde los vecindarios cercanos.

### 4 Mejorar la experiencia de los usuarios de Union Station.

Se diseñará un programa de mejoras, que incluye desde la actualización de las señales hasta la ampliación de los servicios, para hacer más placentera la experiencia de cada usuario.

### 5 Prepararse para el tren de alta velocidad.

El Plan Maestro tendrá la flexibilidad necesaria para que en el futuro el tren de alta velocidad (HSR) pueda conectar a Union Station.

## Project Schedule

### June 2012

- > Design contract award

### September 2012

- > Project kick-off

### Fall 2012

- > Data collection and analysis
- > Stakeholder engagement
- > Union Station Technical Advisory Committee meeting

### Winter 2012

- > Community kick-off
- > Presentation of program to the Metro Board of Directors

### Spring-Summer 2013

- > Development of Conceptual Alternative Plans
- > Union Station Advisory Committee meeting
- > Public workshop #1 (preliminary conceptual alternatives)
- > Public workshop #2 (refined conceptual alternatives)
- > Present refined conceptual alternatives to Metro Board of Directors

### Winter 2013

- > Presentation of Preferred Plan to Metro Board of Directors
- > Public workshops

## 計畫時間表

### 2012 年 6 月

- > 設計合約獎

### 2012 年 9 月

- > 計畫啟動

### 2012 年秋季

- > 資料蒐集與分析
- > 利益相關者的參與
- > 聯合車站技術諮詢委員會議

### 2012 年冬季

- > 社區啟動
- > 向 Metro 董事會做計畫簡報

### 2013 年春季 - 夏季

- > 概念性替代方案 (Conceptual Alternative Plans) 發展
- > 聯合車站諮詢委員會議
- > 公眾研討會 #1 (初步概念性替代方案)
- > 公眾研討會 #2 (進階概念性替代方案)
- > 向 Metro 董事會簡報進階概念性替代方案

### 2013 年冬季

- > 向 Metro 董事會簡報首選計畫
- > 公眾研討會

## Itinerario del Proyecto

### Junio de 2012

- > Adjudicación del contrato de diseño

### Septiembre de 2012

- > Inicio del proyecto

### Otoño de 2012

- > Recolección y análisis de datos
- > Involucrar los grupos interesados
- > Reunión del comité asesor técnico de Union Station

### Invierno de 2012

- > Lanzamiento para la comunidad
- > Presentación del programa a la Junta Directiva de Metro

### Primavera-verano 2013

- > Desarrollo de planes alternativos conceptuales
- > Reunión del comité asesor de Union Station
- > Taller público #1 (alternativas conceptuales preliminares)
- > Taller público #2 (alternativas conceptuales refinadas)
- > Presentación de las alternativas conceptuales refinadas a la Junta Directiva de Metro

### Invierno de 2013

- > Presentación del plan preferido a la Junta Directiva de Metro
- > Talleres públicos

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Metro

# South Bay Metro Green Line Extension

## Environmental Fact Sheet

← To Crenshaw/Exposition

To South Bay →



### Background

Prior to initiating the Draft Environmental Impact Statement/Report (EIS/EIR), the South Bay Metro Green Line Extension was carefully evaluated as part of an Alternatives Analysis (AA) study conducted for the Metro-owned railroad right-of-way (ROW) known as the Harbor Subdivision.

The Harbor Subdivision AA Study evaluated more than 20 transit alternatives that could utilize the railroad ROW, and the South Bay Metro Green Line Extension emerged as the highest priority project. In 2009, the Metro Board of Directors approved this project to be carried forward into the Draft EIS/EIR phase.

During the draft environmental review phase, the following four alternatives will be studied:

- > **Light Rail Alternative** – An extension of the Metro Green Line from its current terminus at the Redondo Beach Station to the proposed Torrance Regional Transit Center (RTC).
- > **Freight Track Alternative** – New rail service on upgraded Harbor Subdivision railroad tracks from Century/Aviation boulevards to the proposed Torrance RTC.
- > **No Build Alternative** – Transportation network without the proposed project.
- > **Transportation Systems Management (TSM) Alternative** – Lower cost capital and operational improvements such as improved signal synchronization designed to improve bus speed.

### NEPA and CEQA Process

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are laws that require government agencies to identify significant environmental impacts of their actions and to avoid, minimize or mitigate any adverse effects if reasonable and cost effective. An EIS/EIR for NEPA and CEQA is required for any action that is taken by the government or receives federal and/or state funding. This project requires approvals from both NEPA and CEQA, and therefore a joint EIS/EIR will be prepared.

The Draft EIS/EIR for the South Bay Metro Green Line Extension will consider the proposed project's environmental impacts on a wide range of topics such as air quality, cultural and historic resources, community effects, noise, visual impacts, soil, water, biological resources and others.

During the Draft EIS/EIR phase, Metro will:

- > Study the potential effects of the project both during construction and once it is operating.
- > Evaluate measures to avoid, minimize and mitigate adverse impacts if reasonable and cost effective.
- > Refine the alternatives (including alignments and station locations), considering factors such as the cost effectiveness of the alternatives and funding options for construction.



## Summary of Environmental Process

There are several steps in the Draft EIS/EIR process that provide agencies, project stakeholders and the general public opportunities to review the project and provide comments.

### 1. Notice of Intent (NOI)/Notice of Preparation (NOP)

April 2010

#### WHAT METRO DOES

- > Partners with the Federal Transit Administration (FTA) and the State on the NEPA/CEQA process.
- > Coordinates with FTA to develop the NOI for publication in the Federal Register and the NOP for distribution to State agencies to meet the requirements of NEPA and CEQA.

#### YOUR ROLE (PUBLIC ACTION)

- > The NOI/NOP announces the start of the environmental process and upcoming scoping meetings, and does not require public action.

### 2. Public Scoping

April-May 2010

#### WHAT METRO DOES

- > Conducts public scoping meetings in April and May 2010.
- > Invites the public to comment on the scope of the environmental analysis either in person, by email or by letter.
- > Publicizes these meetings via mail, email, notices posted on Metro transit service, newspaper advertisements, social networking websites, neighborhood canvassing, and elected officials offices.
- > Records and includes all comments in the project's Scoping Report.

#### YOUR ROLE (PUBLIC ACTION)

- > Review and comment on the scope of the environmental analysis.
- > Provide comments about what Metro should study in the Draft EIS/EIR (e.g. project purpose and need, alternatives, potential impacts, and mitigations for analysis in the Draft EIS/EIR).

The Public Scoping period closed on May 28, 2010. Public input is encouraged throughout the Draft EIS/EIR process. Metro is committed to an ongoing, transparent community outreach process including community update meetings at important project milestones and ongoing outreach to key stakeholder groups in the project area.

### 3. Prepare Draft EIS/EIR

#### WHAT METRO DOES

- > Analyzes project impacts and develops project design and mitigations through ongoing consultation with the community.
- > Continues to provide updated information as results become available.
- > Continues to meet with organizations and project stakeholders as the project moves forward.

#### YOUR ROLE (PUBLIC ACTION)

- > Attend public meetings.
- > Attend and participate in stakeholder briefings in your community.
- > Talk about what you think the project impacts might be and how they might be mitigated.

### 4. Public Review & Comment on Draft EIS/EIR

#### WHAT METRO DOES

- > Circulates Draft EIS/EIR in coordination with FTA.
- > Prepares the Notice of Availability (NOA) for FTA to publish in the Federal Register at the completion of the Draft EIS/EIR. The NOA announces that the environmental document will be circulated by Metro for public review.
- > Hosts formal public hearings so that the public may comment on the Draft EIS/EIR.

#### YOUR ROLE (PUBLIC ACTION)

- > Review Draft EIS/EIR and consider impacts, mitigations or other relevant issues.
- > Attend public hearings to again provide formal comment about the project as part of the environmental process.
- > Comment on the project design and adequacy of mitigation measures.

### 5. Board Reviews Locally Preferred Alternative (LPA)

#### WHAT METRO DOES

- > Presents findings of the Draft EIS/EIR to the Metro Board of Directors, including recommendation of a LPA. The Board will consider the LPA and further direct staff.

#### YOUR ROLE (PUBLIC ACTION)

- > Provide comments to the Metro Board on the staff-recommended LPA.
- > Attend the Metro Board of Directors meeting. At this time, you will have an opportunity to speak to the Metro Board about the project.

To South Bay ↘



## Contact Us

Please use the following contact tools to access more project information, ask a question or provide comments:

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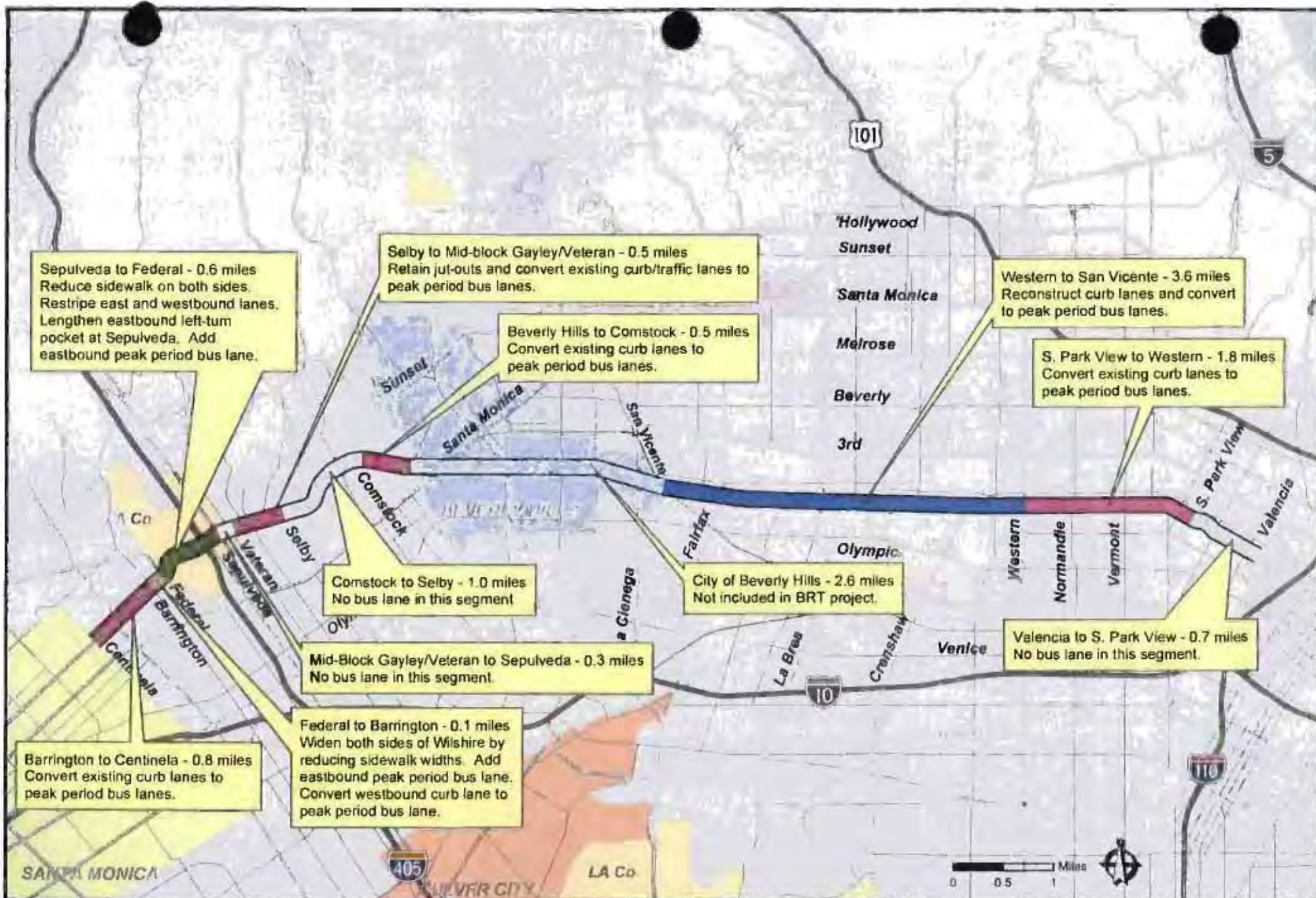
Click "Like" to become a fan at [facebook.com/southbayextension](http://facebook.com/southbayextension)  
or search for us by typing "South Bay Metro Green  
Line Extension".

**TWITTER:**

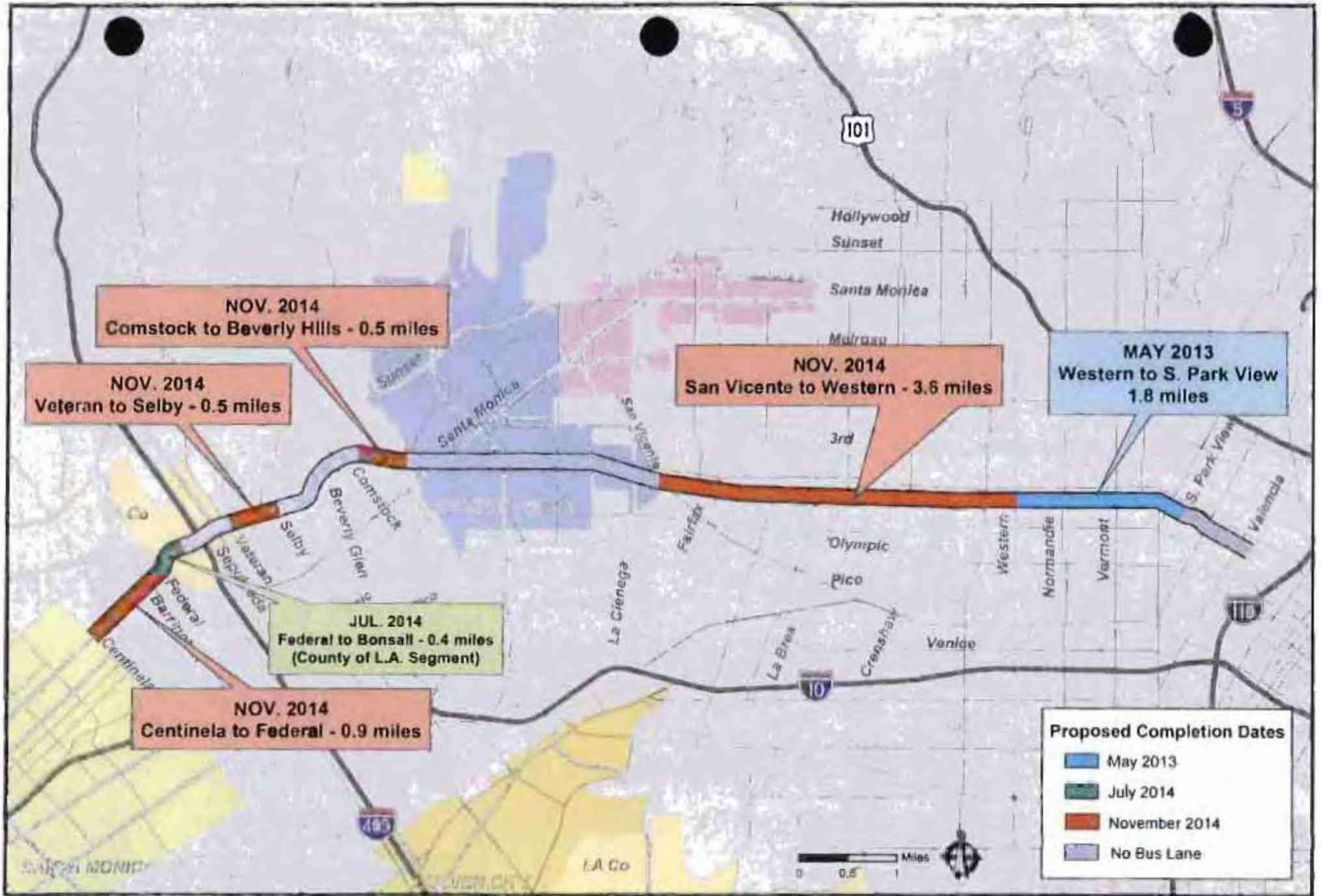
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[twitter.com/sbayextension](http://twitter.com/sbayextension).



**Metro**



# Wilshire Bus Rapid Transit Project



**Wilshire BRT Project - Proposed Bus Lanes Completion Schedule**



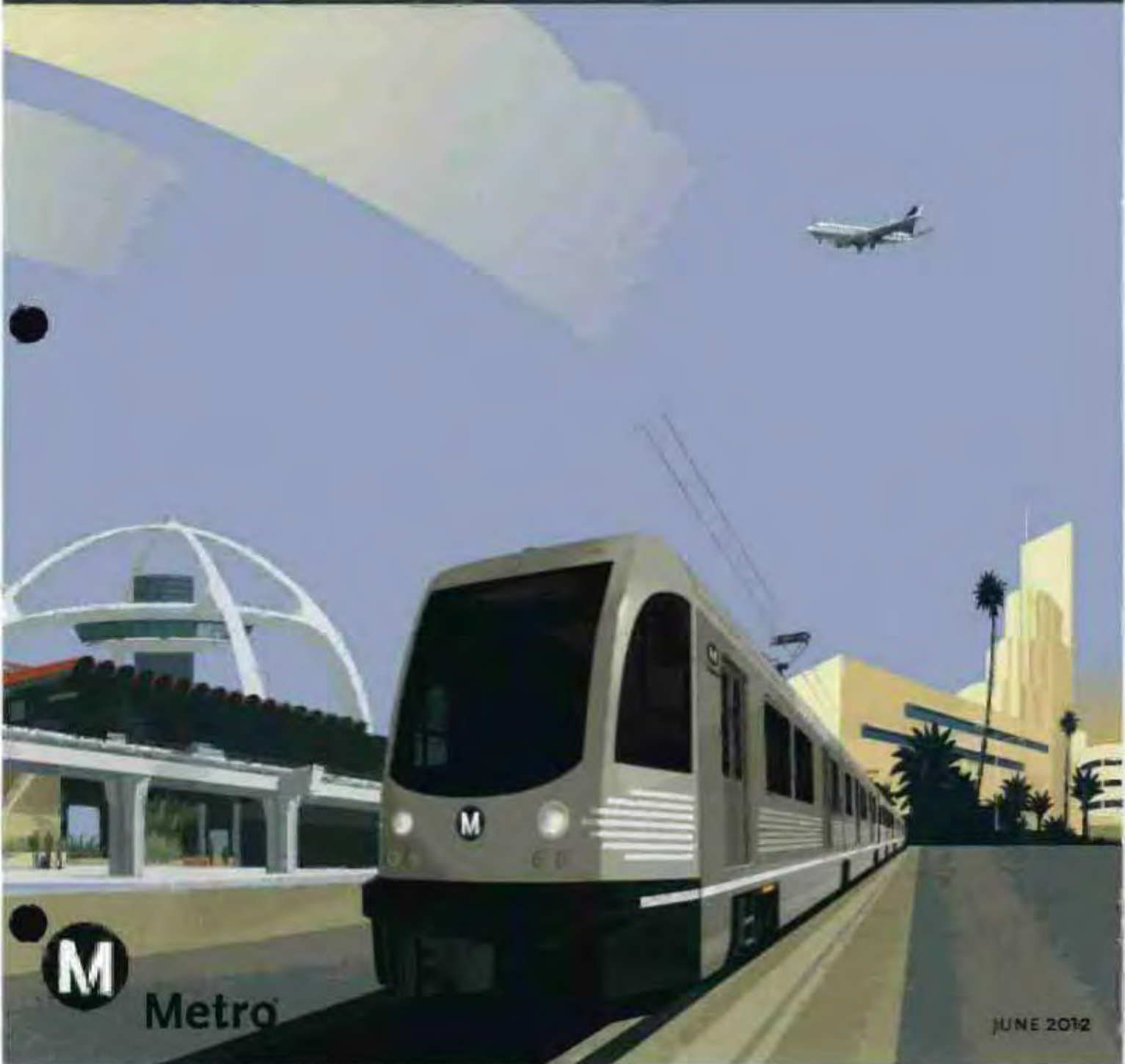
Metro

## MAJOR CONSTRUCTION PROGRAM SUMMARY Quarter Ending March 2013

	Metro Red Line Seg 1	Metro Red Line Seg 2	Metro Red Line Seg 3	Metro Blue Line	Metro Green Line	Metro Gold Line Pasadena	Metro Gold Line Eastside	Metro Gold Line Foothill Phase 2A	Metro Orange Line	Metro Orange Line East	Expo Phase 1	Expo Phase 2	Crenshaw/LAX Transit Corridor	Total Program
Length	4.4 Mi	6.7 Mi	6.3 Mi	22 Mi	20 Mi	13.7 Mi	6 Mi	11.5 Mi	14 Mi	4 Mi	8.6 Mi	6.6 Mi	8.5 Mi	132.3 Mi
Number of Stations	5	8	3	22	14	13	8	6	14	4	10	7	6	120
Technology	Heavy Rail	Heavy Rail	Heavy Rail	Light Rail	Light Rail	Light Rail	Light Rail	Light Rail	Bus Rapid Transit	Bus Rapid Transit	Light Rail	Light Rail	Light Rail	
Revenue Operations Date	Jan 1993	Wishire Jul 1996 Vermont Jun 1999	Jun 2000	Jul 1990	Aug 1995	Jul 2003	Nov 2009	Nov 2016	Warner Oct 2006 Canoga Dec 2006	Jun 2012	La Cienega Apr 2012 Culver City Jun 2012	Nov 2016	Dec 2018	
Constr. Start	1986	1991	1994	1985	1991	2000	2004	2010	2003	2009	2006	2011	2012	
Expended to Date	\$1431	\$1812	\$1297	\$877	\$710	\$721	\$884	\$226	\$306	\$135	\$860	\$382	\$83	\$9,724
Current Budget	\$1439	\$1739	\$1813	\$877	\$712	\$735	\$899	\$741	\$306	\$216	\$932	\$1511	\$1763	\$13,183
Federal Funding	48%	41%	71%	0%	0%	0%	58%	0%	8%	0%	12%	13%	6%	20%
State and Local Funding	52%	59%	29%	100%	100%	100%	42%	100%	92%	100%	88%	87%	94%	80%

# Crenshaw/LAX Transit Corridor

*Overview Fact Sheet*



**Metro**



## Overview

The Metro Crenshaw/LAX Line will extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards. The Line will travel 8.5 miles to the Metro Green Line's Aviation/LAX Station and will serve the cities of Los Angeles, Inglewood, Hawthorne and El Segundo; and portions of unincorporated Los Angeles County.

The new Metro Rail extension will offer an alternative transportation option to congested roadways and provide significant environmental benefits, economic development and employment opportunities throughout Los Angeles County.

Riders will be able to make easy connections within the entire Metro Rail system, municipal bus lines and other regional transportation services.

## Project at a Glance

- > An 8.5 mile extension from the Metro Exposition Line at Crenshaw and Exposition to the Metro Green Line Aviation/LAX Station
- > Six new stations at Crenshaw/Exposition, Crenshaw/Martin Luther King Jr. Bl, Crenshaw/Stauson, Florence/West, Florence/La Brea and Aviation/Century
- > Optional Station at Crenshaw/Vernon (Leimert Park)
- > Optional Station at Florence/Hindry (Westchester)
- > New park/ride lots at Crenshaw/Exposition, Florence/West and Florence/La Brea
- > A new maintenance facility at Arbor Vitae/Bellanca, near LAX
- > All stations include public art and provide convenient access to disabled patrons
- > Life-of-Project Budget: \$1.749 billion
- > Forecasted opening: 2018

## Grade Separations

This 8.5 mile alignment offers the following grade separations:

- > Between Exposition Bl and 48th St (below grade)
- > Between 59th St and Victoria Av (below grade)
- > Across La Brea Av (below grade trench)
- > Across La Cienega Bl/405 Freeway (aerial)
- > Across Manchester Av (aerial)
- > Across Century Bl (aerial)
- > Adjacent to the Los Angeles International Airport South Runways (below grade partially covered trench)
- > All remaining areas are at-grade

## How to Reach Us

For additional information, please use the following contact tools to access more project information, ask questions, or provide comments.

☎ 213.922.2736

✉ [crenshawcorridor@metro.net](mailto:crenshawcorridor@metro.net)

🌐 [metro.net/crenshaw](http://metro.net/crenshaw)

# Metro Rail Exposition Corridor Phase 2

Corredor Exposition de Metro Rail, Fase 2

Overview Fact Sheet  
Información General



Metro

SEPTEMBER 2012  
SEPTIEMBRE DE 2012

## Project Overview

Phase 2 of the Metro Rail Exposition Corridor project is a 6.6-mile extension of the 87 station Metro Rail System from the existing station at Culver City.

It will include seven new stations, some with parking. The alignment will be primarily at-grade, parallel to I-10, and will end in Santa Monica.

Phase 2 will extend westward to Santa Monica from the Metro Expo Line Culver City Station and run along the old Pacific Electric Exposition right-of-way to 4th St. and Colorado Av in downtown Santa Monica. Phase 2 includes new stations at:

- > National/Palms
- > Expo/Westwood
- > Expo/Sepulveda
- > Expo/Bundy
- > Olympic/26th St
- > Colorado/17th St
- > Colorado/4th St

## Información general del proyecto

La segunda fase del Corredor Exposition de Metro Rail es una extensión de 6,6 millas del sistema de Metro Rail que actualmente tiene 87 estaciones. Esta extensión comenzará desde la estación existente Culver City.

Incluirá siete estaciones nuevas, algunas con estacionamiento. El alineamiento será principalmente a nivel de la calle, paralelo a la autopista 10 y terminará en Santa Mónica.

La segunda fase extenderá hacia el oeste a Santa Mónica desde la estación Culver City de Metro Expo Line y viajará a lo largo del derecho de paso de Pacific Electric a 4th St y Colorado Av en el centro de Santa Mónica. La segunda fase incluye estaciones nuevas en:

- > National/Palms
- > Expo/Westwood
- > Expo/Sepulveda
- > Expo/Bundy
- > Olympic/26th St
- > Colorado/17th St
- > Colorado/4th St

## Project Milestones *Acontecimientos principales del proyecto*

### 2000

An Alternatives Analysis Study was completed for the "Mid-City/Westside Transit Corridor" in February.

*Un estudio de Análisis de Alternativas fue completado para el Corredor de Transporte de Mid-City/Westside en febrero.*

### 2001

A Draft Environmental Impact Statement/ Environmental Impact Report (Draft EIS/EIR) was completed. As a result of this analysis, light rail was adopted as the preferred mode for the Exposition Corridor.

*Un Borrador de la Declaración/ Reporte de Impacto Ambiental (Borrador EIS/EIR) fue completado. Como resultado de este análisis, el tren ligero fue adoptado como el medio preferido para el Corredor de Exposition.*

### 2005

The Final Environmental Impact Statement/ Report (Final EIS/EIR) was certified by the Metro Board in December.

*La Declaración/Reporte Final de Impacto Ambiental (Final EIS/EIR) fue certificado por la Junta Directiva de Metro en diciembre.*

### 2006

A Record of Decision was issued by the Federal Transit Administration (FTA) in February.

*Un registro de decisión fue emitido por la administración de Tránsito federal (FTA) en febrero.*



## Metro Rail Exposition Corridor Phase 2 *Corredor Exposition de Metro Rail Fase 2*



**2006**

Construction of Phase 1 began in the fall.

*En el otoño empezó la construcción de la primera fase.*

**2012**

Service on Phase 1 to Culver City began.

*El servicio de Fase 1 a Culver City empezó.*

**2012**

Construction of Phase 2 began in the summer.

*En el verano empezó la construcción de la segunda fase.*

**2015**

Completion of Phase 2 to Santa Monica is expected to be completed.

*Se espera que para el 2015 la segunda fase a Santa Mónica sea completada.*



Contact Us

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# Metro Gold Line Foothill Extension

Fact Sheet



Metro

## Overview

The Metro Gold Line Foothill Extension will extend the existing Gold Line east from Pasadena. The first phase (Phase 2A) will travel more than 11 miles starting at Sierra Madre Villa, with stations in the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa.

The second phase (Phase 2B) will continue from East Azusa over 12 miles with stops in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Funding is currently being sought for the second phase.

Construction of Phase 2A began in summer 2011 with the I-210 bridge in the City of Arcadia. A design-build contract for the alignment was awarded in July 2011. In addition, an operation and maintenance facility will be constructed to service trains operating on the line. The Phase 2B draft Environmental Impact Report/Environmental Impact Statement is scheduled to be released in Fall 2013.

The new Metro Rail extension will offer an alternative transportation option to congested roadways and provide significant environmental benefits, economic development and employment opportunities throughout the San Gabriel Valley.

Riders will be able to make easy connections with Metro and municipal bus lines, other Metro Rail lines, Metrolink commuter rail lines and other regional transportation services.

## Partnership

Metro works in partnership with the Gold Line Foothill Extension Construction Authority, an independent transportation planning and construction agency created in 1999. The Authority is tasked with designing and constructing the line; once built, Metro will operate it in conjunction with existing Metro rail service.

## Project Funding

With the passage of Measure R, Metro has allocated \$810 million toward the construction of the extension. This is the first Measure R rail project to break ground.

## How To Reach Us

For additional information about Metro and the Foothill Extension, please visit [metro.net/foothillextension](http://metro.net/foothillextension).



## Metro Gold Line Foothill Extension Phase 2A



# Metro Purple Line Extension

*General Fact Sheet*



**Metro**

## Overview

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R — the local half-cent sales tax approved by voters in 2008. Metro is seeking federal "New Starts" matching funds for the remainder.

**We're building fast,  
reliable transit  
to LA's congested  
Westside.**



*Attractions along the  
Purple Line Extension  
(clockwise from top left):  
Los Angeles County  
Museum of Art, UCLA,  
Rodeo Drive and  
Westwood Village.*



# Metro Purple Line Extension



## Schedule

Construction on the first section of the Purple Line Extension is scheduled to commence in 2014. Until then, Metro is pursuing a variety of activities to prepare for construction. These include acquiring any property needed for station construction and station entrances, soliciting

bids and selecting a contractor to build the project, conducting advanced utility relocations, constructing a 75-foot deep exploratory shaft to gather further information about the special ground conditions near the La Brea Tar Pits, and pursuing federal "New Starts" matching funds.

	Planned Schedule	Forecasted Schedule <sup>2</sup>	
	SECTION 1	SECTION 2	SECTION 3
Length	3.9 miles	2.6 miles	2.9 miles
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital
Pre-Construction Activities	Current-2014	2017-2018	2025-2027
Construction	2014-2023	2019-2026	2027-2035
Operations	2023	2026	2035

<sup>2</sup> METRO IS PURSUING ALTERNATE FUNDING SCENARIOS THAT WOULD ACCELERATE SUBWAY CONSTRUCTION. THIS CHART WILL BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE.


The Extension will  
transport you between  
Westood and Downtown  
LA in 25 minutes.

## What Happens Now

Construction on the first section of the Purple Line Extension is scheduled to commence in 2014. Until then, Metro is pursuing a variety of activities to prepare for construction. These include acquiring any property needed for station construction and station entrances, soliciting bids and selecting a contractor to build the project, conducting advanced utility relocations, constructing a 75-foot deep exploratory shaft to gather further information about the special ground conditions near the La Brea Tar Pits, and pursuing federal "New Starts" matching funds.


Construction of  
the Purple Line  
Extension is  
expected to create  
52,500 jobs.


## Contact Us

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Metro





# Metro Purple Line Extension

*Property Acquisition Fact Sheet*



**Metro**

Environmental planning has concluded and approvals have been received, allowing work to move forward towards bringing the Purple Line Extension to the Westside. Construction of the first section of the subway extension will begin in 2014. Extending from its current terminus at Wilshire/Western, this section adds three new stations at Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega. When completed, the full extension will add nine miles of subway to the Metro Rail system with additional stations at Wilshire/Rodeo, Constellation/Ave of the Stars, Wilshire/Westwood, and Westwood/VA Hospital.

## Why Metro Needs Property for the Subway

The Purple Line Extension will travel underground, mostly below public rights-of-way. Metro will, however, need to acquire or secure use of some private property in order to build and operate the subway. In some cases the property will be acquired on a permanent basis. In other cases, Metro will only need the property temporarily. Property will be required primarily for three purposes:

- > Construction staging
- > Station entrances
- > Below ground easements (subsurface easement)

Currently, Metro owns two pieces of property along the alignment – the parcels at Wilshire/Crenshaw and Wilshire/La Brea. Those properties were purchased in the 1980s for potential future transportation projects.

This fact sheet explains the property requirements for the Project in more detail, the various ways Metro could acquire needed property interests, and the likely timing and process for property acquisition. See our *Station Fact Sheet* for more information about locations for construction staging, stations and station entrances for the first section of the Purple Line Extension.

## Construction Staging

During subway construction, property will be necessary for construction staging areas. Land for construction staging is needed where subway stations are located and construction will require excavating from the street level down. Staging space includes areas for active construction activities, storage of equipment and materials, field offices, parking, and other related construction activities. Some construction staging locations will also be used to insert, launch and eventually extract tunnel boring machines (TBMs), as well as for earth removal.

Construction staging at Hollywood/Highland during construction of that station. Note traffic continuing to flow on Hollywood Bl.



The W Hotel and Condominiums at the Metro Red Line Hollywood/Vine Station is one of the Transit Oriented Developments (TODs) at a Metro Rail station.

Staging locations will be located off-street and immediately adjacent to where the underground station “box” will be built. Two staging areas have been identified at each construction location for a combined area of one to three acres. The larger areas are needed where the TBMs will be launched and/or the earth from the tunneling process will be removed. Please see our *Construction Fact Sheet* for more information.

The Metro-owned property at the northwest corner of Wilshire and La Brea will be used for construction staging to support the Wilshire/La Brea Station and as a launch site for TBMs. Although no station is planned at Wilshire/Crenshaw, it is likely that the Metro-owned parking lot on the southwest corner at this location will be used for additional construction staging purposes. Metro is acquiring property at other identified construction staging locations.

Metro may purchase a “fee interest” in order to become the owner of the property required for construction staging. Alternatively, Metro could lease the property from the current owner and return the site after construction is completed. In either case, the property could be developed at some point following station construction, or in some cases, developed at the same time that project construction is concluding. Whether these sites are developed by Metro or a private entity, the plans would need to be consistent with existing zoning and codes, and would have to go through any required approval processes.

While the specifics of each location will differ, construction of each station is estimated to take five to seven years. Construction staging locations would be needed at each site for this period of time.

## Station Entrances

The subway also requires the acquisition of easements for the station entrances. From the surface, the entrance provides access to the station concourse and boarding platforms, and allows passengers to enter and exit the station. The subway will have two full entrances at the Westwood/UCLA station and one entrance at each of the other six stations along the alignment. The station boxes will also be designed with “knock-out panels” to allow other property owners to provide additional entrances for the stations at their cost either during subway construction or in the future. When possible, the station entrances are located at a construction staging site in order to keep the construction impacts contained to a central area.

Each station entrance will have escalators, staircases and



Station entrance can be built in an open plaza (left) or incorporated into a building (right).

elevators for passenger access. Additional entrances may not require all these elements. Metro will use the property it owns at the northwest corner of Wilshire/La Brea for that station's entrance. Property and/or easements for station entrances at other station locations will be acquired from private or public property owners. Station entrances can be located in open plazas, incorporated into a development during construction, or a subsequent development could incorporate a station entrance.

Metro may purchase the "fee interest" in property, thereby obtaining ownership of the station entrance area or alternatively purchase an easement from the property owner. In some cases, where an existing building is already constructed on the property, it may be feasible to integrate the entrance into the existing building. In this situation, Metro will acquire an easement and work with the owner to modify the building to accommodate the station entrance.

### Sub-Surface Easements

In some areas, project tunnels will need to pass underneath existing homes and businesses. Portions of subway stations and other underground facilities will also need to be located beneath private property. In these cases, Metro will purchase a subsurface easement from the property owner. This is accomplished through a one-time payment and the easement deed is recorded. A subsurface easement for the subway would be similar to underground easements that a utility or cable company obtains for fiber optic cables, water lines, gas lines, etc. Between stations, tunnels are generally 50-70 feet below the surface, though they will be much deeper in certain areas for the subway.

In the majority of cases, there will be little or no impact to the surface of the property from subway operation. The subway tunnel is generally constructed below existing utility lines and will not affect existing oil rights or other easements associated with the property. If existing utilities are impacted, they will be relocated prior to construction. Please see our *Construction Fact Sheet* for more information.

### Compensation to Owners for the Acquisition of Real Property and Easements

During environmental planning, Metro identified properties needed for subway construction and operations. Preliminary discussions were held with some property owners during that time to ascertain specific information about their

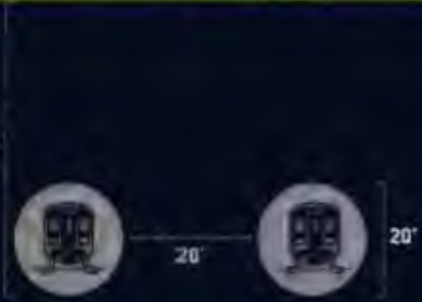
property. Now that all environmental approvals have been received, Metro's Real Estate Department is conducting appraisals and contacting property owners in the first section of the project (to La Cienega Bl) in order to initiate the process for acquisition of the property and/or easement.

Metro is required by state and federal law to offer just compensation to property owners for the purchase or use of their property, including temporary and permanent easements. Just compensation is defined as the fair market value of the property or easement as determined by an independent real property appraiser. Metro will obtain an appraisal for each property based on the specific impact to that property and the requirements of the subway at that location. The appraisal considers a variety of factors to determine the value of the property including location, size, the highest and best use of the property consistent with current zoning, the affect of the subway on future development potential, the depth of the tunnels below the surface, etc.

Once the value is established and approved by the approving authority at Metro, our staff or a hired consultant will make an offer to the owner to acquire the property interest required. Metro seeks to reach a negotiated agreement with a property owner wherever possible. Ample time is allowed to permit the owner to obtain their own appraisal if desired, and to have a full discussion with Metro regarding their opinion of the value of the property interest to be acquired. If a negotiated agreement cannot be accomplished, Metro may exercise its power of eminent domain to acquire the property interest.



50'-70'  
Typical Depth



Between stations, subway tunnels are generally 50-70 feet below ground. Tunnels for the Westside Subway Extension will be significantly deeper.

## Schedule

Current funding streams allow the project to be built in three phases, with the initial section to Wilshire/La Cienega planned to open in 2023. Under this three-phase scenario, the total project is forecast to cost \$6.3 billion based on the schedule shown in the chart below. About three-fourths of those funds are generated locally from Measure R, the

half-cent sales tax approved by Los Angeles County voters in 2008. Metro will be seeking the remainder in federal matching funds through the New Starts Program. Metro is pursuing alternate funding scenarios that would accelerate subway construction.

	Planned Schedule	Forecasted Schedule*	
	SECTION 1	SECTION 2	SECTION 3
Length	3.9 miles	2.6 miles	2.9 miles
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire/La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital
Pre-Construction Activities	Current-2014	2017-2018	2025-2027
Construction	2014-2023	2019-2026	2027-2035
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\* METRO IS PURSUING ALTERNATE FUNDING SCENARIOS THAT WOULD ACCELERATE SUBWAY CONSTRUCTION. THIS SCHEDULE WILL BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE.

## Disposition of Property after Construction

Following completion of Project construction, Metro will return leased properties to the property owner, who may then develop the property in accordance with local zoning regulations. If there are portions of real property owned by Metro that are no longer needed after construction is completed, the land may be sold or made available for Transit Oriented Developments (TODs). If a TOD project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property. Through a competitive process, Metro selects what it feels is the best development option for the site that will also generate revenue to Metro to offset project expenses.

There are many examples of TOD projects that have occurred around Metro rail stations over the last ten years – most notably, the W Hotel and condominiums at the Metro Hollywood/Vine Red Line Station, the Wilshire/Vermont apartments and LAUSD Middle School at the Wilshire/Vermont Station, the Hollywood/Highland Center at the Hollywood Highland Station, along with the Dolby Theater and the Renaissance Hotel.

## How to Stay Involved and Give Input

Metro invites you to stay involved throughout the study. You can keep up with developments on our web site, [metro.net/purplelineext](http://metro.net/purplelineext), where you can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

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# Metro Purple Line Extension

*Advanced Utility Relocation and Exploratory Shaft Fact Sheet*



**Metro**

## Background

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R — the local half-cent sales tax approved by voters in 2008. Metro is seeking federal "New Starts" matching funds for the remainder.

## Exploratory Shaft

In the area around the La Brea Tar Pits where there are higher levels of tar sands and geotechnical conditions that are expected to contain fossils and other paleontological resources, Metro contractors are constructing an exploratory shaft to provide additional information about earth pressure and gas conditions regarding the unique ground conditions in this area. This information will build on data gathered during environmental analysis for the project, and will be used during the final design of the Wilshire/Fairfax station.

Since the work is near the La Brea Tar Pits, there is a possibility that fossil deposits will be encountered. Metro has a full-time paleontologist on-site during shaft excavation. Any fossil discoveries will be carefully removed and turned over to the George C. Page Museum. Metro will continue to coordinate with Museum staff on removal methods throughout the process.

The shaft is being constructed on the lot at the southeast corner of Wilshire Bl and Ogden Dr and will measure approximately 40 x 20 x 75 feet. Work will continue until subway construction commences in 2014.

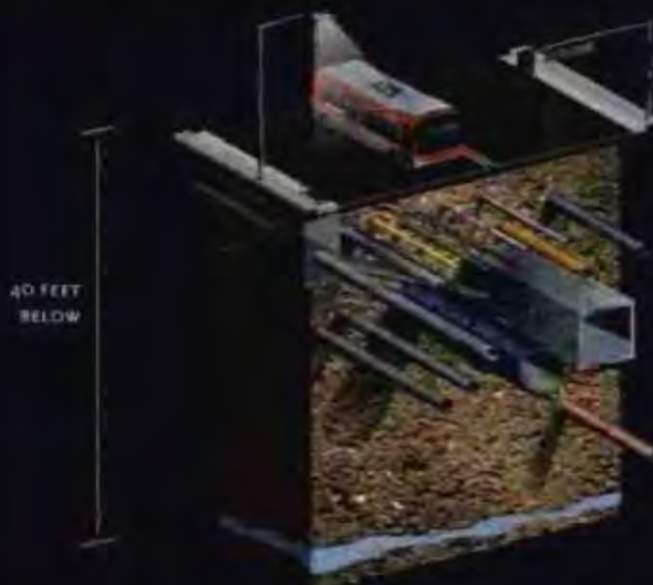
- > The shaft is being supported by a standard excavation support system that includes steel piles, beams, and bracing struts.
- > Shaft construction will occur over approximately 13 months, followed by an additional 9 months of monitoring.
- > Most of the work will be conducted during weekdays from 7am to 5pm. However, if needed, the contractor may perform work at night or on weekends.
- > There is a project fence surrounding the site.
- > Regular noise monitoring will be performed.
- > Construction staff park off-street.

## Advanced Utility Relocation

Facilities for various utilities run beneath city streets. These can include service for electricity, water, gas, cable, telecommunications, etc. Relocating utilities is an expected and important step in preparing for construction of tunnels and stations where that work might impact service. Prior to the start of construction, any utilities which could be impacted by tunnel or station construction are being relocated to ensure continued service.

Utility companies or Metro contractors are relocating underground utilities to prepare for construction of the first section of the subway. Work will occur along Wilshire Bl near Western Av where the subway extension will connect to the existing Metro Purple Line. We are also working along Wilshire Bl near the three stations in the first section – La Brea, Fairfax and La Cienega.

This work will continue until subway construction begins in 2014. All work will receive needed approvals. Communities closest to the work locations will be informed and information will be posted on the homepage, [metro.net/purplelineext](http://metro.net/purplelineext).



Typical cross-section of underground utilities

## Schedule

	Planned Schedule	Forecasted Schedule*	
	SECTION 1	SECTION 2	SECTION 3
Length	3.9 miles	2.6 miles	2.9 miles
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital
Pre-Construction Activities	Current-2014	2017-2018	2025-2027
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\* METRO IS PURSUING ALTERNATE FUNDING SCENARIOS THAT WOULD ACCELERATE SUBWAY CONSTRUCTION. THIS SCHEDULE WILL BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE.

Wishline La Cienega

## How to Stay Involved and Give Input

Metro invites you to stay involved throughout the project. You can review public reports and information documents on our web site, [metro.net/purplelineext](http://metro.net/purplelineext). You can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

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**Metro**



© 2011 Metro



# Metro Purple Line Extension

*Construction Fact Sheet*



**Metro**

## **BUILDING THE STATIONS** *Construction at each station is estimated to take five to seven years.*

The station is a large box, about 800-1000 feet long and 70 feet wide. When completed, the box will accommodate:

- > The station platform at the lowest level of the box where people will board and exit trains;
- > About mid-way between the platform and the street level is the concourse level where ticketing machines are located;
- > At least one street-level station entrance;
- > At least one elevator, two escalators, and stairs between these levels;
- > Non-public spaces to accommodate station equipment and functions such as communications, power, ventilation, maintenance, etc.

Stations are generally 50-60 feet deep to allow easy passenger circulation from the station platform to the surface. When built under a street, they are constructed below temporary concrete decking that allows the street to continue to carry traffic. If located off-street, they can be built using an open excavation, similar to the construction of a building.

## **CONSTRUCTING THE TUNNELS**

Tunnels are typically about 20 feet in diameter. There are two parallel tunnels separated by about 20 feet, one tunnel for train travel in each direction. Tunnels are generally about 50-70 feet deep, though they can be deeper between stations. Some portions of the tunnel alignments for the Purple Line Extension will be significantly deeper than this, up to about 130 feet.

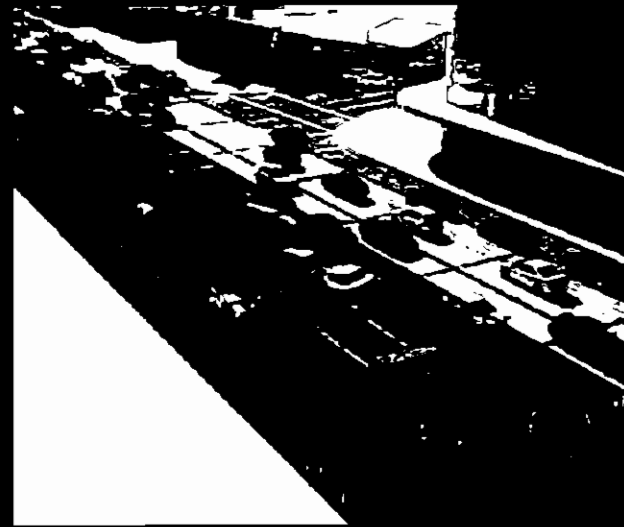
# 1

### **SITE PREPARATION**

Preparing a site for station construction typically begins by protecting or relocating any underground utilities such as power lines, water lines, sewers, gas pipes, cable/telephone lines and storm drains.

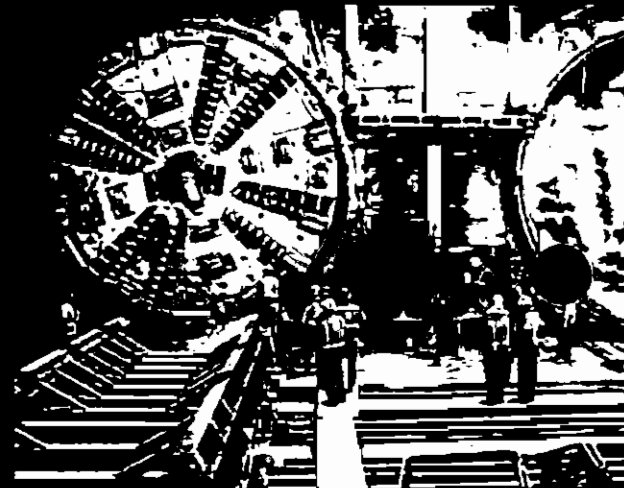
### **CLOSURES**

This will likely require temporary closures of portions of the street under which utilities are located and detouring traffic around the work site. Detours are often limited to weekends or non-peak periods.



### **TUNNEL BORING MACHINES (TBMS)**

The twin tunnels between stations are constructed with TBMs that must be lowered into the ground by cranes through a large shaft referred to as the TBM launch site. These sites are typically located in a staging area near one or more of the station boxes. The TBMs proceed in parallel, tunneling at an average rate of 40 to 50 feet per day.



Initial street excavation for stations may require temporary lane or street closures. Constructing a station is a multi-step process.

## 2

### INSTALL CONCRETE DECKING

The next step in the process is to install concrete decking that will serve as the temporary street surface, allowing traffic to continue to flow while construction continues underneath. Vertical support piles are installed along the edges of the street and steel beams are installed across the construction area atop these piles. Concrete decking is then installed in sections on top of the beams, flush with the street. The temporary decking is also designed to maintain access to sidewalks and driveways, wherever possible.

### CLOSURES

This initial street excavation and installation of the concrete decking requires temporary street closures. This typically occurs over a series of sequential weekends beginning after rush hour on Friday night, with the street reopening before rush hour on Monday morning. In some cases, communities may prefer to close the streets continuously to shorten the overall duration of this process. If the work can be accomplished by closing only a portion of the lanes, traffic will be accommodated in the remaining lanes. In some instances, the entire street may need to be closed for some period of time. If so, traffic will be temporarily diverted to parallel streets.

*AT RIGHT: Construction staging at Hollywood/Highland during construction of that station. Note traffic continuing to flow on Hollywood Bl.*



### PRESSURIZED-FACED TBMS

The cutting face and other aspects of TBMs are typically custom-made for each tunneling job, depending on the soil conditions that will be encountered. However, most urban tunneling around the world today utilizes what are known as pressurized-faced TBMs. These machines maintain the pressure in the surrounding ground, and precast concrete linings are installed as the machines progress. Most recently, Metro used pressurized-face TBMs on the 1.8 mile tunnel for the Metro Gold Line Eastside Extension and experienced no measurable surface subsidence or substantiated property damage claims. Another recent project utilizing pressurized-face TBMs is the City of Los Angeles' large diameter East Central Interceptor Sewer, which runs under portions of Exposition Bl.

### SPECIAL CONDITIONS

Different measures can be built into the tunnels along the way to accommodate special conditions. In areas with gassy or watery ground this could include secondary tunnel liners or gaskets, or enhanced ventilation systems. In areas where the tunnel may cross an earthquake fault, a wider tunnel may be excavated or flexible tunnel liners could be installed.



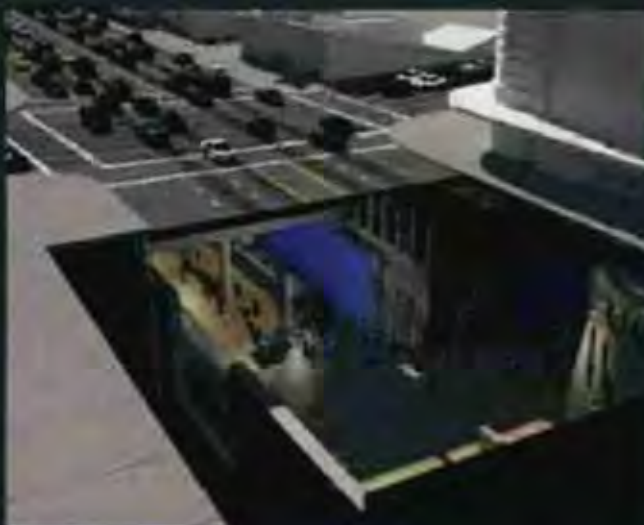
process and somewhat more complex if the station is being constructed under a street.

# 3

## **EARTH REMOVAL**

Once the concrete decking is in place, the traffic continues to flow above while station construction continues below.

The next steps involve removing the earth within the area that will eventually become the station box. At the same time, shoring is installed along the edges of the excavation to support the ground around the station box.



# 4

## **INTERIOR STATION CONSTRUCTION**

Once excavation is completed to the bottom of the station box, construction of the inside of the station begins.

The public areas of the subway stations also contain architectural design treatments and art work, information displays, lighting, signage, security monitoring devices and many other design elements.

# 5

## **DECKING REMOVAL AND RESTORATION**

One of the final steps in the process is the removal of the decking and restoration of the street. This can again be done at night and on weekends, or over a shorter period of time by closing the street continuously and rebuilding the street on top of the station box. When construction is finished, there is little evidence on the surface other than the station entrances.

## **EXCAVATED MATERIAL**

As the tunneling progresses, the excavated material is brought back to the TBM launch site through the tunnel using bins mounted on rail cars or a conveyor system. Alternately, some systems use a slurry transport method to remove soil to the surface. With a slurry system, excavated soil is mixed with a fluid so it can be pumped thru pipelines in the tunnel. Soil will then be separated from the fluid at the surface worksite. Once the tunneling between the stations is completed and the tunnel surface is finished, the tracks and electrical facilities can be installed.



## Background

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R - the local half-cent sales tax approved by voters in 2008. Metro is seeking federal "New Starts" matching funds for the remainder.

## Construction Overview

There are two basic elements of subway construction - building the stations and their entrances, and building the tunnels running between the stations. Stations and tunnels are constructed in very different ways. Stations are constructed from the surface by excavating the area to be occupied by the station "box." Construction staging areas are usually located adjacent to station construction sites. Tunnels are bored completely below ground using the latest tunneling technology.

The greatest construction impacts will likely be generated by station construction and from the associated construction staging sites. Little disturbance on the surface is likely from the tunnel construction between the station areas. The Final EIS/EIR evaluated impacts associated with construction and proposed mitigations for these impacts.

This fact sheet provides an overview of the construction process for stations and tunnels, discusses construction staging areas and indicates possible construction impacts.

## Construction Staging Areas

While most of the construction activity takes place below ground, there is also the need for a significant amount of space at the surface to store materials and stage construction activities. It is preferable to utilize two staging areas directly adjacent to each station to allow access to the station construction area to expedite the process.

## Schedule

	Planned Schedule	Forecasted Schedule*	
	SECTION 1	SECTION 2	SECTION 3
Length	3.9 miles	2.6 miles	2.9 miles
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital
Pre-Construction Activities	Current-2014	2017-2018	2025-2027
Construction	2014-2023	2019-2026	2027-2035
Operations	2023	2026	2035

\* METRO IS PURSUING ALTERNATE FUNDING SCENARIOS THAT WOULD ACCELERATE SUBWAY CONSTRUCTION. THIS SCHEDULE WILL BE UPDATED AS NEW INFORMATION BECOMES AVAILABLE.

## Construction Staging Areas (continued)

The combined staging area at each station is typically about one to three acres in size. The larger areas are needed where the tunnel boring machines (TBMs) are launched and/or the earth from the tunneling process will be removed. At the earth removal locations, there will be areas to temporarily store the earth and potentially sort it for appropriate disposal, areas for off-street truck loading and unloading, and equipment/construction material storage. The staging areas may also include construction trailers for offices, workshops and some employee parking. Often, the construction staging area is also the site where the station entrance will be located.

The staging areas may be on property purchased by Metro or leased from private property owners for the construction period. Owners who retain ownership can then develop their property once subway construction is complete. Please see *Property Acquisition Fact Sheet* for more information.

## Construction Schedule

Current funding streams allow the project to be built in three phases, with the initial section to Wilshire/La Cienega planned to open in 2023. Under this three-phase scenario, the total project is forecast to cost \$6.3 billion based on the schedule shown on the prior page. About three-fourths of those funds are generated locally from Measure R, the half-cent sales tax approved by Los Angeles County voters in 2008. Metro is seeking the remainder in federal matching funds through the New Starts Program. Metro is pursuing alternate funding scenarios that could accelerate subway construction.

## Construction Impacts and Mitigations

Clearly, subway construction cannot be accomplished without impacts. Some of the impacts from subway construction could be:

- > Noise, dust, vibration or the visual appearance at construction sites;
- > Noise and vibration from below ground construction activities;
- > Traffic impacts from temporary street closures;
- > Impacts to merchants near construction sites; or
- > Traffic or other impacts from trucks hauling equipment to or dirt from construction sites.



The Final EIS/EIR for the Project provided information about how the subway will be built including impacts from the construction process. These include any potential impacts resulting from constructing the stations, station entrances, the use of construction staging locations, and the underground tunnels.

The Final EIS/EIR included mitigations to eliminate or reduce any of these impacts, such as:

- > Restrictions on days and hours of construction;
- > Identifying detours for any street closures;
- > Specifying truck haul routes;
- > Utilizing noise dampening and/or decorative fencing around construction sites; or
- > Assistance to area businesses, etc.

## Additional Information

More information about subway construction is available on our website: [metro.net/purplelineext](http://metro.net/purplelineext).

## How to Stay Involved and Give Input

Metro invites you to stay involved throughout the project. You can keep up with developments on our web site, [metro.net/purplelineext](http://metro.net/purplelineext), where you can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

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- 🐦 [@purplelineext](https://twitter.com/purplelineext)
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**Metro**



# Metro Purple Line Extension

*Station Fact Sheet*



**Metro**

## Background

Metro is getting ready to break ground on the first section of the long-awaited extension of the Purple Line subway to the Westside of Los Angeles. The full nine-mile project will bring fast, reliable mass transit to some of LA's busiest destinations including Miracle Mile, Beverly Hills, Century City and Westwood. Once the subway extension is complete, commuters will travel entirely below ground in just 25 minutes between downtown Los Angeles and Westwood. 49,000 people are projected to board the train at one of the seven new stations. Even more new transit riders will board the growing Metro Rail system in other places to travel into the Westside. The Extension will also provide Westsiders with easy access to many destinations across the region.

Extensive and thorough planning, analysis and environmental review for the project occurred from 2007 to 2012. In April and May 2012, the Metro Board of Directors approved the project and certified its Final Environmental Impact Statement/Report. The Federal Transit Administration then issued a Record of Decision for the project signifying the end of the federal environmental review process. These combined actions signify the conclusion of all environmental reviews and approvals required for the project to proceed.

Construction of the Purple Line Extension is projected to generate 52,500 jobs within the region and cost \$6.3 billion based on the three-phase funding schedule shown. Approximately three-fourths of those funds are coming from Measure R - the local half-cent sales tax approved by voters in 2008. Metro is seeking federal "New Starts" matching funds for the remainder.

**In the works: seven new stations and a better alternative to Westside traffic.**

## Station Overview

Each subway station is essentially like an underground building. The station "boxes" are approximately 800-1,000 feet long and 70 feet wide. The station will incorporate a passenger train-loading platform that is 450 feet long and an upper level concourse for ticketing. Other space is needed to accommodate various station equipment rooms for power, ventilation, and communications. Station boxes are longer where cross-over tracks are required.

Unlike the subway tunnels, which are excavated underground using tunnel boring machines, the stations are excavated down from the surface. The most challenging part of construction occurs at the beginning of station construction for the initial excavation, when temporary street decking is installed over the excavation, and again at the end of station construction when the decking is removed and the street is restored and paved. Prior to construction, Metro will conduct various pre-construction activities and begin acquiring properties for construction staging immediately adjacent to the station boxes. Please see our *Construction Fact Sheet* and *Property Acquisition Fact Sheet* for more information.

Street-level station entrances must be situated to allow an easy connection with the station concourse, and most will be built at one of the construction staging sites. Properties also will be acquired for station entrances. Every station will have one "full" entrance consisting of two escalators, two elevators and stairs. At the Westwood/UCLA station, where a higher number of passenger boardings are forecasted, Metro will fund and construct additional entrances. At other locations, more entrances might be added if additional funding can be secured from non-Metro sources.

Station entrances may initially be planned as open plazas. However, it is anticipated that, over time, development incorporating the station entrance will occur.

## Section I Stations

During the subway's environmental planning phase, Metro worked with Station Area Advisory Groups to receive input from community representatives about these stations. This input has contributed to the decisions and development of the preliminary station designs. The renderings shown are illustrative of what these areas might look like before development occurs.



## Wilshire/La Brea Station

The Wilshire/La Brea station box will be located under Wilshire Bl from just east of Orange Dr west to Detroit St. The station entrance is planned for the Metro-owned property on the northwest corner of Wilshire Bl and La Brea Av. Construction staging will occur at this property as well as the Bank of America site on the southwest corner. This station will serve as an eastern gateway to the Miracle Mile area and provide easy north-south connections to La Brea Av.

*Rendering below shows how the Wilshire/La Brea Station might look.*

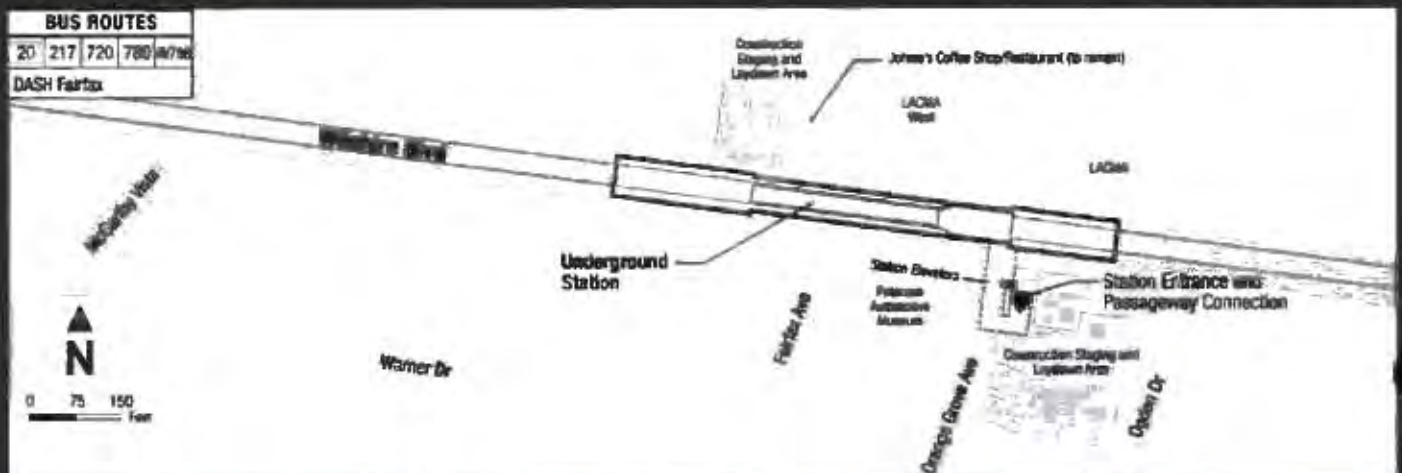


## Wilshire/Fairfax Station

The Wilshire/Fairfax station box will extend from between Ogden Dr and Orange Grove Av to west of Fairfax Av. A station entrance is planned for the southeast corner of Wilshire Bl and Orange Grove Av. Metro is in discussions with the Los Angeles County Museum of Art (LACMA) about adding another entrance that LACMA would fund. It would be located directly across the street on the north side of Wilshire Bl. Placing the entrance(s) on the east side of Fairfax will enhance accessibility to the many cultural

institutions in this area. Having two entrances will reduce the number of pedestrians crossing at street level, while still facilitating bus connections. Construction staging is planned for the south side of Wilshire Bl on the block between Ogden Dr and Orange Grove Av. A second construction staging site is needed and will be near the northwest corner of Wilshire Bl and Fairfax Av, adjacent to Johnie's Coffee Shop. Johnie's will be preserved and remain after construction.

Rendering below shows how the Wilshire/Fairfax Station might look.

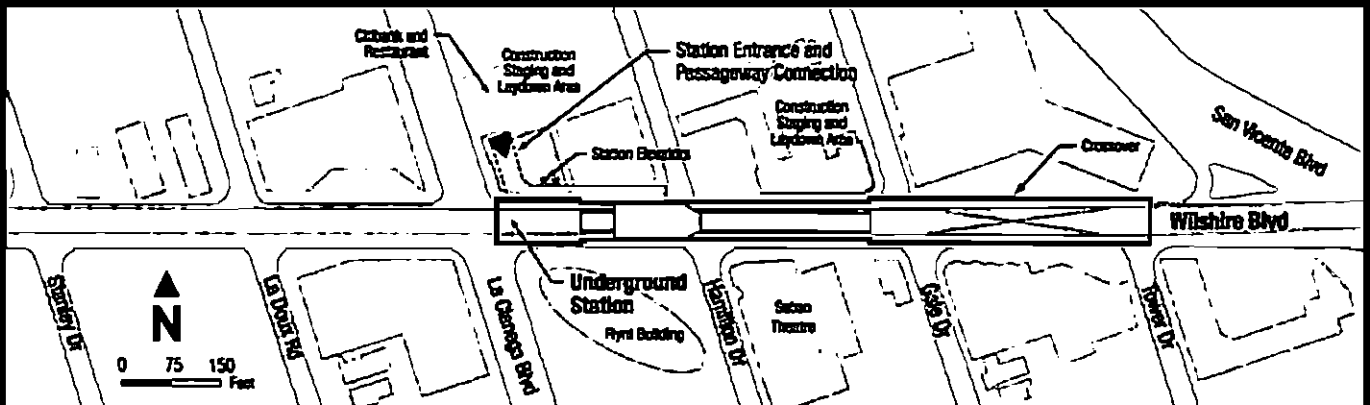
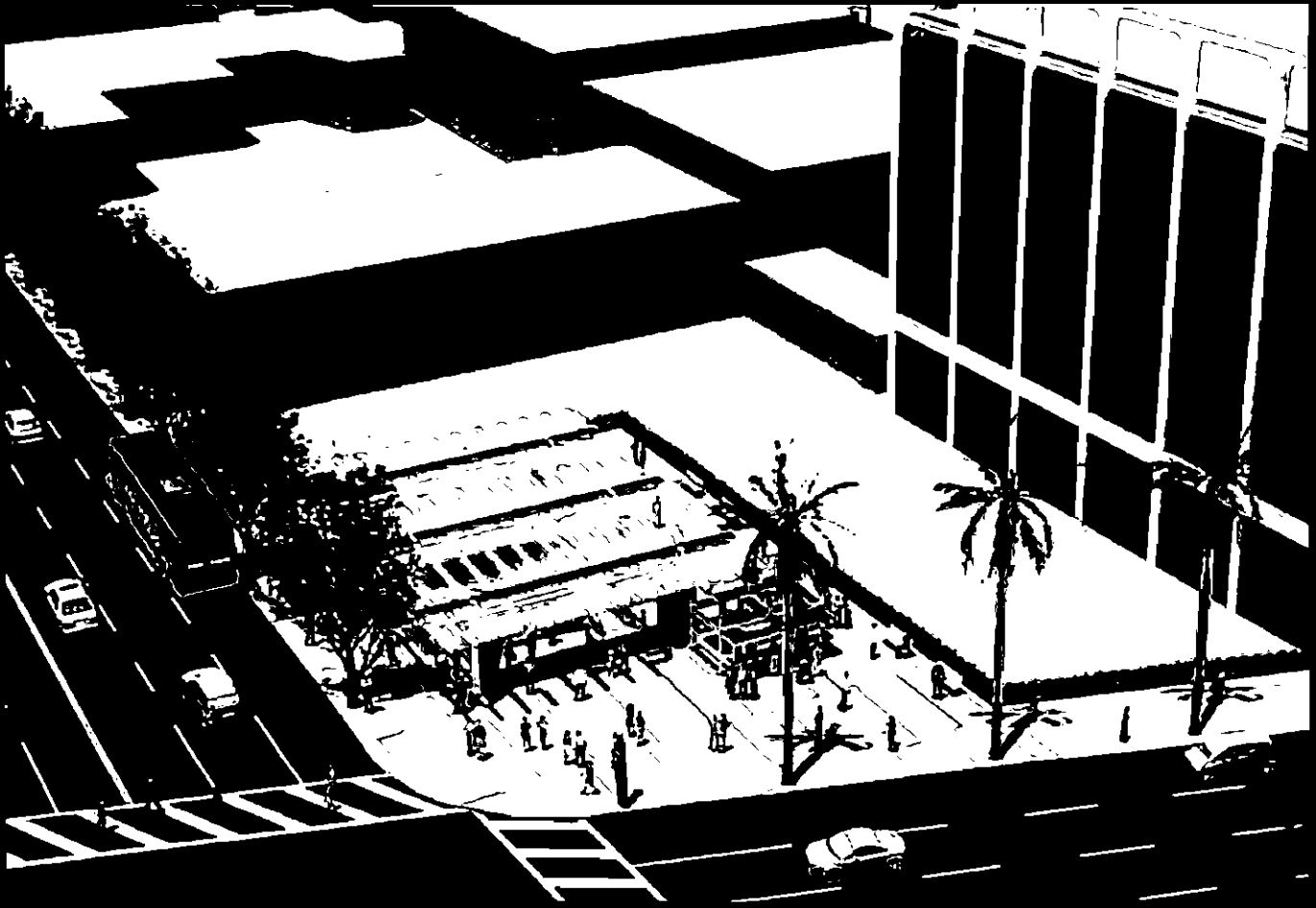


# Wilshire/La Cienega Station

The Wilshire/La Cienega station box will be located under Wilshire Bl stretching from Tower Dr west to La Cienega Bl. The station entrance is planned for the northeast corner of Wilshire and La Cienega Boulevards, a property that will also be used for construction staging. The other construction

staging location will be on the northwest corner of Wilshire Bl and Gale Dr. Given its location on a highly utilized north/south thoroughfare, the station will create seamless links to travel destinations along and near La Cienega Bl, such as Restaurant Row, Beverly Center and Cedars Sinai Medical Center.

Rendering below shows how the Wilshire/La Cienega Station might look.



## Station Design

Metro's new stations will be designed and built based on the latest knowledge from studying transit systems around the world, and from local experience. Metro is working to design stations that are user-friendly, easily recognized as part of the Metro system, efficient and representative of the essence of Los Angeles.

The mission and goals of this effort are to:

- > Improve the legibility of Metro's rail system through design of the stations making them more "user-friendly;"
- > Improve the maintainability of the stations by employing more continuous design elements and materials; and,
- > "Raise the bar" of station design to keep pace with other world-class systems.

## Metro Art Program

Metro commissions artists to create engaging and thought-provoking artworks to make the transit journey more inviting and pleasurable. Public art is incorporated into all Metro stations, weaving a multi-layered tapestry that mirrors Los Angeles County's rich contemporary and popular cultures. Metro will identify artwork locations and orchestrate artist selection. Artists are selected through a peer review process with community input, with all artworks created especially for their transit-related sites.

The goal of the art program is to:

- > Provide a world class art program that enriches the Metro transit environment;
- > Transform and enhance the customer's journey;
- > Strengthen Metro's ties with the communities it serves and add to their artistic vibrancy;
- > Champion contemporary artworks by established and emerging artists created specifically for these transit sites; and,
- > Create artworks that are safe, durable and easily maintainable to ensure their permanence as cultural landmarks.


## How to Stay Involved and Give Input


During the current pre-construction phase, Metro staff and consultants will continue work on designing the stations and developing the art program. We have reestablished advisory groups to work with us on this process and regular community meetings are being held.

Metro invites you to stay involved throughout the project. You can review public reports and information documents on our web site, [metro.net/purplelineext](http://metro.net/purplelineext). You can find information as the work progresses, leave comments, and let us know how to contact you so we can keep you informed of upcoming meetings and other milestones.

 213.922.6934

 [purplelineext@metro.net](mailto:purplelineext@metro.net)

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**Metro**

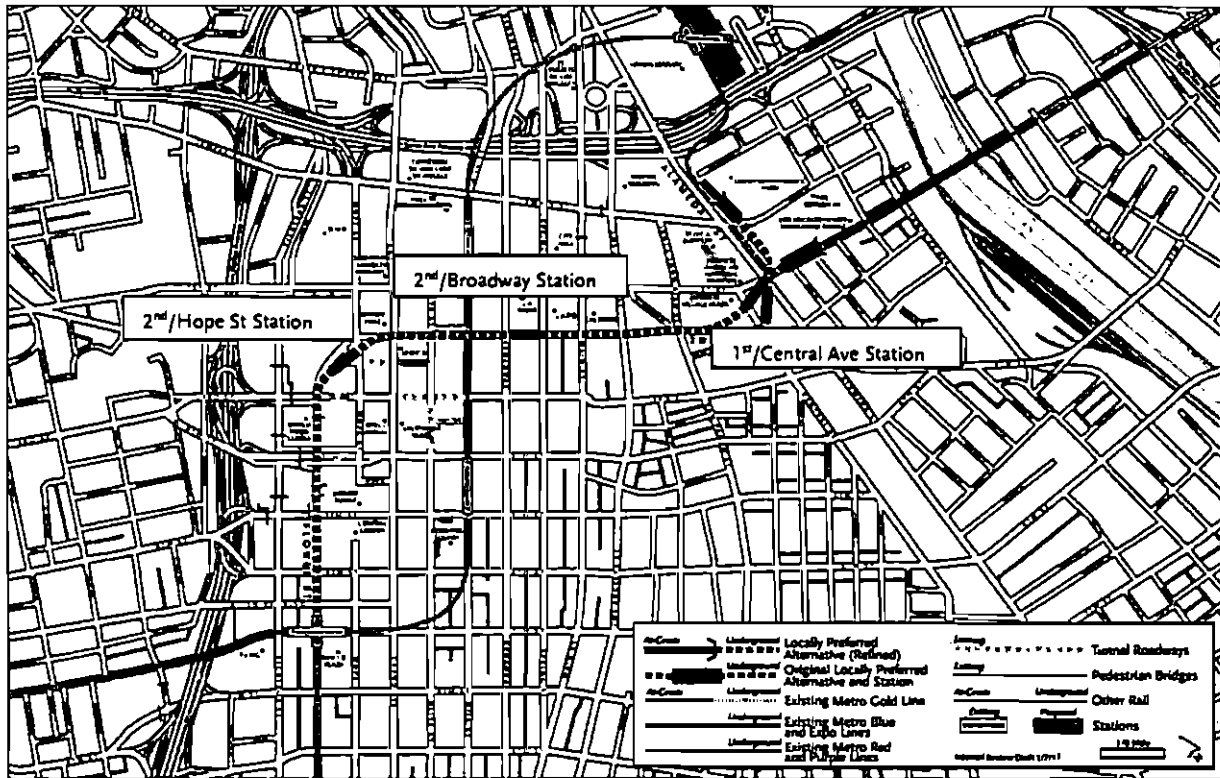


**Regional Connector Transit Corridor Project  
Fact Sheet  
March 2013**

The Regional Connector Light Rail Transit project will extend the Metro Blue and Expo through downtown Los Angeles to connect with the Metro Gold Line in Little Tokyo, eventually enabling passengers to travel to and through the region's largest employment center on Metro's light rail transit (LRT) system north/south from Azusa to Long Beach and east/west from the Eastside to Santa Monica without the need to transfer. By providing continuous through service across the County, the Regional Connector will improve access to both local and regional destinations – and greatly improve the connectivity of the transportation network for the region – the presence of the Regional Connector will benefit all upcoming LRT and heavy rail projects. The overall benefits of the Regional Connector have been confirmed by its inclusion on the President's budget and is one of the highest rated projects in the nation per the FTA New Starts funding evaluation process.

In 2007, Metro initiated environmental and engineering studies to identify a project to close the 1.9 mile gap between the Metro Blue/Expo and Gold Lines in downtown Los Angeles. After identification and screening of over 37 alternatives, in October 2010, the Metro Board of Directors designated a Locally Preferred Alternative (LPA) to move forward into final environmental clearance.

The LPA is a fully underground alignment and includes three new underground stations at 2<sup>nd</sup> St and Hope St, 2<sup>nd</sup> St at Broadway, and 1<sup>st</sup> St at Central Ave. The project budget is \$1.397 Billion in YOE dollars.



The Regional Connector's Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) was approved by the Metro Board of Directors in April of 2012. The Federal Transit Administration issued the Record of Decision (ROD) in June 2012, which authorizes Metro to continue with project design, land acquisition, and utility relocations. Now that the ROD has been issued, Metro is relocating utilities along the alignment and has commenced real estate negotiations focused on securing temporary and permanent easements for properties identified in the Final EIS/EIR. Metro received approval to proceed into Final Design ahead of schedule in November 2012. Metro will continue working with the FTA to secure a "Full Funding Grant Agreement" (FFGA), which is the contractual agreement between Metro and the FTA that outlines the secured funding sources for the project. The FFGA is scheduled for execution in October 2013.

Utility relocation activity was initiated in January 2013 and will be completed in time for main construction to begin on the Regional Connector in 2014. Metro completed the Request for Qualifications process for the Design/Build proposers in December 2012 and selected several prequalified teams to respond to a "Request for Proposal (RFP)" (released in January 2013) to complete the design and construction of the Regional Connector project. The proposed bidders will return their proposals to Metro by July 2013. Consideration for awarding the Design/Build contract by the Metro Board is anticipated in the Fall of 2013, pending award of the FFGA.

## **Pending Litigation**

There are three pending CEQA lawsuits filed within the 30-day time period after the project was approved by the Board. The three CEQA claims were submitted by Japanese Village Plaza (JVP), Thomas Properties Group (TPG), and the Westin Bonaventure Hotel. There is a scheduling conference set for April 19<sup>th</sup> to discuss the completion of the administrative record, potential dates for filing the briefs, and setting a trial date.

In addition, there are three pending NEPA lawsuits filed within the 180-days time period for projects awarded a Record of Decision (ROD). The three NEPA claims were submitted by Japanese Village Plaza (JVP), Thomas Properties Group (TPG), and the Westin Bonaventure Hotel. There is a scheduling conference set for April 1<sup>st</sup> in Federal Court to address potential dates for the briefs and trial.

## **Construction Process**

The overall construction approach for the Regional Connector project has not changed from the description in the Board approved FEIS/FEIR. The alignment connects to the existing 7th St/Metro Station, then proceeds north beneath Flower Street, and then east to three underground stations at 2<sup>nd</sup> St/Hope, 2<sup>nd</sup> St/Broadway, and 1<sup>st</sup> St/Central Ave in Little Tokyo where it connects to the existing Gold Line. The Regional Connector is expected to open in 2020. Between now and then, several major construction steps will take place.

Conceptually, this process includes:

> **Mobilize Construction Sites** – Placement of field offices near construction sites and locations of work areas.

> **Final Design** – Complete Final design of alignment, stations and station area.

> **Initiate Construction** – Begin excavation of station boxes and the Flower Street cut and cover section, together with the tunneling construction staging areas.

> **Tunneling Construction Staging**– Tunneling will commence at the "Mangrove Property" located at 1st/Alameda.

**Station Construction** – The station boxes will be constructed using the Cut/Cover approach.

> **Track Work** – Once tunnel construction is complete, the trackwork, the power system and other system elements are constructed.

> **Pre-Revenue Testing** – Once the rail, power and communication systems, and stations have been installed and constructed, Metro will prepare for opening day by completing required inspections, testing and staff training.

### **Mitigations Monitoring and Reporting Program (MMRP)**

The Regional Connector MMRP is a detailed document, outlining the process to minimize and mitigate potential construction and operational impacts. The MMRP was developed with significant community involvement. The Regional Connector Community Leadership Committee (RCCLC) was organized in November 2012 and regular meetings having been scheduled to address stakeholder concerns and prepare for construction.



# Highway Projects



- A SR 2 Freeway Terminus Improvement
- B I-5 Widening and HOV
- C I-5 HOV from SR 134 to SR 138
- D I-5 HOV Lanes from SR 14 to Parker Road and Truck Lanes from SR 14 to Kern County Line
- E I-10 HOV Lanes
- F SR 138 Capacity Enhancements
- G I-405 Sepulveda Pass Improvements Project
- H I-605 Corridor "Hot Spot" Interchanges (Study Area)

- I I 710 Corridor Project EIS/EIR
- J SR-710 Gap (Initial Study Area)
- K Alameda Corridor East (ACE) Grade Separations Phase II
- L High Desert Corridor Project
- M Arroyo Verdugo Operational Improvements
- N Las Virgenes/Malibu Operational Improvements
- O South Bay (I-405, I-110, I-105 and SR-91) Ramp and Interchange Operational Improvements
- P ExpressLanes

# ● Accelerate Highway Program

*Project Overview Fact Sheet*



# Accelerate Delivery of Highway Goods Movement Package with Public-Private Partnership

## BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) has an adopted policy objective to accelerate the development and implementation of highway and transit projects specified in the Long Range Transportation Plan (LRTP) and the Measure R program of projects. With respect to the highway program, doing so will provide earlier mobility improvements to the public and take advantage of the current competitive environment for highway construction. The risk of construction cost inflation in future years is also reduced when projects are procured near-term rather than in the period during which funding is currently programmed in the LRTP.

## HIGHWAY GOODS MOVEMENT PACKAGE

Metro has identified six highway projects programmed for construction in future years that have been cleared environmentally, or are scheduled to be cleared shortly. These six programmatic elements have been referred to collectively as the Highway Goods Movement Package ("Package"), and include:

PROJECT LOCATION	PROJECT SCOPE	LENGTH (MILES)
I-5 North Capacity Enhancement from SR-14 to Parker Rd	Add one HOV/HOT and one truck lane in each direction	14.3
I-5 North Pavement Rehabilitation from SR-14 to Parker Rd	Repaving general purposes lanes	14.3
SR-71 Gap Closure from I-10 to Mission Bl	Add one HOV and one Mixed Flow Lanes in each direction	1.7
SR-71 Gap Project from Mission Bl to Rio Rancho Rd	Add one HOV and one Mixed Flow Lanes in each direction	2.6
Soundwall Package 10	Various locations along I-210 in Arcadia and Pasadena	3.8
Soundwall Package 11	On SR-170 between SR-134 and Sherman Way On I-405 in the vicinity of Stagg St	5.5

## PROJECT SCHEDULE

With the traditional delivery, it won't be until 2030 for all six projects to be completed. With Public Private Partnerships (P3) these projects can be completed as early as 2017. Metro is planning on an aggressive schedule to procure the P3 contract. Following are some major milestone targets:

- > RFQ: Summer 2012
- > RFP: Spring 2013
- > Financial Close: Winter 2013/14
- > Construction Complete: Winter 2017/18

## COST AND FUNDING

The total value of the HGMP is over \$700 million, funded primarily with Measure R and Prop C funds, with potentially additional revenues to toll the I-5 HOV facility. Caltrans may provide funding for the I-5 rehab and maintenance costs.

## BENEFITS

- > Provide over 9,000 jobs
- > Accelerated delivery to the public
- > Price certainty and fiscal discipline
- > Beneficial risk sharing with private contractors
- > Project lifecycle efficiencies
- > Economies of scale through bundling of smaller projects
- > Potential to better leverage Measure R funding
- > Enhanced competition by creating optimal market interest in construction and



# METRO HIGHWAY PROJECTS IN CONSTRUCTION

In the Period from March 1, 2013 to September 30, 2013 - 7 month look-ahead

(For External Distribution)

No	ID	Project Title	Approx. Limits	Project Cost (000's)	Color of Funds	Lead Agency	Agency Contact	Metro Project Manager / Lead	Estimated Advertise Date	Estimated Award Date	Estimated Constr. Start Date	Estimated Ground Breaking Date	Estimated Ribbon Cutting Date
1	12191	Kanan Dume Road Arrester Bed Improvements and Intersection with PCH (Construction)		\$900		Malibu		Ben Jong	TBD	TBD	Aug 2013	Aug 2013	TBD
2	12022	Bloomfield Ave. Rehabilitation and Signal Modifications		\$792	Measure R	I-5 JPA	Dan Garcia	Lucy Olmos	Jul 2012	TBD	Jul 2012	Jul 2012	Sep 2013
3	11064	Soundwalls on Interstate 210	2 soundwalls between Hapton-Foothill Blvd UC and Berkshire Pl. Third wall will be added Jan 2013	\$4,588	Measure R, TCSP (5%), City funds (1%)	La Canada / Flintridge	Edward Hilli	Tasha Higgins	Advertised Dec 2012	Apr 2013	Jun 2013	Jun 2013	Feb 2014
4	12025	Lakewood Boulevard Improvements Project		\$992	Measure R	I-5 JPA	Ed Norris	Lucy Olmos	Advertised Jan 2013	Apr 2013	May 2013	N/A	Aug 2013
5	12028	Telegraph St Rehabilitation		\$2,000,000	Measure R	Commerce	Yvette Kirrin	Lucy Olmos	Advertised Jan 2013	Aug 2013	Sep 2013	N/A	Nov 2013
6	11232	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II		\$3,354	Prop C 25%	Pasadena	Victor Koo	Reinland Jones	Advertised Feb 2013	Mar 2013	Apr 2013	N/A	Jun 2014
7	12026	ORR and Day Rd. Pavement Rehabilitation		\$604	Measure R	Santa Fe Springs	Yvette Kirrin	Lucy Olmos	Advertised Feb 2013	May 2013	Jun 2013	Jul 2013	Aug 2013
8	12019	Florence Ave. Pavement Rehabilitation		\$678	Measure R	Santa Fe Springs	Yvette Kirrin	Lucy Olmos	Advertised Feb 2013	May 2013	Jun 2013	Jul 2013	Aug 2013
9	12020	Pioneer Blvd. Pavement Rehabilitation In Santa Fe Springs		\$822	Measure R	Santa Fe Springs	Yvette Kirrin	Lucy Olmos	Advertised Feb 2013	May 2013	Jun 2013	Jul 2013	Aug 2013
10	12027	Telegraph Rd. Pavement Rehabilitation		\$494	Measure R	Santa Fe Springs	Yvette Kirrin	Lucy Olmos	Advertised Feb 2013	May 2013	Jun 2013	Jul 2013	Aug 2013

No	ID	Project Title	Approx. Limits	Project Cost (000's)	Color of Funds	Lead Agency	Agency Contact	Metro Project Manager / Lead	Estimated Advertise Date	Estimated Award Date	Estimated Constr. Start Date	Estimated Ground Breaking Date	Estimated Ribbon Cutting Date
11	11089	Agoura Road Widening	North and South of the US-101 in the City of Agoura Hills	\$17,210	Measure R	Agoura Hills	Ramiro Adeva	Ben Jong	Mar 2013	Apr 2013	Apr 2013	Mar 2013	Apr 2015
12	11098	Las Virgenes Scenic Corridor Widening		\$850	Measure R	Calabasas	Ryan Thompson	Ben Jong	Mar 2013	May 2013	Jun 2013	Jun 2013	Dec 2013
13	11095	Mulholland Highway Scenic Corridor Completion		\$2,750	Measure R	Calabasas	Ryan Thompson	Ben Jong	Mar 2013	Jun 2013	Jul 2013	Jul 2013	Feb 2014
14	11096	Parkway Calabasas / US 101 SB Offramp	US 101 in the City of Calabasas	\$1,500	Measure R	Calabasas	Ryan Thompson	Ben Jong	Mar 2013	May 2013	Jul 2013	Jun 2013	Mar 2014
15	11140	Rosecrans Avenue Improvements from Vermont Avenue to Crenshaw Boulevard		\$2,100	Measure R	Gardena	John Felix	Fulgene Asuncion	Apr 2013	Aug 2013	Sep 2013	Sep 2013	Apr 2015
16	11094	Lost Hills Overpass and Interchange	US-101 in the City of Calabasas	\$19,000	Measure R	Calabasas	Ryan Thompson	Ben Jong	May 2013	Jul 2013	Aug 2013	Aug 2013	Feb 2014
17	11119	Sepulveda Boulevard Improvements at Marine Avenue	East side of Sepulveda at NE Intersection of Marine; North side of Marine at NE Intersection of Sepulveda	\$235	Measure R	Manhattan Beach	Steve Finton	Fulgene Asuncion	May 2013	Jul 2013	Aug 2013	N/A	N/A
18	11155	LA BREA AV INTERSECTION REALIGNMENT				Inglewood	Keith Lockard	Fulgene Asuncion	May 2013	Dec 2013	Dec 2013	N/A	N/A
19	11174	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION Phase I		\$2,700	Prop C 25%	Palmdale	Lynn Giddens	Reinland Jones	Jun 2013	Sep 2013	Mar 2013	N/A	Feb 2015
20	1100355	I-5 South Florence Ave. Interchange		\$107,633		Caltrans	Syed Huq	Lucy Olmos	Jun 2013	TBD	Jul 2013	Jul 2013	Dec 2016
21	11146	Artesia Boulevard Improvements at Western Avenue		\$675	Measure R	Gardena	John Felix	Fulgene Asuncion	Jun 2013	Aug 2013	Sep 2013	Sep 2013	Feb 2014

No	ID	Project Title	Approx. Limits	Project Cost (000's)	Color of Funds	Lead Agency	Agency Contact	Metro Project Manager / Lead	Estimated Advertise Date	Estimated Award Date	Estimated Constr. Start Date	Estimated Ground Breaking Date	Estimated Ribbon Cutting Date
22	11149	Vermont Avenue Improvements from Rosecrans Avenue to 182nd Street		\$2,350	Measure R	Gardena	John Felix	Fulgene Asundon	Jun 2013	Aug 2013	Sep 2013	Sep 2013	May 2014
23	11114	Pacific Coast Highway Improvements from Artesia Boulevard to Anita Street		\$240	Measure R	Hermosa Beach	Frank Senteno	Fulgene Asundon	Jun 2013	Nov 2013	Jan 2014	Dec 2013	Oct 2014
24	1100352	I-5 South Valley View Interchange		\$416,000	Federal / State / Local	Caltrans	Dlea Yassin	Lucy Olmos	Jul 2013	TBD	Jul 2013	Jul 2013	Dec 2018
25	11088	Roundabout	Intersection of Kanan Road and Agoura Road in the City of Agoura Hills	\$5,300	Measure R	Agoura Hills	Ramiro Adeva	Ben Jong	Jul 2013	Sep 2013	Sep 2013	Sep 2013	May 2104
26	11016	I-10 HOV Lanes from Puente Av to Citrus Av	From Puente Ave to Citrus Ave	\$186,800	STIP, CMAQ, TCRP, STIP, GF	Caltrans	Zareh Shahbazian	Ben Jong	Jul 2013	Nov 2013	Dec 2013	Jan 2014	Jul 2017
27	11138	Sepulveda Boulevard Improvements from Alameda Street to ICTF Driveway	Sepulveda Boulevard within the City of Carson. Project begins just east of Alameda Street and extends eastward along Sepulveda Boulevard crossing over the Dominguez Channel and ends at the city limits adjacent to the City of Los Angeles city boundaries	\$1,158	Measure R, ICTF and local (\$3,625), Federal HBRR (\$1,217,000)	Carson	Massoud Ghiam	Will Lamborn	Aug 2013	Nov 2013	Nov 2013	N/A	N/A
28	11122	4th Phase Citywide ITS Master Plan - Inglewood		\$3,500	Measure R	Inglewood	Keith Lockard	Fulgene Asundon	Aug 2013	Mar 2014	May 2014	May 2014	Nov 2014
29	12172	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION Phase II		\$3,700		Palmdale	Lynn Glidden	Reinland Jones	Sep 2013	Dec 2013	Dec 2013	Dec 2013	Feb 2015

No	ID	Project Title	Approx. Limits	Project Cost (000's)	Color of Funds	Lead Agency	Agency Contact	Metro Project Manager / Lead	Estimated Advertise Date	Estimated Award Date	Estimated Conatr. Start Date	Estimated Ground-Breaking Date	Estimated Ribbon-Cutting Date
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**ENDNOTES:**

- (1) Federal-CMAQ, TEA 21 Demo / State-GF STIP, RIP, TCRP, SLPP, IIP / Local Prop C
- (2) Federal-TEA 21, NCPD, SAFETEA-LU, SECTION 125 STP / State-TCIF, PUC / Local-Measure R
- (3) Federal-CMAQ, SAFETEA-LU / State-GF STIP, RIP, TCRP, SLPP, CMIA, ITIP / Local-Prop C
- (4) Federal-TEA 21, FRA/ State-Prop 1B / Local-County Funds, Prop C
- (5) Federal-HTF, NCPD, ITS, TEA 21 / State-ITIP, TCRP, RTIP / Local-Prop C
- (8) Federal-ARRA, RSTP, CMAQ, SAFETEA-LU / State-RIP, TCRP, SLPP, IIP, CMIA / Local-Prop C
- (7) Dates contingent on ROW acquisition negotiations and State Bond Sales
- (P) Potential Date
- (T) Tentative Date

**Project:** SR-2 Freeway Terminus Improvement

**Project Manager:** Ben Jong, [jongb@metro.net](mailto:jongb@metro.net)

**Status:** On November 2010, the Hybrid Alternative in the Final Environmental Document was reviewed at a community open house meeting. The proposed Hybrid Alternative addresses issues and concerns raised during the initial public comment period and includes several elements such as retaining the existing flyover connector for southbound Glendale Blvd traffic and retaining the freeway overcrossing structure, and relocating the existing southbound off ramp to Glendale Blvd to the east side of the mainline freeway (adjacent to the northbound on ramp), installing a ramp meter on existing flyover connector operating during off peak hours, etc. The Final Environmental Document was approved in December 2010 with a Mitigated Negative Declaration (MND) and Finding of No Significant Impact (FONSI). The Hybrid Alternative (LPA), improvements were proposed to reduce cut through traffic on local streets and enhance vehicular and pedestrian safety and provide for future community open space in the SR-2 terminus project area. Caltrans has awarded the Phase 1A contract and is in design of the Phase 1B Project. Phase 1B design is expected to be completed in summer 2014 and construction is scheduled to begin winter 2014.

**Cost of Project:**

Current Funding: \$12 million in TEA-21 High Priority Highway Project Authorization grant.

Required Additional Funding to complete the project: \$13-16 million.

Project Information		Schedule		Project Cost
Phase	Description	Construction Start	Open to Traffic	Per Phase
Phase 1A	Environmental Analysis completed on December 2010. Final Engineering for this phase was completed November 2012.	March 2013	July 2013	\$400 Thousand
Phase 1B	Environmental Analysis completed on December 2010. Final Engineering for this phase will be completed on July 2014	November 2014	November 2015	\$8.5 Million

**Board Related Items:**

- Ribbon cutting for Phase 1A in late August or early September 2013.
- Potential Groundbreaking ceremony in for Phase 1B in late 2014 if desired.
- The Ribbon Cutting can be for Phase 1B in late 2015.



**Project:** I-5 HOV from SR-134 to SR-118

**Project Manager:** Teresa Wong, [wongte@metro.net](mailto:wongte@metro.net)

**Status:** This project is comprised of four separate segments along the I-5. The project consists of widening the I-5 for the construction of one HOV lane in each direction from SR-134 to SR-118, a total of approximately 12 miles. The I-5/SR-170 mixed flow connector will be reconstructed and a new route I-5/SR-170 HOV to HOV connector will be constructed.

**Cost of Project:**

Total project cost is estimated at \$950,595 million with federal sources providing 8%, state sources providing 43% and local sources providing 49%.

Measure R provides \$271.5 million for I-5 from SR-134 to SR-170.

Project Information		Schedule		Project Cost
Segment	Description	Construction Start	Open to Traffic	Per Phase
I-5 HOV from SR-118 to SR-170	This project consists of HOV lanes in both directions as well as a direct HOV to HOV connector between the existing SR-170 HOV lanes and the I-5 HOV lanes.	August 2010	September 2015	\$251 Million
I-5 HOV from SR-170 to Buena Vista St	The project proposes to construct one HOV in each direction from SR-170 to just north of Buena Vista St in the City of Burbank. It consists of widening the freeway mostly in the median to construct one HOV lane in each direction.	January 2011	December 2014	\$108 Million
I-5 HOV/Empire Ave. Interchange Modification & Burbank Blvd. Reconstruction and Interchange Modification	This project proposes to construct one HOV lane in each direction from south of Empire Ave to just north of Buena Vista St in the City of Burbank. It also proposes the realignment and elevation of the adjacent railroad tracks to make way for the freeway widening and to provide a grade separation at Buena Vista St (underpass).  The project also consists of the reconstruction of Burbank Blvd over a short widened and realigned segment of I-5 to include one HOV lane in each direction from south of Burbank Blvd to just south of Empire Av in the City of Burbank and the modification of the Burbank on and off ramp into a tight diamond interchange.	September 2013	October 2016	\$439 Million
I-5 HOV from Magnolia Blvd. to SR-134	This project consists of constructing one HOV lane in each direction along I-5 from Magnolia Blvd. to SR-134.	March 2011	September 2015	\$153 Million

**Board Related Items:** Receive and file on public outreach for construction activities.

**Project:** I-5/SR-14 HOV Direct Connector (Interstate 5 and State Route 14 Interchange)

**Project Manager:** Robert Machuca, [machucaR@metro.net](mailto:machucaR@metro.net)

**Status:** The I-5/SR-14 HOV Direct Connector project provides a seamless transportation system that allows carpoolers a freeway-to-freeway transfer without leaving the carpool lane. The project opened to traffic on December 23, 2012.

**Cost of Project:**

The Total Project cost is \$175,800,000. It will utilize a combination of Regional improvement Program, Proposition C and Congestion Mitigation Air Quality funds.

Measure R also provides \$90,800,000 for the project.

Project Information		Schedule
Phase	Description	Completion
Environmental Impact Report	Analyzing the significant environmental effects of the proposed project.	May 2001
Engineering & Design	Engineer and final design effort is completed after feasibility phase.	December 2006
Construction	Contractors have been selected and project construction has started.	July 2008
Open to Traffic	Date construction permits traffic flow in project area	December 2012

**Board Related Items:**

- Board boxes will be distributed for project updates.
- (Anticipated) Board action to certify potential Measure R savings in late fiscal year 2014.

**Project:** Accelerated Regional Transportation Improvements

**Project Manager:** Chris Margaronis, [margaronisC@metro.net](mailto:margaronisC@metro.net)

**Status:** ARTI is currently under development and as a public private partnership (PPP), all six projects can be built and available to the public as early as 2019.

**Cost of Project:**

Funding for each element is spread out over the course of the next 30 years requiring the project to be built incrementally as funds become available. To construct the full scope and to construct it earlier than planned, new funding sources are required to cover the funding shortfall. Metro is currently exploring the feasibility of tolling the proposed new carpool lane on the I-5 element to pay for that element's specific funding shortfall, meanwhile accelerating the delivery of the other elements through the P3 delivery mechanism.

Project Information			
Element	Project Location	Project Scope	Length (mi.)
A	I-5 North Capacity Enhancements from SR14 to Parker Rd in Santa Clarita	Add one carpool lane in each direction from SR14 to Parker Rd and a truck lane in the southerly direction from Pico to SR14	13.5
B	Same location as above	Repaving general purposes lanes from SR14 to Parker Rd in Santa Clarita	13.5
C	Pomona	Add one carpool and one general purpose lane in each direction from I-10 to Mission Bl in Pomona	1.7
D	Pomona	Add one carpool and one general purpose lane in each direction from Mission to Rio Rancho Rd in Pomona	2.6
E	Arcadia and Pasadena	Soundwall Package 10 Construction soundwalls at various locations along I-210 in Arcadia and Pasadena	3.8
F	North Hollywood area	Soundwall Package 11 Construct soundwalls at various locations along SR170 between SR134 and Sherman way, and I-405 in the vicinity of Stagg St in Los Angeles	5.5

**Board Related Items:**

- Approval of key risk / financial terms to be included in the funding agreement with Caltrans
- Approval of Life-of-Project Budget for ARTI
- Authorize CEO to negotiate and execute funding agreement with necessary parties

**Project:** I-5 North Capacity Enhancements

**Project Manager:** Chris Margaronis, [margaronisC@metro.net](mailto:margaronisC@metro.net)

**Status:** Metro is exploring options to accelerate the construction of carpool lanes on the I-5 from SR-14 to Parker Road using a Public Private Partnership (PPP). Currently, Phase 2a would not be delivered until around 2040 while still having a funding gap.

If pursued as a PPP, this phase could be delivered by 2019 (see ARTI).

Phase 2b is unfunded.

**Cost of Project:**

Phase 1 is currently on schedule and under construction. Phase 2A currently has \$310 million funded through a mixture of Measure R, Prop C, and small amounts of state and federal dollars. Phase 2B is completely unfunded.

Project Information		Schedule		Project Cost
Phase	Description	Construction Start	Open to Traffic	Per Phase
Phase 1: New Truck Lanes	Phase 1 includes new truck lanes from the SR14 to Pico Canyon Rd.	May 2012	May 2014	~\$100 Million
Phase 2A: New HOV Lanes and truck lane in southerly direction (part of ARTI)	Phase 2A provides for new carpool lanes from SR14 to Parker Rd. and a truck lane in the southerly direction from Pico to SR14	2015 with PPP 2040 using traditional delivery	2019 with PPP after 2040 using traditional delivery	\$310 Million
Phase 2B: Extension/Completion to Kern County Line	Phase 2B is intended to extend capacity enhancements from Parker Rd further north towards the Kern County Line.	TBD	TBD	TBD

**Board Related Items:**

- Board approval for receive and file, award and modify contracts

**Project:** I-10 HOV Lanes

**Project Manager:** Ben Jong, [jongb@metro.net](mailto:jongb@metro.net)

**Status:** The project widens the freeway to construct High Occupancy Vehicle (Carpool) Lanes from I-605 to SR 57 along this 11 mile Stretch of freeway. When completed, this project will close the gap in the HOV lanes and provide continuous HOV lanes from Downtown Los Angeles thru urban areas of San Bernardino County.

**Cost of Project:**

I-605 to Puente Ave: The Construction Capital budget is \$109 Million.

Puente Ave to Citrus Ave: The Construction Capital budget is currently estimated at \$127 Million.

Citrus Ave to SR 57: The Construction Capital budget is currently estimated at \$179 Million.

Project Information		Schedule		Total Project Cost
Phase	Description	Construction Start	Open to Traffic	
I-605 to Puente Ave	This segment is 2.2 centerline miles long and is currently under construction.	Mar 2009	August 2013	\$192.7 Million
Puente Ave to Citrus Ave	This segment is 4.1 centerline miles long and in the design phase.	December 2013	July 2017	\$204 Million
Citrus Ave to SR-57	This segment is 4.9 centerline miles long and is in the design phase.	June 2015	July 2019	\$234 Million

**Board Related Items:**

- Ribbon cutting ceremonies when phase(s) open to traffic.
- The Puente to Citrus segment will soon be advertised once the Right of Way certifications are obtained.

**Project:** SR-138 Capacity Enhancements

**Project Manager:** Robert Machuca, [machucaR@metro.net](mailto:machucaR@metro.net)

**Status:** For the SR-138 between I-5 and SR-14, a Project Report & Environmental Document (PA&ED) is currently underway. The purpose of this PA&ED is to identify the alternatives for the approximate 36.8-mile east-west SR-138 highway facility between I-5 and SR-14 in northern Los Angeles County. The PA&ED will study and determine the alternatives (i.e. freeway and/or expressway), constraints (right-of-way requirements), potential impacts/improvements and conduct technical studies.

Additional segments between Avenue T and the Los Angeles/San Bernardino County line have been and will continue to be widened to four lanes with median turn lanes. These segments will also improve drainage and have standard width shoulders.

**Cost of Project:**

The Metro Board programmed \$25 million in September 2012 in Measure R funds for the PA&ED and consultant contract to prepare the project report portion was awarded in April 2013.

Funding for the additional segments is provided by Regional Improvement Program/State Transportation Improvement Program and Regional Surface Transportation Program funds.

Project Information		Schedule		Project Cost
Segment	Description	Construction Start	Open to Traffic	Per Phase
Segment 4	From 0.3 miles west of Little Rock to 77th St. East	Summer 2017	Spring 2019	\$24.6 Million
Segment 5	In Littlerock, 77th St to 87th St	Fall 2011	Fall 2013	\$19.2 Million
Segment 6	In Littlerock, 89th St East to 96th St. East	Summer 2016	Fall 2017	\$32 Million
Segment 9	In Pearblossom, 126th St to Longview	Spring 2015	Fall 2016	\$20.2 Million
Segment 12	In Llano, 175th St East to Largo Vista Rd	Winter 2012	Spring 2013	\$31.2 Million
Segment 13	In Llano, 185th St to Junction 18	Summer 2016	Winter 2019	\$62 Million
Between I-5 and SR-14 (PA&ED Only)		TBD		\$25 Million
Palmdale & Lancaster Projects		2020		\$175 Million

**Board Related Items:** none at this time.

**Project:** High Desert Corridor Project

**Project Manager:** Robert Machuca, [machucaR@metro.net](mailto:machucaR@metro.net)

**Status:** During spring 2012, the Metro Board of Directors recognized the HDC as a “Strategic Multipurpose Corridor” that may accommodate a highway, a green energy production and/or transmission facility and a High Speed Rail (HSR) feeder service line.

In addition, a bike route has been included for further analysis. The addition of these new components to the original study has resulted in the need to update and refine specific technical studies, which are already underway. New components of the HDC Strategic Multipurpose Corridor include:

**Rail:** Recognizing the HDC as a multipurpose corridor with potential to connect to the ever-growing regional rail system, further studies will examine the potential for a High Speed Rail (HSR) Feeder service between California High Speed Rail/Metrolink in Palmdale and XpressWest in Victorville.

**Green Energy Production/Transmission Facility:** The new HDC environmental studies will explore opportunities for a sustainable and environmentally responsible project, particularly through use of wind and solar energy. If proven viable, the HDC may be able to use green energy and contribute to state greenhouse gas reduction goals.

**Bike Route:** Enhance bicycle facilities along the HDC, approximately from 100th St to US-395. Coordination has already started to identify local routes for an ideal bike connection between city and unincorporated area bicycle master plans.

**Cost of Project:**

The HDC is funded with Measure R in Los Angeles County, Measure I in San Bernardino County, State and Federal funds. These funding resources will carry the project through the technical and environmental study phases. However, funding for Design, Right-of-Way and Construction still need to be secured.

Project Information		
Phase	Completion	Cost
Environmental Analysis	2014	\$45 Million (estimate)
Open to Traffic	2020	\$4.5 Billion (estimate)

**Board Related Items:**

- Board boxes will be distributed to update on project progress.

**Project:** Arroyo Verdugo Operational Improvements  
**Project Manager:** Tasha Higgins, [higginsT@metro.net](mailto:higginsT@metro.net)

**Status:** A variety of Arroyo Verdugo projects will provide operation improvements in the cities of Glendale, Burbank, and La Cañada Flintridge. In numerous locations throughout the Arroyo Verdugo subregion, these coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.

Examples of projects include intersection, bridge and ramp widenings, signal synchronization, park-and-ride construction, the construction of three soundwalls in the City of La Cañada Flintridge, as well as other operational improvements that would benefit the subregions.

The initial project list was approved by the Metro Board at its March 2010 meeting and the Metro Board revised the project list and funding through FY 2019 on January 2013. Some projects have completed design and are in construction. Caltrans and Metro are working with the subregion to develop additional projects.

**Cost of Project:**

Measure R provides \$170 million for the projects, which will be used to leverage additional funds.

<b>Number of Projects</b>	<b>Project Phase/Status</b>	<b>Funds Allocated through 2019</b>
1	Completed	\$575,000
7	Environmental, Design, or Construction Project	\$15,573,000
32	Scope Pending	\$40,852,000
<b>TOTAL</b>		<b>\$57,000,000</b>

**Board Related Items:**

- January (annual) – Approve revised project lists for Subregional funds with new project Nexus
- September (annual) – Update project lists for Subregional funds



**Project:** Las Virgenes/Malibu Operational Improvements

**Project Manager:** Ben Jong, [jongB@metro.net](mailto:jongB@metro.net)

**Status:** A variety of Las Virgenes/Malibu projects will provide operational improvements in the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village. In numerous locations throughout the Las Virgenes/Malibu subregion, these coordinated operational improvements will improve traffic flow and mobility and enhance pedestrian and bicycle safety and quality of life.

Examples of projects include intersection improvements, bottleneck widening, freeway to local interchange ramp and bridge widenings, signal synchronization, park-and-ride lot construction, bike paths, as well as other operational improvements that would benefit the subregion.

The initial project list was approved by the Metro Board at its March 2010 meeting and the Metro Board revised the project list and funding through FY 2019 on January 2013. Some projects have completed design and are in construction. Caltrans and Metro are working with the subregion to develop additional projects.

**Cost of Project:**

Measure R provides \$175 million for the projects, which will be used to develop, environmentally clear, design and construct the projects and to leverage additional fund sources. The Subregion has programmed \$91.8 Million of the \$175 Million. They have Funding Agreements (FAs) to initiate 9 of the 16 projects. They will be executing 5 new FAs in the next year as the first years of funding occurs for 5 of the Projects. Two other projects have their initial funding beyond FY 2014.

<b>Number of Projects</b>	<b>Project Phase/Status</b>	<b>Funds Allocated through 2019</b>
0	Completed	\$0
9	Environmental, Design, or Construction project	\$28,300,000
7	Scope pending	\$63,500,000
<b>TOTAL</b>		<b>\$91,800,000</b>

**Board Related Items:**

- January (annual) – Approve revised project lists for Subregional funds with new project Nexus
- September (annual) – Update project lists for Subregional funds

**Project:** South bay (I-405, I-110, I-105, and SR-91) Ramp and Interchange Operational Improvements

**Project Manager:** Isidro Panuco, [panucol@metro.net](mailto:panucol@metro.net)

**Status:** A variety of South Bay will provide direct freeway and arterial-related operational improvements in the Cities of Carson, Hawthorne, Inglewood, Lawndale, Redondo Beach and Torrance as well as portions of the City and County of Los Angeles. In numerous locations throughout the South Bay, these coordinated operational improvements will enhance traffic flow and mobility, reduce travel time and increase air quality.

Examples of projects include adding auxiliary lanes, widening on and off-ramps, constructing new on and off-ramps, modifying interchanges, adding connectors metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.

Metro is working with the individual South Bay jurisdictions in developing Memorandum of Understanding (MOUs) for the design and/or construction of the projects. The projects underway are at various stages of development, design, construction and four projects have been completed.

**Projects Completed to Date:**

- MR312.18 Maple Ave at Sepulveda Blvd. Intersection Improvements
- MR312.03 Rosecrans Ave. Arterial Improvements from I-405 SB off-Ramp to ISIS Ave
- MR312.13 Aviation Blvd at Artesia Blvd at Artesia Blvd Intersection Improvements;
- MR312.14 Inglewood Ave at Manhattan Beach Blvd Intersection Improvements

**Cost of Project:**

Measure R provided \$906 Million for the projects, which will be used to leverage additional funds.

Number of Projects	Project Phase/Status	Funds Allocated through 2019
4	Completed	\$2,752,000
17	Executed FA, projects in various stages, design, construction	\$64,379,000
39	Upcoming projects through 2019	\$87,043,000
<b>TOTAL</b>		<b>\$154,174,000</b>

**Board Related Items:**

- January (annual) – Approve revised project lists for Subregional funds with new project Nexus
- September (annual) – Update project lists for Subregional funds

**Project:** Metro Post 1989 Retrofit Soundwall Program

**Project Manager:** Ben Jong, [jongB@metro.net](mailto:jongB@metro.net)

**Status:** In January 2000, the Metro Board adopted the Soundwall Implementation Policy which identified the process for prioritizing, funding and building the Post 1989 Retrofit Soundwall Program. The policy states that soundwall projects will be prioritized and delivered in two phases:

Phase I contains all soundwall projects along freeway segments where HOV lanes were constructed without the warranted soundwall.

Phase II contains all other soundwalls. This list is un-prioritized.

**Cost of Project:**

Previous Soundwalls were funded with Federal, State and/or Local fund sources. One local funds source, the Proposition C 25% funds funded many of the Phase 1 soundwalls. Measure R provides \$250 million for the Soundwall Program over its life. Metro has started to utilize some of the Measure R funds for some of the Phase 1 projects.

The Phase 1 list contains 14 known packages of which full funding was programmed for Packages 1-8. Funding has yet to be programmed for Packages 10-14 and for the un-prioritized listing of Phase 1 packages. The required funding to complete Phase 1 is to be determined and probably over the \$250 million amount of Measure R. No funding has yet to be identified for Phase 2. However the estimates for that list was at one time over a billion or two dollars.

Project Information		Schedule		Project Cost
Package	Description	Construction Start	Open to Traffic	Per Phase
Package 4	This package includes soundwall projects along the 210 in the cities of Arcadia and Monrovia.	Started September 2009	Completed July 2012	\$22.2 Million
Package 5	This package includes soundwall projects along the 405 in the City of Los Angeles.	Started May 2012	September 2014	\$28.8 Million
Package 6	This package includes soundwall projects along the 405 in the City of Long Beach.	Started March 2012	November 2013	\$4.6 Million
Package 7	This package includes soundwall projects in the cities of Burbank and Los Angeles along the 134.	Started May 2012	September 2014	\$14.2 Million
Package 8	This package includes soundwall projects along the 605 in Los Angeles County which include the City of Whittier.	Started March 2012	September 2013	\$28 Million

Package 10	This package includes soundwall projects along the 210 in the cities of Pasadena and Arcadia.	Based on ARTI Schedule (see ARTI)	\$41 Million
Package 11	This package includes soundwall projects along the 405 and 170 in the City of Los Angeles.	Based on ARTI Schedule (see ARTI)	\$45 Million

**Board Related Items:**

- Board may have to identify and program funds for soundwalls as individuals residing along the freeways constantly call Metro to ask about the status of and advocate for soundwall projects where they reside.
- Packages 10 and 11, while a part of the ARTI will require the programming of funds as ARTI provides the upfront funding with Metro to reimburse the contractor with availability payments at a later date.

**Project:** I-5 Widening and HOV

**Project Manager:** Lucy Olmos, [olmosL@metro.net](mailto:olmosL@metro.net)

**Status:** The project involves widening from three general purpose lanes to four general purpose lanes and HOV lane in each direction and upgrading to current highway design standards between the Los Angeles/Orange County Lines and I-605. Eighteen structures (twelve bridges and overcrossings and six undercrossings) along the 6.8 mile facility will be upgraded with major reconstruction of the Valley View Av. Interchange and Carmenita Road Interchange (funded separately by Caltrans). Since it would be very difficult to deliver a one single project of such magnitude, it was proposed to split the project in to five smaller more manageable projects in addition to the state's Carmenita Road project, each about 1.4 miles long, ranging from about \$100 million to \$450 million, described below.

**Cost of Project:**

Funding for the I-5 Widening and HOV Lane Project is \$1,620 billion with local sources providing 22%, states sources providing 69% and federal sources providing 9%.

Project Information		Schedule		Construction Cost
Segment	Description	Construction Start	Open to Traffic	Per Segment
Segment 1 Alondra Rd	This segment continues the widening on Alondra Rd. Overcrossing from Coyote Creek to Marquardt Ave	March 2012	October 2014	\$110 Million
Segment 2 Valley View Ave	This segment continues the widening and reconstruction of the following bridges: Alondra Ave, Alondra Ave/North Fork Coyote Creek Bridge, North Coyote Crrek Bridge and reconstructing adjacent frontage roads.	September 2014	March 2017	\$416 Million
Segment 3 Shoemaker Ave	This segment continues the widening and reconstructs five structures - Shoemaker Ave, Rosecrans, and Bloomfield Ave., Silverbow, and Rosecrans SB off ramp structure.	February 2013	December 2016	\$214 Million
Segment 4 Imperial Hwy	This segment continues the widening and reconstructs three structures - San Antonio Ave, Imperial Highway, and Pioneer Ave will be replaced and a new SB Pioneer Ave off ramp UC will be constructed.	May 2013	December 2016	\$302 Million
Segment 5 Florence Ave	This segment includes widening from Florence Ave Interchange beginning at Orr and Day Rd to I-605 Interchange.	August 2013	December 2016	\$198 Million
Carmenita Rd	This segment continues the widening and includes removal of the existing two-lane steel structure, construction of a new ten-lane concrete structure with tight diamond ramps and the improvement of the frontage roads.	November 2011	December 2015	\$377 Million

**Board Related Items:**

- Receive project status reports in I-5.
- Approve Construction Mitigation Projects

**Project:** Burlington Northern Santa Fe (BNSF) Grade Separation in Gateway Cities

**Project Manager:** Michelle Smith, [smithmi@metro.net](mailto:smithmi@metro.net)

**Status:** In Pico Rivera, Passons Boulevard Grade Separation project was opened to traffic in November 2012.

In Santa Fe Springs, Valley View Avenue Grade Separation is under construction and is expected to be completed in December 2014.

The remaining four projects are in various planning stages and are subject to funding availability. These projects include:

- Rosecrans Ave./Marquardt Ave.
- Norwalk Blvd./Los Nietos Blvd.
- Pioneer Blvd.
- Lakeland Rd.

**Cost of Project:**

The total estimate for the BNSF Grade Separation Program is \$195 million (2008 dollars). Current funding sources include federal, state, local Measure R and the railroads.

Project Information		Schedule		Project Cost
Segment	Description	Construction Start	Open to Traffic	Per Phase
Passons Blvd	Grade separation at railroad crossing on Passons Blvd in City of Pico Rivera	December 2010	November 2012	\$43 Million
Valley View Ave	Grade separation at railroad crossing on Valley View Ave in the City of Santa Fe Springs/City of La Mirada	August 2012	December 2014	\$79 Million
Rosecrans Ave	Grade separation at railroad crossing on Rosecrans Ave in City of Santa Fe Springs	TBD		TBD
Norwalk Blvd	Grade separation at railroad crossing on Norwalk Blvd in City of Santa Fe Springs	TBD		TBD
Pioneer Blvd	Grade separation at railroad crossing on Pioneer Blvd in the county of Los Angeles/City of Santa Fe Springs	TBD		TBD
Lakeland Rd	Grade separation at railroad crossing on Lakeland Road in City of Santa Fe Springs	TBD		TBD

**Board Related Items:**

- Approve project and authorize Memorandum of Understanding (MOU).

**Project:** I 605 Corridor "Hot Spot" Interchanges (Study Area)

**Project Manager:** Ernesto Chaves, [chavese@metro.net](mailto:chavese@metro.net)

**Status:** Metro completed a Feasibility Study to analyze improvement alternatives for the congestion "Hot Spots" within the Study Area, which includes I-605, between I-405 and SR-60, and portions of I-405, SR-91, I-105 and I-5. Five different Congestion Areas were identified in the study. Conceptual geometric plans, costs estimates and a preliminary environmental review were prepared for each of these Congestion Areas. Examples of improvements include ramp reconfigurations, additional general purpose lanes, arterial intersection enhancements and added signage. Metro is now proceeding with preliminary engineering for three of the Congestion Areas. Individual "Hot Spot" improvement projects within these congestion areas will be identified and prioritized for implementation based on effectiveness, availability of funding and need.

**Cost of Project:**

Measure R provided \$590 million for I-605 "Hot Spots" congestion relief. The total project costs will be estimated in the Project Initiation Document currently under development.

Project Information		Schedule		Estimated Project Cost*
Congestion Area	Description	Construction Start	Open to Traffic	
I-605/SR-91	Interchange where the I-605 meets the SR-91 in the city of Cerritos and adjacent local interchanges along SR-91 and I-605.	Summer 2018	Summer 2020	\$450-540 Million
I-605/I-5	I-605 mainline between Rosecrans Ave. and Beverly Blvd, including local interchanges and the I-5/I-605 Interchange.	Summer 2019	Summer 2021	\$625-740 Million
I-605/I-405	Interchange where the I-605 meets the I-405.	Summer 2020	Summer 2022	\$465-670 Million
SR-91	SR-91 mainline between Santa Fe Ave. and Paramount Blvd, including all local interchanges.	Summer 2021	Summer 2023	\$450-530 Million
I-605/SR-60**	Interchange where I-605 meets SR-60 and local interchanges along I-605.	Summer 2021	Summer 2023	\$150-300 Million

*\*Dependent on the availability of funding.*

*\*\*Not within the Gateway Cities; funded as a separate project.*

**Board Related Items:**

- Approve projects and authorize Memorandum of Understanding (MOU).

**Project:** I-710 Corridor Project EIR/EIS

**Project Manager:** Ernesto Chaves, [chavese@metro.net](mailto:chavese@metro.net)

**Status:** Metro and six other funding partners are conducting an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) to analyze the range of possible improvement alternatives for the I-710 Corridor. The I-710 Corridor Project extends from the ports of Long Beach and Los Angeles to the Pomona Freeway (SR-60), a distance of 18 miles. The study area encompasses 15 cities and unincorporated areas in Los Angeles County adjacent to the freeway corridor.

The I-710 Corridor Project EIR/EIS breaks new ground in engaging community members and stakeholders in developing strategies to improve air quality, mobility, and quality of life. Through a representative community advisory committee structure, outreach activities are designed to provide stakeholders the opportunity to work hand-in-hand with the technical team through the life of the project. Community outreach for the I-710 Corridor Project EIR/EIS is modeled on the highly regarded program used to complete the I-710 Major Corridor Study.

In collaboration with the Corridor cities, Metro has begun examining proposed improvements for possible early action. Candidate "Early Action" projects need to be able to demonstrate independent utility and be able to proceed on a separate project approval and development path in advance of the overall I-710 Corridor Project EIR/EIS project as needed. Possible projects could include soundwalls or local interchange reconfigurations.

Work is underway on the technical studies of the recirculated Draft EIR/EIS and the Draft Project Report.

**Cost of Project:**

Measure R identified \$590 million for the I-710 South and /or Early Action Projects. In addition to Measure R funding, Metro is working to secure additional funding to complete the project. Moreover, the I-710 South is being considered as a prime candidate for a Public Private Partnership (PPP) and may include tolling of the freight corridor. The total cost of the project will be estimated as part of the Project Report, to be completed in 2014.

Project Schedule*	
Phase	Design Bid Build (Estimated Completion)
Complete Environmental Phase	2015
Complete Preliminary Engineering	2015
Complete Final Engineering	2019
Utility Relocation	2020
Construction	2027

*\*dependent on the availability of funding.*

**Board Related Items:**

- Approve early action project list and memorandums of understanding (MOUs).



**Project:** State Route (SR) 710 North Study

**Project Manager:** Michelle Smith, [smithmi@metro.net](mailto:smithmi@metro.net)

**Status:** At the June 2010 meeting, the Metro Board adopted motions to move forward with the environmental review of the SR 710 North Study. An area bordered by SR-2/I-5, I-10, I-210 and I-605 was defined as the initial Study Area.

At the October 2011 meeting, the Metro Board authorized awarding of the technical contract for the SR 710 North Study. At the January 2012 meeting, the Metro Board authorized awarding of the public involvement and community outreach contract for the SR 710 North Study.

**Cost of Project:**

In 2008, two-thirds of the Los Angeles County voters approved allocating Measure R Funds to develop a solution for the SR 710 North gap.

Measure R Funds in the amount of \$780 million is available in the near future and extends through 2040. In addition, potential Public Private Partnership funding opportunities for project alternatives will be explored.

Project Information		
Phase	Description	Completion
Alternative Analysis	Comparative analysis of alternatives studied to determine the best ones to advance for more study.	December 2012
Environmental Impact Report	Defines significant environmental effects of the proposed project and identifies preferred alternative.	Summer 2015
Construction	Contractors are selected and project construction begins.	TBD
Record of Decision	Publically distributed document explaining all alternatives considered and final alternative that will be designed for construction.	Summer 2015

**Board Related Items:**

- Receive project status reports on SR 710.

# Highway Program

## Highway Operations/Motorist Services Department

### Primary Function

To develop, provide and operate effective and efficient services and technologies that decrease congestion and improve the mobility, safety, operation and maintenance of the existing regional transportation system.

### Typical Board Actions

- Contract awards;
- New/Pilot project initiation and authorization;
- Budget authorization (LA SAFE);

### Programs/Services

The Department provides services operated by Metro and by the Los Angeles County Service Authority for Freeway Emergencies (LA SAFE).

### **Metro Operated Programs/Services**

- ***Metro Freeway Services Patrol (FSP)***

***FY14 Budget - \$30.5 M***

Metro FSP includes light-duty FSP, Big Rig FSP and dedicated ExpressLanes FSP. FSP is operated in partnership with CHP and Caltrans and provides over 150 roving service and tow vehicles under contract assisting over 25,000 motorists monthly.

### Issues and/or Anticipated Upcoming Board Actions

- Change of service structure from smaller individual beat (3 to 5 truck) contracts to a larger regional structure – most FSP contract procurements/awards result in some level of dissatisfaction and/or protests by those in the tow industry that did not receive a contract.
- Review of current partnership structure and resource allocation may lead to a redistribution of duties and responsibilities amongst the partners – may require additional local resources.

- ***Freeway Beautification Pilot Project***

***FY14 Budget - \$3 M***

Pilot project to address maintenance issues associated with graffiti, debris and landscaping along the freeway. Working in cooperation with Caltrans, the Freeway Beautification project will improve the overall appearance, maintenance and operation of the freeway.

### Issues and/or Anticipated Upcoming Board Actions

- Possible approval of continuing the project and expanding to additional locations – will require additional resources.
- Possible opposition from Caltrans regarding the continuation and/or expansion of the project.

- **Data Environment & Intelligent Transportation Systems (ITS)**

**FY14 Budget - \$3.2 M**

Develop, support, operate and maintain a regional data environment to collect and process data and information in support of regional transportation improvements. Maintain the Los Angeles County regional ITS architecture to ensure compliance with Federal requirements. Develop new applications to support regional transportation improvement needs – performance monitoring and measurement; decision support systems; improved traveler information; improved planning and traffic operations.

Issues and/or Anticipated Upcoming Board Actions

- Upgrade and new contract award for the Data Environment.

- **Veterans Transportation & Community Living Initiative Grant**

**FY14 Budget - \$1.5 M**

FTA grant project designed to develop and implement a one call-one click transportation resource for veterans and military families residing or visiting Los Angeles County. This project is being developed in partnership with a variety of stakeholders including Access Services, Veterans Administration and other veterans organization.

**LA SAFE Operated Program/Services**

LA SAFE is a separate legal authority created under California Streets and Highways Code. It receives dedicated funding from a \$1.00 annual vehicle registration surcharge assessed to each vehicle registered in Los Angeles County. This funding is used to support motorist aid programs and services.

LA SAFE items that require Board approval are submitted under separate letterhead and agenda. The full MTA Board will convene as the LA SAFE Board to take action on LA SAFE related items.

- **Southern California 511 – Traveler Information System**

**FY14 Budget - \$8.2 M**

Develop, operate and maintain a regional multi-modal traveler information program designed to support and improve mobility amongst all modes. SoCal 511 provides traffic, transit and commuter services information for Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

Issues and/or Anticipated Upcoming Board Actions

- Development and implementation of service enhancements – possible future resource needs.
- Integration of improved real-time data and construction information
- Development and possible award of new contracts to support Southern California 511 operations.

- **Kenneth Hahn Call Box System**

**FY14 Budget - \$1.0 M**

Operation and maintenance of the Los Angeles County Kenneth Hahn Call Box System. System is currently under evaluation for possible restructuring – may include call box removals and/or relocations.

Issues and/or Anticipated Upcoming Board Actions

- Completion and approval of restructuring of the Kenneth Hahn Call Box System.

# Legislative Priorities

## Immediate Issues

### California's Pension Reform (PEPRA) and Federal Labor Law (Section 13C)

- Work to enable the drawdown of over \$500 million in federal grants currently frozen by the U.S. Department of Labor based on PEPRA/13C dispute.
- Public Transit labor unions assert that PEPRA violates their federally protected collective bargaining rights.

### Buy America

- Work to ensure that billions of dollars in highway and transit construction projects is not delayed due to strict federal rules on Buy America for utility relocation projects.

## Federal

### America Fast Forward

- Leverage our success in getting America Fast Forward in MAP21 by seeking and securing TIFIA loans for transit and highway projects.
- Seek to have Congress and the Executive Branch support America Fast Forward Transportation Bonds – already cited in the President's Fiscal Year 2014 Budget.

### Federal New Starts Funding

- Finalize – by late 2013/early 2014 - a federal Full Funding Grant Agreement in the amount of \$1.3 billion for the first phase of the Purple Line (to La Cienega).
- Finalize – by late 2013 – a federal Full Funding Grant Agreement in the amount of \$670 million for the Regional Connector.

### Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program

- Finalize – by late 2013 – a TIFIA loan in the amount of over \$800 million for the first phase of the Purple Line (to La Cienega).
- Finalize – by late 2013 – a TIFIA loan in the amount of \$160 million for the Regional Connector.

## State

### **State Budget**

- Secure key sources of funding in the state budget.
- Ensure trailer bill protects our flexibility to deliver transportation projects.

### **Active Transportation**

- Maintain funding for existing pedestrian and bicycle projects.
- Budget Trailer bill language will direct the Governor's office to convene stakeholders and agree on an allocation plan by August.

### **Cap and Trade**

- Cap and trade funds will most likely be delayed until 2015.
- Cap and trade funds can fund Metro's sustainability programs which will significantly reduce greenhouse gas emissions in our region.

### **LOSSAN/High Speed Rail**

- Metro will be moving forward with key steps to establish the local governing board for LOSSAN.
- Metro is moving forward with key initial investments in the blended corridor program.

## Local Government Relations

### **Mayor's Role on Metro Board OF Directors**

- The Mayor-Elect of the City of Los Angeles will be the Vice-Chair of the Board in 2013 and, in 2014, the Mayor will become Chair of the Metro Board.
- The Mayor appoints three additional Board members, one of whom must be a Los Angeles City Councilmember, and two others who can be public members.

### **Key Upcoming Board Actions**

- Construction contracts will be awarded this year for the Purple Line Subway Extension and for the downtown Regional Connector.

- The Board will consider amendments to Measure R to advance the Funds Available Beginning dates for projects; this action will lay the groundwork to accelerate construction of the remaining Measure R projects from the original 30 years to 10, if the America Fast Forward initiative is successful and receives federal funding.
- The Board could consider a future sales tax extension.

#### **Coordination with the City of Los Angeles on Capital Projects**

- Metro will need to coordinate closely with various Departments in the City of Los Angeles as we move forward with the construction of new rail and other capital projects.
- The City Council is expected to consider various issues related to Metro throughout the year and we will work closely with the Mayor and Council as those issues progress.



## *Buy America Utility Relocation Challenges in California*

May 16, 2013

The passage of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) has modified the applicability of Buy America (BA) as it relates to utility relocations. To ensure compliance with Buy America, utility owners must now sign utility agreements that certify their intention to comply. Five major utility owners in California have stated that they cannot currently comply with the Buy America provisions and therefore will not sign utility agreements. In addition, the California Division of the Federal Highways Administration now requires utility agreements to be executed prior to the approval of a right of way certification (RW Cert). A RW Cert is required to meet milestones required to obtain funding approval from the California Transportation Commission (CTC).

### **Scope of Projects in California**

The California Department of Transportation currently has over 650 contracts under construction valued in excess of 12.4 billion dollars. Just this year alone Caltrans delivered over 2.3 billion dollars worth of projects. A significant majority of these projects involve utility relocations by utility owners who have expressly stated that they are currently unable to comply with MAP-21's Buy America provisions and therefore will not agree to execute a utility agreement that binds them to comply.

### **Projects currently in construction impacted by Buy America**

Caltrans currently has over \$2.5 billion on 10 projects in or near construction that has either been suspended due to Buy America or will be within the near future. Just four of these projects alone account for over 20,000 jobs and over \$2 billion dollars.

The inability to obligate funding for project construction as scheduled will lead to a cumulative loss of federal obligation authority that not only forgoes the benefits derived from the lost projects but also places additional downstream projects in jeopardy for timely funding and construction.

This not only affects transportation in the State, but will also have a large impact on the State economy as many jobs will be lost. The State will also be liable for project delays and wasted work and material costs.

### **Projects where funding will not be allocated due to Buy America**

Currently there are approximately 38 projects not yet in construction that will be held in limbo due to Buy America issues on utility relocations. Current figures on these projects identified with Buy America issues total over \$3.2 billion in construction dollars.



## Notable Projects Currently in Jeopardy due to Buy America:

**Gerald Desmond Bridge** The Gerald Desmond Bridge (GDB) is a vital link in the nation's trade system. Built in the 1960's, the bridge will be completely replaced due to deterioration and unsafe conditions. Designated as a National Highway System Intermodal Connector Route, the GDB is part of the Federal Strategic Highway Network. It is a critical structure with nearly 15% of the nation's waterborne cargo trucked across its decking.

The GDB provides a critical access route for the Port of Long Beach and surrounding communities. Caltrans has been working with the Port of Long Beach, Federal Highway Administration and the Los Angeles County Transportation Authority for several years to bring this project to fruition. The project will extend the eastern limits of State Route 710. The new bridge will include:

- Three lanes in each direction for improved traffic flow
- Emergency lanes on both sides to reduce traffic delays and safety hazards from accidents and vehicle breakdowns.
- A 200-foot vertical clearance that will accommodate newer, "greener" vessels.
- A reduction in the bridge's steep grades for further improvements to traffic flow.

**Utility Issues:** The project involves a major relocation of Southern California Edison (SCE) utility facilities in nine phases. SCE has confirmed that relocations for phases 1, 3, and 5 are temporary and phase 2 relocations are 100 percent SCE, therefore, BA does not apply. Permanent relocations in phases 4, 6-9 are subject to BA certification. At this time SCE cannot certify that the steel and iron materials for those phases are compliant with the BA requirements. Therefore, phases 4, 6-9 will reach an impasse as SCE cannot comply with Buy America laws.



**Design Build Partners:** Port of Long Beach, Caltrans, FHWA, Los Angeles County Metropolitan Transportation Authority (Metro)

**Project Open:** Summer 2013

**Construction Cost:** \$1 billion over 5 years

**Estimated Jobs:** 3000 jobs per year of construction





# 2013 Federal Legislative Program

## Los Angeles County Metropolitan Transportation Authority

In 2011, the Los Angeles County Metropolitan Transportation Authority (Metro) expanded its advocacy in support of America Fast Forward—an innovative campaign to advance federal legislative proposals that will accelerate the construction of transit and highway projects across Los Angeles County and the nation.

2012 was an exciting year for Metro, as we initiated service on both a light rail line (Exposition Light Rail Project) and expanded our bus and bus rapid system (Metro Orange Line). In 2012 we also were pleased that Congress adopted into law a surface transportation bill (MAP-21) which included a key provision of our America Fast Forward initiative—the ten-fold expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

In 2013 Metro is continuing to foster a collaborative environment with members of the Los Angeles County Congressional Delegation. Members of the House and Senate, the Executive Branch and key transportation stakeholders to advocate in support of the innovative financial tools embedded in America Fast Forward. These financial tools, which have historically garnered bi-partisan support, will enable Metro and other transportation agencies to strengthen the economy and get thousands of Americans across the country back to work. Metro will continue to aggressively advocate for funds to continue to move forward on highway, light and heavy rail and bus projects and programs to enhance mobility for the 10 million people who live, work and play in Los Angeles County.



**Metro**

# MEASURE R Proposed Rail and Rapid Transit Expansion and Proposed Highway Improvements



## MEASURE R Project Names

### Rail and Rapid Transit Expansion

- 1A Exposition Boulevard Light Rail Transit\*
- 1B Crenshaw Transit Corridor (project acceleration)\*
- 1C Regional Connector, Links Local Rail Lines\*
- 1D Westside Subway Extension\* (to be opened in segments)
- 1E Gold Line Eastside Extension\*
- 1F Gold Line Foothill Light Rail Transit Extension
- 1G Green Line Extension: Redondo Beach Station to South Bay Corridor\*
- 1H Green Line Extension to Los Angeles International Airport\*
- 1I San Fernando Valley North-South Rapidways\*  
Canoga Corridor (project acceleration)\*
- 1J San Fernando Valley East North-South Rapidways  
(project acceleration)\*
- 1K West Santa Ana Branch Corridor\*
- 1L San Fernando Valley I-405 Corridor Connection\*
- 1M Metrolink Capital Improvement Projects  
(Los Angeles County)

\* Specific routing to be determined

### Highway Improvements

- 3A I-5 Capacity Enhancement: SR-134 to SR-170
- 3B I-5 Capacity Enhancement: I-605 to Orange County Line
- 3C I-5/Carmenita Rd Interchange Improvement
- 3D I-5/SR-14 Capacity Enhancement
- 3E I-405, I-110, I-105 and SR-91 Ramp and Interchange  
improvements: South Bay
- 3F I-5 North Capacity Enhancements:  
SR-14 to Kern County Line (Truck Lanes)
- 3G I-710 South and/or Early Action Projects
- 3H SR-138 Capacity Enhancements
- 3I High Desert Corridor (environmental)\*
- 3J I-605 Corridor "Hot Spot" Interchanges
- 3K Highway Operational Improvements in  
Arroyo Verdugo Subregion
- 3L Highway Operational Improvements in  
Las Virgenes and Malibu Subregion
- 3M SR-710 North Gap Closure\*
- 3N BNSF Grade Separations
- 3O Alameda Corridor East Grade Separations Phase II

## Goal 1

**Work to pursue legislative initiatives that promote the America Fast Forward program**

### PROPOSED ACTIVITIES:

- > Seek the adoption into law of legislation and/or legislative provisions that will create an America Fast Forward Transportation Bond Program that provides a significant interest rate subsidy for worthwhile transportation projects and work to continue the expansion and enhancement of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program that was made possible under MAP-21's America Fast Forward provision. The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees and standby lines of credit to finance surface transportation projects of national and regional significance.

## Goal 2

**Work to advance the Regional Connector and the Purple Line Extension through the Federal new starts program, while concurrently and consistent with board policy, identify and seek non-new starts Federal funding for the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor**

### PROPOSED ACTIVITIES:

- > Work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to secure, for the Regional Connector and the Purple Line Extension, Full Funding Grant Agreements. We are pleased that both projects are funded in the President's Fiscal Year 2014 Budget and detailed in the U.S. Department of Transportation's Fiscal Year 2014 New Starts Report. Parallel to this effort, we will continue to seek to secure non-New Starts federal funding including, but not limited to, funds made available through grant opportunities (TIGER) or through a new surface transportation authorization bill for the Gold Line Foothill Extension and Crenshaw/LAX Transit Corridor projects.

## Goal 3

**Pursue legislative priorities as Congress acts to authorize a new surface transportation bill following the anticipated expiration of MAP-21 on September 30, 2014**

### PROPOSED ACTIVITIES:

- > In order to increase the amount of programmatic and project funds derived by us through MAP-21, Government Relations will work to generate a set of consensus principles that would be used as a guide as members of California's Congressional Delegation and members of House and Senate authorizing committees begin consideration of a new surface transportation bill.
- > We will continue to aggressively encourage authorizers in the House and Senate to adopt a bill that includes robust funding increases, particularly for the New Starts program; the Congestion Mitigation and Air Quality Program; reform of the rail modernization program, a strong goods movement program, high speed rail, creative public private initiatives, and other federal programs that benefit our agency.
- > We will continue to regularly visit Capitol Hill to encourage members of the Los Angeles County Congressional Delegation who serve on transportation authorization committees to advance our specific project and programmatic priorities. We will continue to strengthen the consensus on reauthorization principles we have generated previously with Mobility 21 stakeholders in Orange, Riverside, San Bernardino and Ventura Counties.
- > We will continue to work cooperatively with local governments, local transit agencies, community leaders, business owners, organizations, trade associations like the American Public Transportation Association, transit rider groups, as well as with other transportation agencies throughout the United States to secure funding for transportation projects and operations in Los Angeles County in the next reauthorization bill.
- > Work to support the inclusion of a provision in the authorization bill that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses.



#### Goal 4

**Work with Metrolink and regional transportation agencies to support the application of Federal funds for positive train control to significantly improve the safety of commuter rail service in Los Angeles County and adjoining counties**

##### PROPOSED ACTIVITIES:

- > Work in close cooperation with U.S. Senators Feinstein, Boxer, members of the Los Angeles County Congressional Delegation and other key stakeholders to ensure that rail safety provisions included in H.R. 2093 (which was signed into law on October 16, 2008) are aggressively implemented by the U.S. Department of Transportation.

#### Goal 5

**Secure funding in the FY2014 Transportation, Treasury and Housing and Urban Development Appropriations Bill**

##### PROPOSED ACTIVITIES:

- > Work in close coordination with officials at the U.S. Department of Transportation, Members of Congress, Board Members, California State Legislature, local officials and all other interested parties to secure Full Funding Grant Agreements for the Regional Connector and the Westside Extension;
- > Work to explore opportunities to secure Small Starts/ Very Small Starts funding for our agency;
- > Work to secure robust funding for the federal highway and transit program;
- > Continue to seek federal funding for priority highway, bus, rail and bike projects.

#### Goal 6

**Pursue, as a top legislative priority, efforts to secure Federal funding for a national freight network program**

##### PROPOSED ACTIVITIES:

- > Continue working with Senator Boxer and members of the Environment and Public Works (EPW) Committee and Chairman Shuster, and members of the House Transportation & Infrastructure Committee to support the creation of a fully funded federal program for goods movement projects.
- > Work with surrounding counties; pursue federal funding for improved freight movement from the twin Ports of Los Angeles and Long Beach to Southern California and the rest of the nation. Focus funding priority on highways of national significance, inland ports and identified freight corridor with an emphasis on congestion relief air quality improvement and safety.

#### Goal 7

**Secure possible Homeland Security and Security funding from the department of homeland security**

##### PROPOSED ACTIVITIES:

- > Support increased funding for improved safety and security systems on Metro bus and rail facilities and Municipal Bus Operators' bus facilities. These funds are available through competitive grants issued by the U.S. Department of Homeland Security; and
- > Work to encourage Congress to provide robust funding for federal transportation security grants.

#### Goal 8

##### Additional Priorities:

- > Aggressively advocate for the renewal of the alternative fuels excise tax credit.
- > Work to extend the commuter tax benefit to remain at \$230 per month for transit users;
- > Work with the Southern California Regional Transit Training Consortium on its legislative efforts that support bus maintenance training for alternative fuel buses;
- > Work to ensure that the upcoming transportation authorization bill, or any other relevant legislation, continues to clarify that ferryboat miles between mainland Los Angeles and Catalina Island are counted for purposes of Los Angeles County's annual apportionment from the Section 3307 Urbanized Area Formula Program (UAFP);
- > Work to support legislation that would allow public transit agencies to use a portion of their federal transit funding for day-to-day operating expenses;
- > Work with the U.S. Department of Transportation to permit the use of federal transportation funds for noise abatement purposes (soundwalls) on highways;
- > Work to secure federal funds to advance Metro's bicycle program, including but not limited to, bike stations near our transit stations; and
- > Work with the State of California to implement policies within MAP-21.



# America Fast Forward Transportation Bonds

CREATING JOBS THE RIGHT WAY



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**Metro**

# America Fast Forward Transportation Bonds

CREATING JOBS THE RIGHT WAY



## AMERICA FAST FORWARD TRANSPORTATION BONDS WILL:

- **create jobs right now** by empowering states, cities and transportation agencies to build and renew America's infrastructure
- **reduce** the federal government's share of funding major capital projects by entering into a fair and equitable cost sharing partnership with states, cities and transportation agencies
- **leverage private capital** to create private sector infrastructure jobs nationwide
- **generate** over 500,000 good paying American engineering and construction jobs that cannot be outsourced
- **jump-start** construction of major capital projects to take advantage of historically competitive pricing in construction projects
- **bolster** America's transportation network by providing a new financial tool supporting construction of new state and local transportation projects

## AMERICA FAST FORWARD TRANSPORTATION BONDS CORE PRINCIPLES:

- 1 AMERICA FAST FORWARD** allows states, cities and transportation agencies to issue AFF Transportation Bonds to create private sector jobs spurred by borrowing capital on favorable terms.
- 2 AMERICA EAST FORWARD** will dramatically leverage federal tax incentives to create over 500,000 jobs and incentivize states, cities and transportation agencies to invest their funds – in partnership with AFF Transportation Bonds – towards the construction of major capital projects.



*"Arguably nothing the government spends money on produces a higher long-run return than infrastructure (except perhaps defense). Nearly any infrastructure project seriously being considered today will return more than the 2% the U.S. Treasury is paying on 10-year bonds. As with any business that borrows to invest in machine tools or computers, or a household that borrows to purchase a home or car, it makes sense for government to borrow to invest in an infrastructure asset that will provide returns for years."*

Dr. Mark Zandi  
Moody's Analytics, Chief Economist



## American Investment is Falling Behind (VERSUS FOREIGN INFRASTRUCTURE INVESTING, INCLUDING WATER, AS % OF GDP)



*"More than any single action by the government since the end of the war, this one would change the face of America... its impact on the American economy – the jobs it would produce in manufacturing and construction, the rural areas it would open up – was beyond calculation."*

President Dwight D. Eisenhower  
on the creation of the National Defense Highway System

### America Fast Forward

*America Fast Forward Transportation Bonds* would amend section 54 of the Internal Revenue Code to establish a new class of qualified tax credit bonds. Qualified tax credit bonds are taxable bonds issued by state, local or other eligible issuers where the federal government subsidizes most or all of the interest cost through granting investors annual tax credits in lieu of interest payments.

The U.S. Congress to date has authorized qualified tax credit bond programs totaling in excess of \$36 billion for forestry conservation, renewable energy projects, energy conservation, qualified zone academies and new school construction. *America Fast Forward Transportation Bonds* would represent a sixth class of such bonds.

*America Fast Forward Transportation Bonds* would be authorized in the amount of \$4.5 billion annually from 2013–2023 in total. The proceeds would be distributed by formula to eligible issuers. Unissued amounts could be carried forward to a future year.

### How *America Fast Forward Transportation Bonds* Would Work

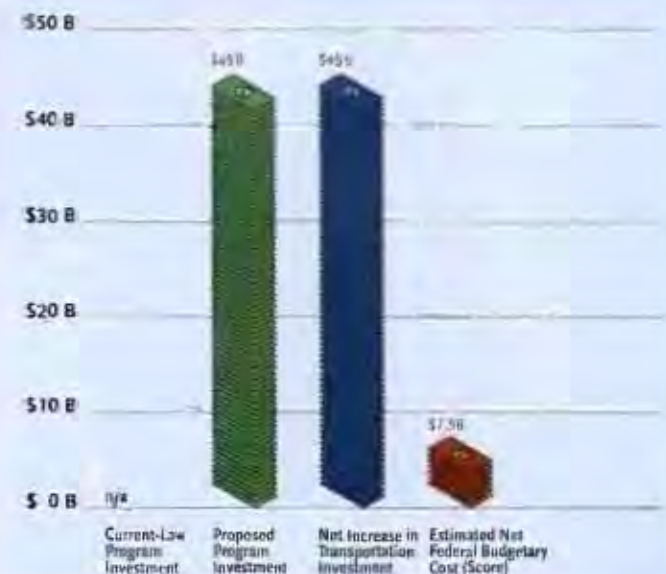
The U.S. Treasury Department would set the maximum reimbursable rate for the bonds marketed each day, at yield enabling the bonds to be sold at their face (par) amount, without interest cost to the issuer. Every month, the Treasury Department would establish the maximum permitted final maturity that would result in the discounted present value of the bonds equaling 20 percent of the maturity value, provided in no case would the bond maturity extend beyond 35 years. While this is a deeper federal subsidy than the 50 percent present value subsidy for other types of qualified tax credit bonds, it is justifiable based on the long-lived nature of transportation investments and their substantial public benefits (including pollution reduction, energy conservation, job creation and economic development).

As proposed, *America Fast Forward Transportation Bonds* would allow issuers to finance more than twice the dollar value of capital improvements than is possible with traditional tax-exempt bonds for any given annual revenue stream. *America Fast Forward Transportation Bonds* should not only stimulate greater investment but also take pressure off of the conventional federal grant programs.

### A Small Investment Yields Big Results

(NATIONAL INVESTMENT LEVERAGING ASSUMING 10-YEAR PROGRAM)

#### *America Fast Forward Transportation Bonds*



## EXECUTIVE SUMMARY

### > Policy Issue

A new tax-preferred debt financing program is being proposed that would reduce the interest expense of long-term borrowing. The tax incentive would be obtained by modifying the Internal Revenue Code to establish "America Fast Forward Transportation Bonds," which would be eligible for annual federal tax credits. This would provide a much deeper federal subsidy than traditional tax-exempt bonds, which are issuable today for transportation purposes but are insufficient for accelerating the construction of highway and transit projects across the nation. While Congress recently has enacted tax credit bond subsidies for other sectors, no such program currently exists for large-scale transportation investments.

### > Policy Precedent

Since 1997, Congress has enacted half a dozen separate programs authorizing state and local governments to issue tax-preferred debt at or near zero percent. These programs, totaling in excess of \$36 billion, are for purposes such as public education, clean renewable energy, forestry conservation and energy conservation. The interest subsidies are designed to provide federal buy-downs of 70 percent to 100 percent of borrowers' interest expense. Each program has a volume cap and maturity limitation associated with it.

### > Policy Rationale

Given the substantial "spillover" benefits of major transportation investments—environmental protection, energy self-sufficiency, safety and "livability" in addition to mobility—a strong argument can be made for providing a new zero-interest long-term bond program for transformational transportation investments.

Major transportation projects are long-lived assets, and those that are debt-financed typically issue bonds with maturities of 30 years or more. The existing 100 percent tax credit bond programs generally are for smaller projects. Current tax law sets a maximum bond term today of approximately 20-25 years, which limits the present-value of the federal subsidy to 50 percent of debt-financed project costs. However, the long useful life of transportation improvements and their substantial positive spillover benefits warrant a longer bond maturity and corresponding higher effective subsidy. It is proposed that the maximum maturity of AFF Bonds be 35 years, similar to many long-term tax-exempt bonds as well as TIFIA loans.

### Contacts

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**Metro**

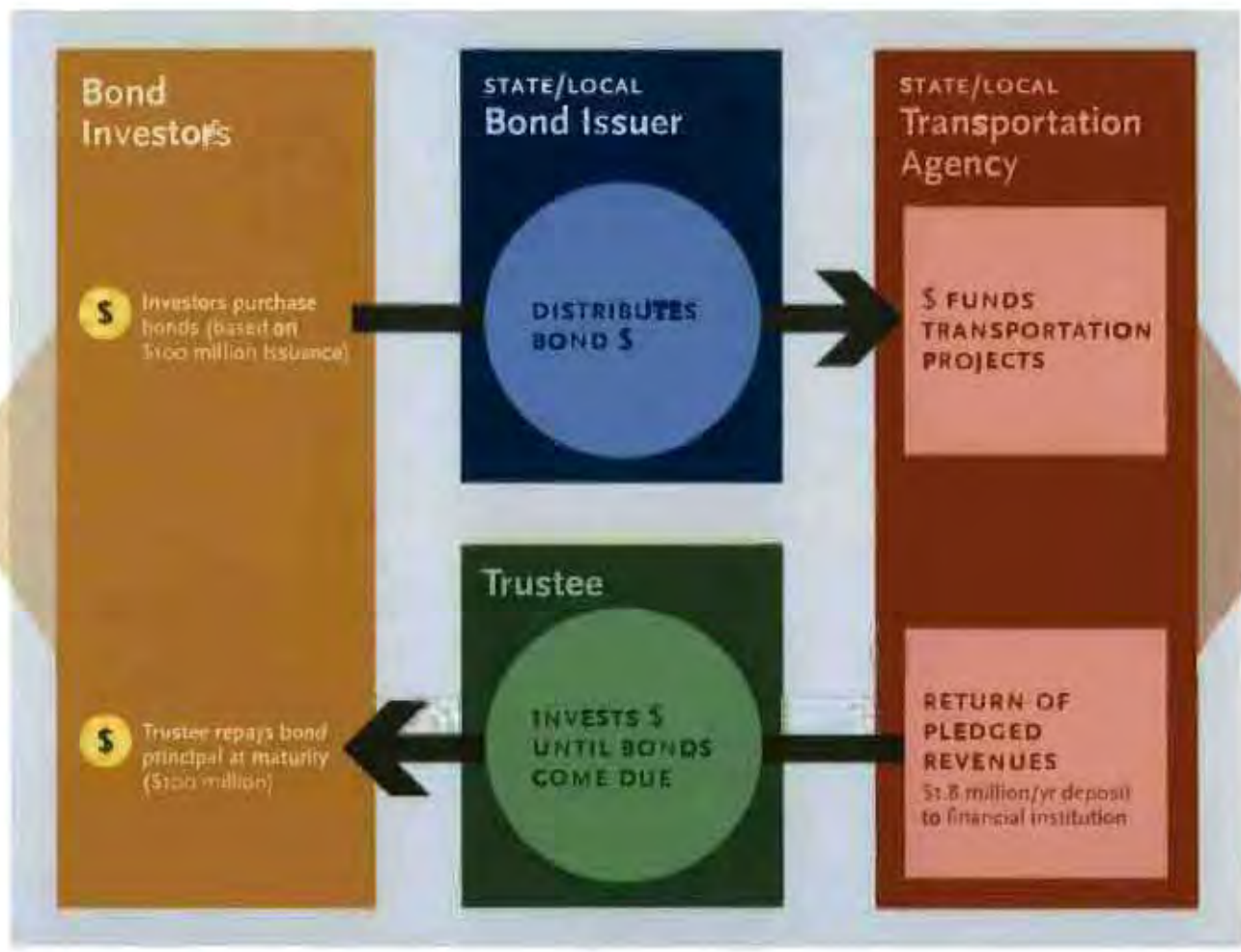
# America Fast Forward Transportation Bonds

## BUILD INFRASTRUCTURE AND CREATE JOBS

**Treasury**

8038-TC  
1040

The U.S. Treasury provides annual tax credits to bond investors in lieu of transportation agency cash interest payments (\$5 million/yr)



**Private Sector Jobs**



AFF Transportation Bond projects will create thousands of new jobs every year.

# PEPRA / 13(c) / FTA Grants – Talking Points

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In 2012, the California State legislature and Governor Jerry Brown enacted California's "pension reform law"– AB 340 (Furutani) [Chapter 296, Statutes of 2012], the California Public Employees' Pension Reform Act of 2013 (PEPRA).

In the words of Governor Brown, upon passage of PEPRA:

"With strong bipartisan support, the State Legislature today passed the biggest rollback of public pensions in California history. This sweeping pension reform package will save tens of billions of taxpayer dollars and make the system more sustainable for the long term. I commend the Legislature for taking this action." – *Governor Jerry Brown, August 31, 2012*

Subsequently, several public employee unions representing employees at various transit agencies around the state submitted formal correspondence to the United States Department of Labor (USDOL), objecting to provisions of PEPRA that the unions allege violate certain employee rights addressed in federal transit law – known colloquially as "13(c) rights."

Compliance with Section 13(c) of the Federal Public Transportation Act of 1964 is a required condition on the receipt of grants from the Federal Transit Administration (FTA). It includes two basic substantive requirements:

1. Protection Against Harm  
Section 13(c) provides protection from the adverse impact of Federal grants (i.e., a reduction in pay, or loss of work, that occurs "as a result of" a FTA grant). This protection is primarily in the form of 13(c) benefits such as dismissal and displacement allowances.
2. Protection of Collective Bargaining Rights
  - (a) 13(c)(1) protects rights, privileges and benefits (including pension rights and benefits) under existing collective bargaining agreements (CBAs). These rights and benefits can be changed, but only through collective bargaining.
  - (b) 13(c)(2) protects the process of collectively bargaining – it requires that the process of bargaining over terms and conditions of employment (mandatory subjects of bargaining) be preserved and continued. This is the primary issue presented by the current situation in California.

More specifically, the transit unions in California point out that Section 13(c) requires that certified employee protections include, among other things, provisions necessary for "the preservation of rights, privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining agreements or otherwise [and] the continuation of collective bargaining rights[.]" 49 U.S.C. 5333(b)(2)(A), (B).

And, argue the unions, in circumstances where state law materially affects the rights or interests of employees protected by Section 13(c), interested labor unions are given the opportunity to object to the USDOL's certification addressing an FTA grant which is a precondition to the FTA's release of federal funds. They continue, federal transit law does not permit the U.S. Secretary of Labor to certify a grantee's employee protection agreements where workers previously enjoyed collective bargaining rights but those rights were subsequently diminished or eliminated altogether by state law.

In this case, the California transit unions are arguing before the USDOL that PEPRA violates these protections, and diminishes the rights of transit workers to collectively bargain their pension benefits.

For this reason, the California transit unions specifically requested that USDOL decertify various grants otherwise scheduled to flow to California transit agencies from the Federal Transit Administration (FTA), until a solution can be found.

Since these filings began late in 2012, several hundreds of millions of dollars in FTA grants have been put on hold by the USDOL, and California transit agencies see no easy solution in sight.

In response to these objections, the administration of California Governor Jerry Brown has formally communicated its analysis to the USDOL, finding that the union objections are baseless. Specifically, in a memorandum dated February 13, 2013, Brown's Labor and Workforce Development Agency Secretary, Marty Morgenstem, wrote that:

"... the changes in state pension law implemented by PEPRA do not impede Section 13(c)'s goal of assuring a continued right to collective bargaining. California's effort to bolster the sustainability of defined benefit pension systems for public employees also does not eliminate the important right of employees to engage in "meaningful, 'good faith' negotiations with their employer over wages, hours and other terms and conditions of employment." (*Donovan v. Amalgamated Transit Union*, 767 F.2d 939, 951 (D.C. Cir. 1985).) To the contrary, PEPRA merely modifies, prospectively, certain aspects of the defined benefit pension plan that can be offered by a public employer. It does not permit employers to unilaterally determine and impose terms under which defined benefit pensions may be provided. And, most importantly, PEPRA retains the ability of current and future employees to engage in good faith collective bargaining. (Compare *Donovan*, 767 F.2d at 954 [Section 13(c) violation found where state legislature removed mandatory subjects of collective bargaining previously enjoyed by employees, including work assignments, benefits, and hours].)

"PEPRA promotes retirement security for public employees by placing common-sense limits on the defined benefit pensions that can be offered to future employees. Again, these prospective changes do not impede the ability of current or future workers to engage in good faith collective bargaining and, accordingly, do not conflict with the requirements of Section 13(c). Furthermore, nothing in PEPRA prevents a local transit authority from negotiating other retirement or compensation benefits designed to offset the changes in defined benefit pensions in which future workers may be enrolled."

In the meantime, planned transit service expansions are delayed, new clean-fuel vehicle purchases are on hold, and employee layoffs are eminent; ultimately, the transit riding public will suffer the longer these grants are delayed.

The USDOL has taken months, in some cases, to consider the merits of the union challenges, thus depriving riders relying on these affected local public transit systems of the intended benefits of the FTA grants, such as the purchase of new clean-fuel buses, extensions to rail transit lines, and improvements in transit service. Data collected from California transit systems indicates that over \$1.28 billion in federal transit grants either is currently or could ultimately be at risk this fiscal year while grants are reviewed.

These grants should be released immediately, so that federal dollars will flow to local communities. In the meantime, while the Department spends so much time reviewing these grants, many agencies have no choice but to begin to plan for service cuts and layoffs. Allowing that to happen because of procedural delays is unconscionable.

Furthermore, these grants are intended to support direct jobs at transit systems and in the private sector companies that would provide the products and services to the agencies for which the grants are intended, as well as sustaining the indirect jobs supported when transit systems are allowed to carry out their mission of efficiently moving more people to and from their workplaces. National transit research shows that every \$1 billion in transit operations funding spent supports 36,000 jobs, and every \$1 billion in transit capital expenditures supports 41,000 jobs. Based on these statistics, and a recent industry survey indicating the total dollar amount of FTA grants that are currently or could be under USDOL review this year, it is estimated that between 50,000 and 53,000 direct and indirect construction, design, consulting, service, information and other types of jobs are threatened by delay or de-certification.

In some cases, transit agencies, absent clear signals from the USDOL, will need to begin processes that take several months in order to plan transit service cuts or otherwise defer procurements that were dependent on the timely allocation of their grant dollars. These decisions will not only adversely impact the riding public, but potentially the jobs of the very transit union local members whose rights Section 13(c) are meant to protect.

Thus, many California transit agencies have urged USDOL to *immediately provide interim certification* status, so that grant dollars can flow while the federal government sorts out the eventual solution.

In any case, *swift action* is far more preferable to these agencies, their riders and their employees than more federal delay; state and local transit officials in California must understand, soon, the disposition of the federal government towards these grants, so that either the planned procurements and construction activities can proceed, or so that other steps may be taken to accommodate the lost federal dollars or to otherwise address state law.

LACMTA Fiscal Yr. & Calendar Yr. 2013 FTA Grant Applications for U.S. Dept. of Labor (DOL) Review

Grant	Federal Amount	Type of Federal Funds	Project Description	Received Objection Letter(s)
<b>Submitted</b>				
CA-95-X042-02	\$8,833,000	CMAQ	Acquisition of up to 16 40-ft buses (part of 550 base order)	ATU, UTU
CA-04-0232-01	\$10,000,000	Section 5309 State of Good Repair	Acquisition of up to 22 40-ft buses (part of 550 base order)	ATU, TCU
CA-04-0261	\$10,000,000	Section 5309 Livability Initiative	Construction of underground pedestrian passaga between MOL and North Hollywood MRL	ATU, TCU
CA-90-Y717-07	\$5,111,239	FY12 Section 5307	FY2013 bus preventive maintenance	ATU, UTU, TCU, AFSCME
CA-90-Z054	\$78,132,160	FY13 Section 5307	FY2013 bus preventive maintenance	UTU
CA-05-0273-02	\$2,879,547	FY12 Section 5309	FY2013 rail preventive maintenance	
<b>Subtotal</b>	<b>\$112,755,948</b>			
<b>To Be Submitted</b>				
	\$26,593,000	CMAQ	Operating assistance for Expo I	
	\$80,132,224	FY13 Section 5307 (estimated)	FY2013 bus preventive maintenance	
	\$50,000,000	FY13 Section 5309 New Starts (based on LRTP)	Westside Subway Extension	
	\$31,000,000	FY13 Section 5309 New Starts (based on LRTP)	Regional Connector	
	\$7,100,000	FY13 Section 5340 Growing States (estimated)	FY2013 rail preventive maintenance	
	\$80,000,000	FY13 Section 5337 State of Good Repair (estimated)	FY2013 & FY2014 rail preventive maintenance	
	\$15,000,000	FY13 Section 5339 Bus & Bus Facilities (estimated)	Bus capital projects	
	\$788,524	FY11 Section 5307 (from other UZA's)	FY2013 bus preventive maintenance	
	\$888,258	FY12 Section 5307 (from other UZA's)	FY2013 bus preventive maintenance	
	\$1,010,000	CMAQ	LA Trade Tech College Pedestrian Enhancements	
	\$1,988,000	CMAQ	LA City College Pedestrian Enhancements	
	\$3,850,000	CMAQ	City of Glendale CNG Facility	
	\$1,500,000	CMAQ	City of Glendale Acquisition of Buses	
	\$1,941,000	CMAQ	City of Pasadena Acquisition of Buses	
	\$2,400,000	FY12 Ferry Boat Discretionary	City of Avalon Cabrillo Mole Ferry Terminal Rehab	
	\$160,000	CMAQ	City of Cerritos Transit Amenities	
	\$257,000	RSTP	City of Malibu Bus Stop Improvements	
	\$64,000,000	CMAQ	Regional Connector	
	\$100,000,000	RSTP (\$70 mil) & CMAQ (\$30 mil)	LRV (\$41.786 mil RSTP); Crenshaw (\$28.214 mil RSTP); Crenshaw (\$30mil CMAQ)	
<b>Subtotal</b>	<b>\$488,382,004</b>			
<b>Total Grants for DOL Review</b>	<b>\$581,137,950</b>			

LACMTA Fiscal Yr. & Calendar Yr. 2013 FTA Grant Applications for U.S. Dept. of Labor (DOL) Review

<i>Grant</i>	<i>Federal Amount</i>	<i>Type of Federal Funds</i>	<i>Project Description</i>	<i>Received Objection Letter(s)</i>
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CA-90-Z054	\$76,132,160	FY13 Section 5307	FY2013 bus preventive maintenance	UTU
CA-05-0273-02	\$2,879,547	FY12 Section 5309	FY2013 rail preventive maintenance	
<b>Subtotal</b>	<b>\$112,755,946</b>			
<b>To Be Submitted</b>				
	\$26,593,000	CMAQ	Operating assistance for Expo 1	
	\$80,132,224	FY13 Section 5307 (estimated)	FY2013 bus preventive maintenance	
	\$50,000,000	FY13 Section 5309 New Starts (based on LRTP)	Westside Subway Extension	
	\$31,000,000	FY13 Section 5309 New Starts (based on LRTP)	Regional Connector	
	\$7,100,000	FY13 Section 5340 Growing States (estimated)	FY2013 rail preventive maintenance	
	\$80,000,000	FY13 Section 5337 State of Good Repair (estimated)	FY2013 & FY2014 rail preventive maintenance	
	\$15,000,000	FY13 Section 5339 Bus & Bus Facilities (estimated)	Bus capital projects	
	\$766,524	FY11 Section 5307 (from other UZA's)	FY2013 bus preventive maintenance	
	\$886,256	FY12 Section 5307 (from other UZA's)	FY2013 bus preventive maintenance	
	\$1,010,000	CMAQ	LA Trade Tech College Pedestrian Enhancements	
	\$1,988,000	CMAQ	LA City College Pedestrian Enhancements	
	\$3,650,000	CMAQ	City of Glendale CNG Facility	
	\$1,500,000	CMAQ	City of Glendale Acquisition of Buses	
	\$1,941,000	CMAQ	City of Pasadena Acquisition of Buses	
	\$2,400,000	FY12 Ferry Boat Discretionary	City of Avalon Cabrillo Mole Ferry Terminal Rehab	
	\$160,000	CMAQ	City of Cerritos Transit Amenities	
	\$257,000	RSTP	City of Melibu Bus Stop Improvements	
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<b>Subtotal</b>	<b>\$488,382,004</b>			
<b>Total Grants for DOL Review</b>	<b>\$581,137,950</b>			



## TIGER V

The Los Angeles County Metropolitan Transportation Authority's (LACMTA) TIGER V discretionary grant requests for the following projects:

- \$40 million to help fund the Leimert Park Village Station for the Crenshaw/LAX Project.
- \$20 million for the Metro Blue Line Light Rail System Signal Rehabilitation project and
- \$20 million for the I-5 North Capacity Enhancement project.

### **Leimert Park Village:**

The TIGER V discretionary grant request for the Leimert Park Village station would be used to add an additional underground station for the Crenshaw/LAX project, a new 8.5 mile light rail transit line extending between the Metro Exposition Line and the Metro Green line with a connection to LAX. The line connects downtown Los Angeles, West Los Angeles, and the South Bay, providing critical linkages for the region's residents, employees, and national and international visitors. The \$40 million funding request would help provide a seventh station to the line at the intersection of Crenshaw Boulevard and Vernon Avenue.

### **I-5 North Capacity Enhancement Project:**

The \$20 million TIGER V discretionary grant request for the I-5 North Capacity Enhancement project will help build the proposed 13.6 miles of high occupancy toll (HOT) lanes on the I-5 freeway in each direction from State Route (SR) 14 to Parker Road in north Los Angeles County within the Santa Clarita Valley. The project is one of six difference projects included within the Accelerated Regional Transportation Improvements (ARTI) project, the first transportation public private partnership (P3) project in Southern California and the second in the state.

### **Metro Blue Line Light Rail System Signal Rehabilitation Project:**

The \$20 million funding request for the Metro Blue Line Light Rail System Signal Rehabilitation project will help rehabilitate two interconnected elements: replacement of the existing train control system and the addition of four new sets of interlockings. The Metro Blue Line is a 22-mile light rail line serving Downtown Los Angeles, Gateway cities and Long Beach which opened for revenue service in 1990. The existing signal equipment is at the end of its useful life and is becoming obsolete and no longer supported as the original supplier is no longer in business. The project will ensure the reliability of one of the nation's most heavily used light rail lines and Metro's oldest and busiest line.

Alejo, Luis

04/11/2013

AB 160

**ANALYSIS** (continued)

Teamsters plan. For new members, contributions to the second plan would be prohibited under PEPRA, which prohibits employers from making contributions to an additional defined benefit plan on behalf of new employees hired after January 1, 2013, including a plan administered by a private provider. The Teamsters plan would, therefore, be restricted for new members. A provision of this bill would create an exemption for this situation. According to OCTA, the agency is negotiating with employees to contribute on behalf of new members to a defined contribution plan, which would be permitted under PEPRA. Carving out a special exemption to allow new employees to participate in a supplemental defined benefit plan is not appropriate because it would treat public employees subject to PEPRA unequally.

- The Santa Barbara MTD does not participate in a public sector retirement system and provides about 180 union employees only the Teamsters plan. As a private-sector plan, the Teamsters pension is governed by ERISA and subject to federal rules entailing more conservative funding policies, including insurance payments to the Pension Benefit Guaranty Corporation. Non-union members participate in a 401(k) profit-sharing plan that also is not subjected to PEPRA. PEPRA includes a provision that allows public employers to continue offering new employees plans that are lower cost and lower risk to employers than the retirement plans required by PEPRA. However, the Teamsters plan is structured to only receive an employer contribution; the district believes that new members are still subject to PEPRA's requirement for 50-50 cost sharing. According to the districts, the Teamsters plan administrators will not permit employees to make contributions to the plan, and the district does not believe it can continue providing the plan to new union members. There is an open issue on whether the 50-50 cost-sharing requirement applies to an ERISA-governed pension plan; however, carving out a special exemption for this situation is not appropriate at this time because it may not be necessary and would treat public employees subject to PEPRA unequally.
- The Golden Gate district provides pension benefits to approximately 70 ferry operators and deckhands through two Taft-Hartley plans: the Inlandboatmen's Union of the Pacific National Pension Plan and the MEBA Towboat Operators Pension Trust. Bus operators receive benefits through a district-administered plan and other employees are covered by CalPERS. The district is seeking an actuarial certification, pursuant to PEPRA, that the Taft-Hartley plans results in a lower cost and lower risk than the PEPRA retirement formula. While that process is underway, it is premature and potentially unnecessary to exempt the district's Taft-Hartley plans from PEPRA. Similar to the Santa Barbara MTD situation, there is an open issue on whether the 50-50 cost-sharing requirement applies to an ERISA-governed pension plan; carving out a special exemption for this situation is not appropriate at this time because it may not be necessary and would treat public employees subject to PEPRA unequally.

## 2. Fiscal Analysis

According to the State Controller's Office, approximately 30,000 public employees work for local transit districts, transit agencies, and city and county governments that provide bus, rail, ferry, and other transportation services. Approximately half of those public employees work for entities that contract for retirement benefits through CalPERS. This bill would exempt represented transit workers from PEPRA; based on the split between managers and rank-and-file members of the state workforce, approximately 12,500 would likely be employees covered by collective bargaining agreements. This group would represent approximately 5 percent of the 240,000 active CalPERS employees in local government.

Alejo, Luis

04/11/2013

AB 160

**ANALYSIS** (continued)

Following the passage of AB 340, CalPERS estimated that PEPRA could save its local government employers approximately \$24.4 billion to \$32.4 billion over 30 years through lower retirement benefits and increased member contributions. If represented transit employees comprise roughly 5 percent of the CalPERS active-employee membership, a similar percentage of savings could be attributed to savings from transit employees in CalPERS: approximately \$1.2 billion to \$1.6 billion over 30 years. Because only half of all transit employees are members of CalPERS, total savings are likely to be greater when including employees of local transit agencies that operate independent, statutorily authorized pension plans and those transit entities that contract for benefits through 1937 Act county retirement systems. Therefore, exempting transit workers from PEPRA would erode savings by those additional, unknown amounts.

Though this bill has no direct fiscal impact on the state, delaying or withholding federal transportation dollars to local transit agencies could result in economic consequences that are difficult to measure and increase pressure on the state to finance additional local transportation projects through the budget. If DOL determines that PEPRA infringes on the collective bargaining rights of transit workers, DOL could withhold more than \$1.1 billion in federal transportation dollars to California annually. To protect local transit agency dollars, the bill would exempt those transit employees only if DOL declines to certify the local labor agreements. However, the Administration may choose to appeal or litigate an unfavorable DOL determination.

Representatives for transit unions have also stated that PEPRA would require transit districts to cease participation in Taft-Hartley plans, resulting in millions of dollars in withdrawal fees. However, PEPRA's restrictions on defined benefit plans apply only to new members. Pre-PEPRA members are permitted to remain in any plan in place before January 1, 2013. Despite that allowance, there are potential restrictions under ERISA regarding equal benefits for employees performing the same job. ERISA also could require plans to recalculate liabilities if membership is reduced. Though these issues could result in additional costs to agencies participating in Taft-Hartley plans, the application of withdrawal fees is uncertain and remains open to interpretation.

Code/Department Agency or Revenue Type	SO LA CO RV	(Fiscal Impact by Fiscal Year)					Fund Code
		PROP	(Dollars in Thousands)				
		98	FC	2012-2013 FC	2013-2014 FC	2014-2015	
7900/PERS	SO	No		— See Fiscal Summary —			0830
<u>Fund Code</u> 0830	<u>Title</u>	Public Employees' Retirement Fund					

**DEPARTMENT OF FINANCE BILL ANALYSIS**

**AMENDMENT DATE:** 04/11/2013  
**POSITION:** Oppose

**BILL NUMBER:** AB 160  
**AUTHOR:** Alejo, Luis

**BILL SUMMARY:** California Public Employees' Pension Reform Act of 2013: exceptions.

This bill exempts current and future transit employees from the Public Employees' Pension Reform Act (PEPRA) of 2013, if the U.S. Department of Labor (DOL) determines that PEPRA is in conflict with federal law.

**FISCAL SUMMARY**

Using a conservative estimate, exempting transit employees from PEPRA could erode savings to local governments by more than \$1 billion over 30 years.

As drafted, this bill also would exempt from PEPRA any retirement plan that includes local transit workers. Because a retirement system is considered a single "plan" under certain circumstances, this bill could be interpreted as exempting entire systems from PEPRA, including the California Public Employees' Retirement System (CalPERS), retirement systems operating under the County Employees Retirement Law of 1937 (1937 Act), and several independent retirement systems administered by local and regional transit districts. If this bill is interpreted broadly to exclude all retirement systems that include local transit members, all projected savings associated with PEPRA from CalPERS and 1937 Act systems would be eliminated.

**COMMENTS**

The Department of Finance is opposed to this bill because it undermines PEPRA by carving out a large group of public employees if DOL determines that PEPRA infringes on the collective bargaining rights of local transit employees. The Administration is actively engaged in discussions with DOL to address concerns raised by transit unions about PEPRA's treatment of collective bargaining rights. This bill is premature, proposing a remedy that is inconsistent with the implementation of PEPRA, including equal treatment of public employees across the state government and local governments.

For decades, pension benefits have been negotiated under a statutory structure that provides a menu of benefits that can be offered to employees. A uniform set of statutes that govern public employee pensions cannot in all practicality be bargained with thousands of local collective bargaining units working for different employers. Instead, union members, as with other stakeholders and lobbyists, can and do participate in shaping statewide pension policy before the Legislature. This was the case when, for example, the Amalgamated Transit Union and the Bay Area Rapid Transit District Union, supported AB 616 in 2001, which changed the pension statutes for local governments, including transit agencies, by creating enhanced retirement formulas and increasing employee contribution rates.

If broadly interpreted, this bill would exempt from PEPRA any retirement system that provides pension benefits to transit workers, including the entire CalPERS system and 1937 Act systems that provide benefits to transit workers.

Analyst/Principal (0933) K.Martone	Date	Program Budget Manager Richard Gillihan	Date
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Department Deputy Director	Date
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Governor's Office:	By:	Date:	Position Approved _____
			Position Disapproved _____

<b>BILL ANALYSIS</b>	Form DF-43 (Rev 03/95 Buff)
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Alejo, Luis

04/11/2013

AB 160

**ANALYSIS****1. Programmatic Analysis****Current Law**

Transit entities in California have several options for addressing the retirement needs of their employees. Some contract for retirement benefits with CalPERS or 1937 Act systems. Other transit agencies have established their own, statutorily authorized, locally administered retirement system. Additionally, employees of three transit entities participate in a union-sponsored, multi-employer pension trust that is governed by the federal Employee Retirement Security Act of 1974 (ERISA), known as a Taft-Hartley plan. It is not uncommon for a transit entity to provide retirement benefits through more than one retirement system.

**Pension Reform**

Chapter 296, Statutes of 2012 (AB 340) made statutory changes to pension benefits and contribution rates for employers and employees participating in CalPERS, 1937 Act, and independent district retirement plans. Transit unions in California have subsequently filed complaints with DOL that PEPRAs diminishes their collective bargaining rights, arguing changes to pension benefits must be negotiated. Under a provision of federal transit law, commonly referred to as 13(c), DOL can prevent the U.S. Department of Transportation's Federal Transit Administration from distributing grants to local transit agencies until DOL certifies that labor agreements preserve collective bargaining rights. DOL has taken the PEPRAs issue under review as individual labor contracts at transit agencies come up for certification, and the Administration is engaged in an active dialogue with the federal agency to allow for the release of future local transit funds.

**Proposed Legislation**

This bill effectively ends the 13(c) dispute by exempting represented transit employees from PEPRAs, if DOL determines that PEPRAs conflict with the 13(c) rule. However, exempting transit employees from PEPRAs would provide special, favorable treatment to this group of new public employees, who would continue to enjoy a higher level of pension benefits. PEPRAs continue to respect collective bargaining rights and permits employers to negotiate other elements of compensation, including defined contribution plans, to replace a potentially lower defined benefit plan. There would be additional issues of fairness if represented employees were carved out of PEPRAs while non-represented employees at transit agencies would be subjected to PEPRAs requirements.

The bill would also exempt a subset of transit employees who participate in multi-employer pension trust plans governed by ERISA, known as Taft-Hartley plans. Though ERISA regulates private-sector plans, transit agencies that began as private bus or rail lines and were later absorbed by a government entity were permitted under federal law to continue providing pension benefits to public employees through the pre-existing private plan. According to the California Transit Association, there are only two entities, the Orange County Transportation Authority (OCTA) and the Santa Barbara Metropolitan Transit District (MTD), which meet this criteria and provide certain union employees retirement benefits through the Western Conference of Teamsters Pension Trust. A third transit district, the Golden Gate Bridge and Highway Transportation District, also allows its ferry operators and deckhands to participate in two Taft-Hartley plans. However, the agencies participate in these plans in different ways:

- OCTA provides primary pension benefits to its 1,500 employees through the Orange County Employees Retirement System, a 1937 Act plan. Additionally, OCTA has agreed to make contributions on behalf of union members to a second defined-benefit plan through the

**ANALYSIS** (continued)

Teamsters plan. For new members, contributions to the second plan would be prohibited under PEPRA, which prohibits employers from making contributions to an additional defined benefit plan on behalf of new employees hired after January 1, 2013, including a plan administered by a private provider. The Teamsters plan would, therefore, be restricted for new members. A provision of this bill would create an exemption for this situation. According to OCTA, the agency is negotiating with employees to contribute on behalf of new members to a defined contribution plan, which would be permitted under PEPRA. Carving out a special exemption to allow new employees to participate in a supplemental defined benefit plan is not appropriate because it would treat public employees subject to PEPRA unequally.

- The Santa Barbara MTD does not participate in a public sector retirement system and provides about 180 union employees only the Teamsters plan. As a private-sector plan, the Teamsters pension is governed by ERISA and subject to federal rules entailing more conservative funding policies, including insurance payments to the Pension Benefit Guaranty Corporation. Non-union members participate in a 401(k) profit-sharing plan that also is not subjected to PEPRA. PEPRA includes a provision that allows public employers to continue offering new employees plans that are lower cost and lower risk to employers than the retirement plans required by PEPRA. However, the Teamsters plan is structured to only receive an employer contribution; the district believes that new members are still subject to PEPRA's requirement for 50-50 cost sharing. According to the districts, the Teamsters plan administrators will not permit employees to make contributions to the plan, and the district does not believe it can continue providing the plan to new union members. There is an open issue on whether the 50-50 cost-sharing requirement applies to an ERISA-governed pension plan; however, carving out a special exemption for this situation is not appropriate at this time because it may not be necessary and would treat public employees subject to PEPRA unequally.
- The Golden Gate district provides pension benefits to approximately 70 ferry operators and deckhands through two Taft-Hartley plans: the Inlandboatmen's Union of the Pacific National Pension Plan and the MEBA Towboat Operators Pension Trust. Bus operators receive benefits through a district-administered plan and other employees are covered by CalPERS. The district is seeking an actuarial certification, pursuant to PEPRA, that the Taft-Hartley plans results in a lower cost and lower risk than the PEPRA retirement formula. While that process is underway, it is premature and potentially unnecessary to exempt the district's Taft-Hartley plans from PEPRA. Similar to the Santa Barbara MTD situation, there is an open issue on whether the 50-50 cost-sharing requirement applies to an ERISA-governed pension plan; carving out a special exemption for this situation is not appropriate at this time because it may not be necessary and would treat public employees subject to PEPRA unequally.

## 2. Fiscal Analysis

According to the State Controller's Office, approximately 30,000 public employees work for local transit districts, transit agencies, and city and county governments that provide bus, rail, ferry, and other transportation services. Approximately half of those public employees work for entities that contract for retirement benefits through CalPERS. This bill would exempt represented transit workers from PEPRA; based on the split between managers and rank-and-file members of the state workforce, approximately 12,500 would likely be employees covered by collective bargaining agreements. This group would represent approximately 5 percent of the 240,000 active CalPERS employees in local government.

Alejo, Luis

04/11/2013

AB 160

**ANALYSIS** (continued)

Following the passage of AB 340, CalPERS estimated that PEPRAs could save its local government employers approximately \$24.4 billion to \$32.4 billion over 30 years through lower retirement benefits and increased member contributions. If represented transit employees comprise roughly 5 percent of the CalPERS active-employee membership, a similar percentage of savings could be attributed to savings from transit employees in CalPERS: approximately \$1.2 billion to \$1.6 billion over 30 years. Because only half of all transit employees are members of CalPERS, total savings are likely to be greater when including employees of local transit agencies that operate independent, statutorily authorized pension plans and those transit entities that contract for benefits through 1937 Act county retirement systems. Therefore, exempting transit workers from PEPRAs would erode savings by those additional, unknown amounts.

Though this bill has no direct fiscal impact on the state, delaying or withholding federal transportation dollars to local transit agencies could result in economic consequences that are difficult to measure and increase pressure on the state to finance additional local transportation projects through the budget. If DOL determines that PEPRAs infringe on the collective bargaining rights of transit workers, DOL could withhold more than \$1.1 billion in federal transportation dollars to California annually. To protect local transit agency dollars, the bill would exempt those transit employees only if DOL declines to certify the local labor agreements. However, the Administration may choose to appeal or litigate an unfavorable DOL determination.

Representatives for transit unions have also stated that PEPRAs would require transit districts to cease participation in Taft-Hartley plans, resulting in millions of dollars in withdrawal fees. However, PEPRAs' restrictions on defined benefit plans apply only to new members. Pre-PEPRAs members are permitted to remain in any plan in place before January 1, 2013. Despite that allowance, there are potential restrictions under ERISA regarding equal benefits for employees performing the same job. ERISA also could require plans to recalculate liabilities if membership is reduced. Though these issues could result in additional costs to agencies participating in Taft-Hartley plans, the application of withdrawal fees is uncertain and remains open to interpretation.

Code/Department Agency or Revenue Type	SO	(Fiscal Impact by Fiscal Year)					Fund Code
	LA	(Dollars in Thousands)					
	CO	PROP					
	RV	98	FC	2012-2013 FC	2013-2014 FC	2014-2015	
7900/PERS	SO	No		— See Fiscal Summary —			0830
<u>Fund Code</u> 0830	<u>Title</u> Public Employees' Retirement Fund						

DEPARTMENT OF FINANCE BILL ANALYSIS

AMENDMENT DATE: 04/11/2013  
POSITION: Oppose

BILL NUMBER: AB 160  
AUTHOR: Alejo, Luis

**BILL SUMMARY: California Public Employees' Pension Reform Act of 2013: exceptions.**

This bill exempts current and future transit employees from the Public Employees' Pension Reform Act (PEPRA) of 2013, if the U.S. Department of Labor (DOL) determines that PEPRA is in conflict with federal law.

**FISCAL SUMMARY**

Using a conservative estimate, exempting transit employees from PEPRA could erode savings to local governments by more than \$1 billion over 30 years.

As drafted, this bill also would exempt from PEPRA any retirement plan that includes local transit workers. Because a retirement system is considered a single "plan" under certain circumstances, this bill could be interpreted as exempting entire systems from PEPRA, including the California Public Employees' Retirement System (CalPERS), retirement systems operating under the County Employees Retirement Law of 1937 (1937 Act), and several independent retirement systems administered by local and regional transit districts. If this bill is interpreted broadly to exclude all retirement systems that include local transit members, all projected savings associated with PEPRA from CalPERS and 1937 Act systems would be eliminated.

**COMMENTS**

The Department of Finance is opposed to this bill because it undermines PEPRA by carving out a large group of public employees if DOL determines that PEPRA infringes on the collective bargaining rights of local transit employees. The Administration is actively engaged in discussions with DOL to address concerns raised by transit unions about PEPRA's treatment of collective bargaining rights. This bill is premature, proposing a remedy that is inconsistent with the implementation of PEPRA, including equal treatment of public employees across the state government and local governments.

For decades, pension benefits have been negotiated under a statutory structure that provides a menu of benefits that can be offered to employees. A uniform set of statutes that govern public employee pensions cannot in all practicality be bargained with thousands of local collective bargaining units working for different employers. Instead, union members, as with other stakeholders and lobbyists, can and do participate in shaping statewide pension policy before the Legislature. This was the case when, for example, the Amalgamated Transit Union and the Bay Area Rapid Transit District Union, supported AB 616 in 2001, which changed the pension statutes for local governments, including transit agencies, by creating enhanced retirement formulas and increasing employee contribution rates.

If broadly interpreted, this bill would exempt from PEPRA any retirement system that provides pension benefits to transit workers, including the entire CalPERS system and 1937 Act systems that provide benefits to transit workers.

\_\_\_\_\_  
Analyst/Principal Date Program Budget Manager Date  
(0933) K.Martone Richard Gillihan

\_\_\_\_\_  
Department Deputy Director Date

\_\_\_\_\_  
Governor's Office: By: Date: Position Approved \_\_\_\_\_  
Position Disapproved \_\_\_\_\_



Alejo, Luis

04/11/2013

AB 160

**ANALYSIS**

## 1. Programmatic Analysis

## Current Law

Transit entities in California have several options for addressing the retirement needs of their employees. Some contract for retirement benefits with CalPERS or 1937 Act systems. Other transit agencies have established their own, statutorily authorized, locally administered retirement system. Additionally, employees of three transit entities participate in a union-sponsored, multi-employer pension trust that is governed by the federal Employee Retirement Security Act of 1974 (ERISA), known as a Taft-Hartley plan. It is not uncommon for a transit entity to provide retirement benefits through more than one retirement system.

## Pension Reform

Chapter 296, Statutes of 2012 (AB 340) made statutory changes to pension benefits and contribution rates for employers and employees participating in CalPERS, 1937 Act, and independent district retirement plans. Transit unions in California have subsequently filed complaints with DOL that PEPRRA diminishes their collective bargaining rights, arguing changes to pension benefits must be negotiated. Under a provision of federal transit law, commonly referred to as 13(c), DOL can prevent the U.S. Department of Transportation's Federal Transit Administration from distributing grants to local transit agencies until DOL certifies that labor agreements preserve collective bargaining rights. DOL has taken the PEPRRA issue under review as individual labor contracts at transit agencies come up for certification, and the Administration is engaged in an active dialogue with the federal agency to allow for the release of future local transit funds.

## Proposed Legislation

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# Fare Policy & Restructuring Update

April 25, 2013  
Board Meeting



**Metro**

# Base Fares

Base Bus Fares



**Metro's fares are among the lowest of any major transit agency in the world**

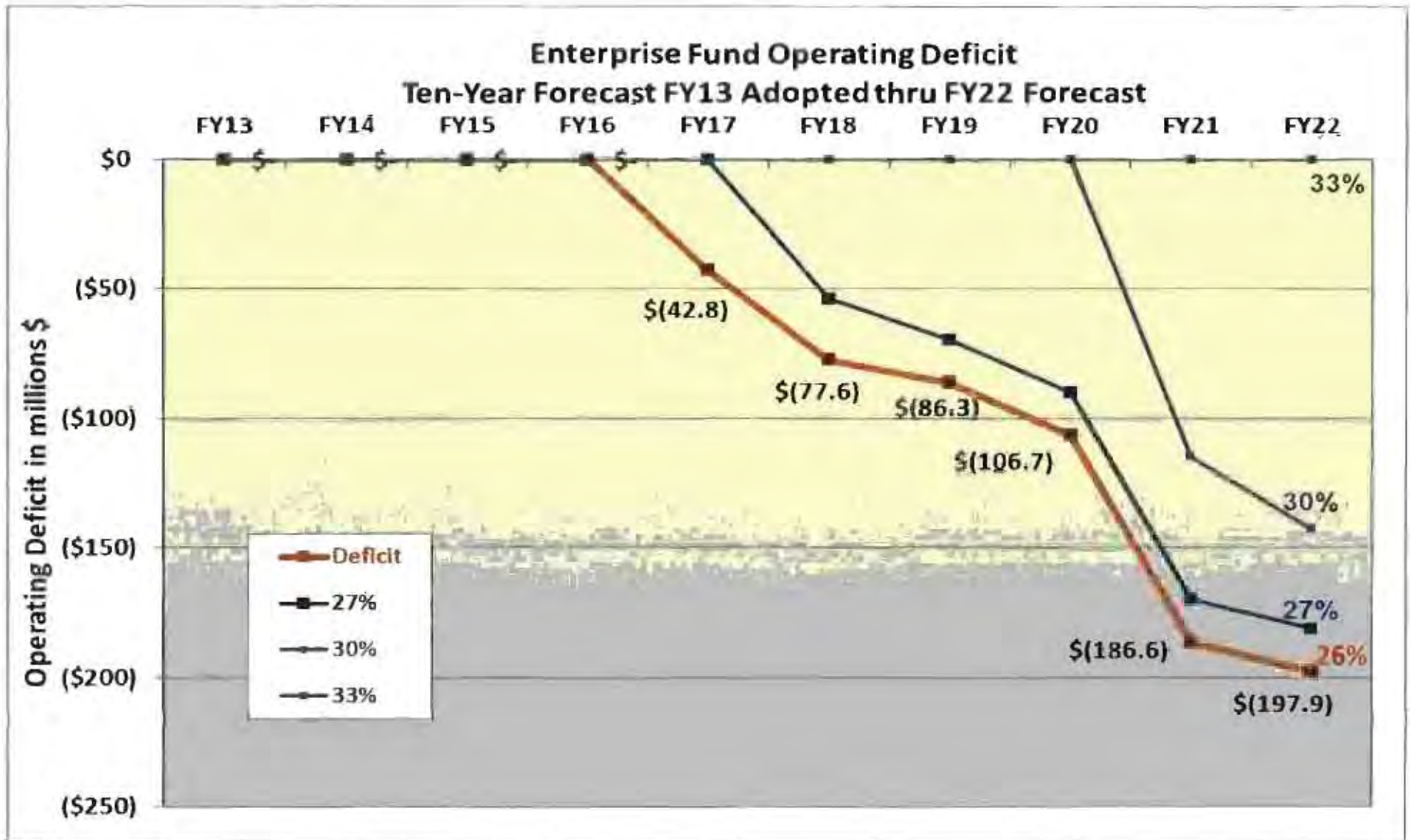


# Farebox Recovery Ratio



**Metro's fares cover the lowest percent of operating cost of any major transit agency in the world**

# Ten-Year Forecast – Operating Deficit



# Fare Restructuring

- **Simplify Fare Structure**
- **Time-Based**
- **Customer Ease**
- **Ease of transfer**



**Metro**

# **Fare Policy & Restructuring Update**

**April 25, 2013**

**Board Meeting**



**Metro**

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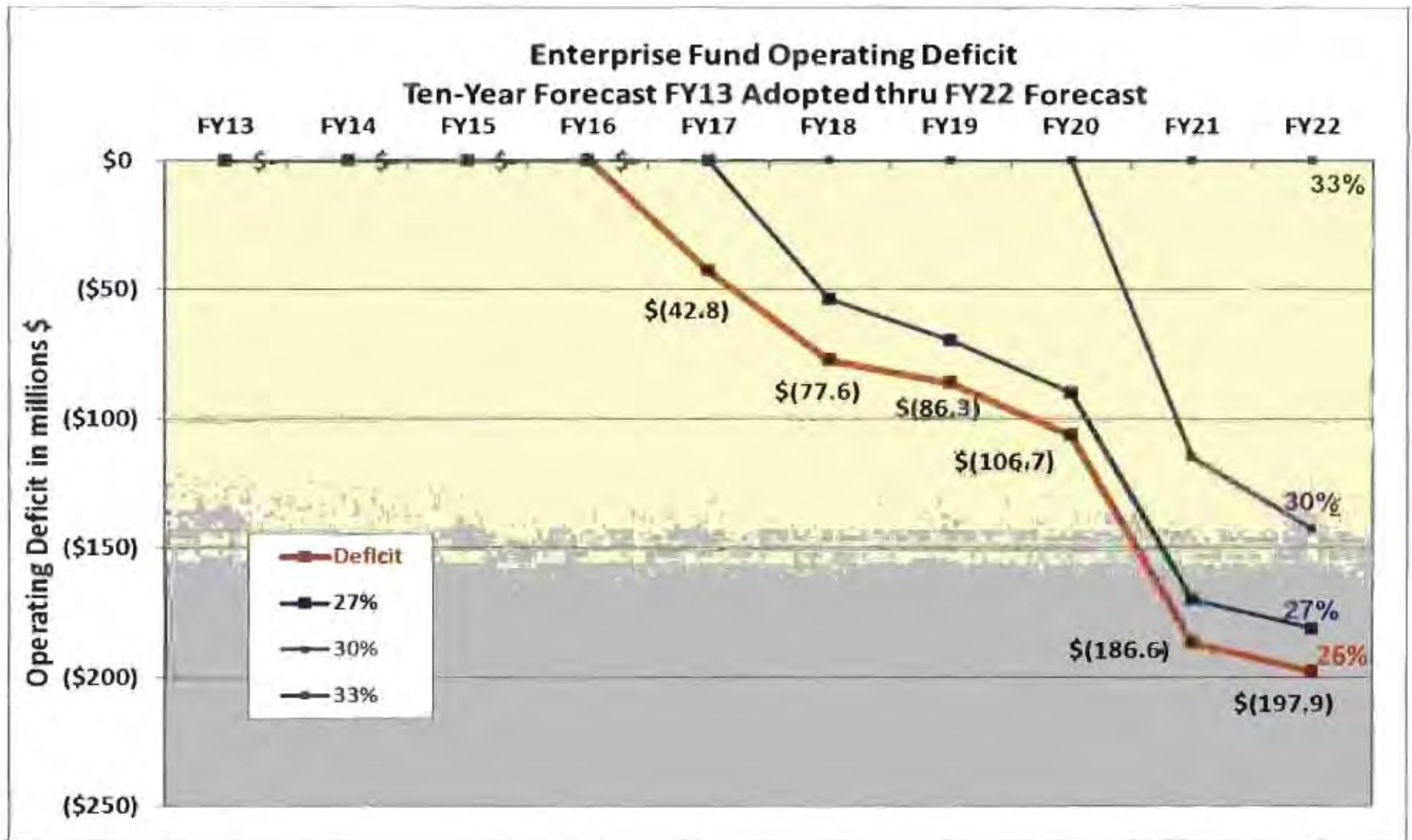


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# Ten-Year Forecast – Operating Deficit



# Fare Restructuring

- **Simplify Fare Structure**
- **Time-Based**
- **Customer Ease**
- **Ease of transfer**



**Metro**

## Fare Types

Cash	Single Ride fares
Token	Single Ride fares
Cash - Off Peak	Off-Peak: Weekdays: 9am - 3pm and 7pm - 5am. All day weekends and Federal holidays
Day Pass	Good for travel until 3am the following day
7-Day Pass	Good for travel for 7 consecutive days
30-Day Pass	Good for travel for 30 consecutive days
EZ	Travel on Metro bus, Metro Rail and other transit carriers
Cash Zone 1 & 2	Bus only on freeway routes
Monthly premium each zone	Bus only on freeway routes
Metro to Muni Transfer	Transfer to municipal lines (Not valid on Metro Bus and Rail)



REGULAR	
Cash	\$1.50
Day Pass	\$6.00
7-Day Pass	\$20.00
30-Day Pass	\$75.00
EZ Transit Pass	\$84.00
REGULAR - OTHER	
Cash Zone 1	\$0.70
Cash Zone 2	\$1.40
Monthly premium (each zone)	\$22.00
Metro to Muni Transfer	\$0.35
STUDENTS	
K-12	\$24.00
College	\$36.00

SENIOR/DISABLED/MEDICARE	
Cash	\$0.55
Cash Off-Peak	\$0.25
Day Pass	\$1.80
Monthly Pass	\$14.00
EZ	\$35.00
SENIOR - OTHER	
Cash Zone 1	\$0.30
Cash Zone 2	\$0.60
Monthly premium (each zone)	\$9.50
Metro to Muni Transfer	\$0.10
SENIORS: 62 YEARS OR OLDER	

## EZ Pass Transit Partners



- |                                   |                               |
|-----------------------------------|-------------------------------|
| Antelope Valley Transportation    | LAX FlyAway                   |
| Authority (AVTA)                  | Long Beach Transit            |
| Beach Cities Transit              | Montebello Bus Lines          |
| Burbank Local Transit             | Monterey Park Spirit Bus      |
| Carson Circuit                    | Norwalk Transit               |
| City of Commerce                  | Pasadena Arts Shuttle         |
| Culver CityBus                    | PV Transit                    |
| Foothill Transit                  | Santa Clarita Transit         |
| Gardena Municipal Bus Lines       | Santa Fe Springs MetroExpress |
| Glendale Beeline                  | Santa Monica Big Blue Bus     |
| Huntington Park COMBI             | South Pasadena Gold Link      |
| LADOT (DASH and Commuter Express) | Torrance Transit              |

## State of Good Repair and Asset Management

Asset management (for State of Good Repair) involves all activities that ensure that transit systems and their capital infrastructure are maintained in such a condition as to provide efficient, reliable, and safe transit service. Asset management differs from regular maintenance insofar that its time frame is longer and asset management projects involve rehabilitation and replacement of assets, rather than general upkeep and day-to-day maintenance. Asset management is especially important for a system reaching the age of Metro's system, since many assets are reaching the end of their useful life and may require full-scale rehabilitation or even replacement.

At Metro, the task of asset management is divided across many departments. Assets are typically managed by individual managers in Operations or the Transit Project Delivery Department, depending upon the type of asset (e.g., wayside systems, rail vehicles, buses, facilities). The Transit Systems Engineering Department within Operations maintains a database of all assets for purposes of overall planning and liaison with the Federal Transit Administration (FTA) on various types of analysis. Various departments within Planning (Systemwide Planning, Long Range Planning, and Regional Programming) provide a liaison with the asset managers and those who manage the asset database to help translate overall asset management/State of Good Repair strategy to countywide plans and to reserve funding in the Short and Long Range Transportation Plans.

Attention to asset management/State of Good Repair has become more prominent at the FTA. The FTA is issuing guidance for transit agencies to plan for asset management. Furthermore, through MAP-21 (Moving Ahead for Progress in the 21st Century Act), the FTA will create rules and regulations for agencies that may prescribe practices and processes to support effective asset management. These rules may also involve requirements for transit agencies receiving FTA funding and grants.

Metro Board decisions that affect State of Good Repair occur at several levels. General funding levels over a multi-year period are approved through the Long-Range Transportation Plan (LRTP) and the Short-Range Transportation Plan (SRTP). Approval for budgets and staffing to support rehabilitation and replacement projects are reflected in the Annual Budget process.



**Metro**

### Metro Executive Staff Contact List

Department	Department Head	Title	Phone Number
Office of the CEO	Arthur T. Leahy	Chief Executive Officer	213-822-6888
Office of the CEO	Paul C. Taylor	Deputy Chief Executive Officer	213-822-3838
Office of the CEO	Kim Yu (Currently Filling Other Position)	Director of Special Projects, Office of the CEO	213-822-3848
Board Secretary	Michela Jackson	Board Secretary	213-822-4805
County Counsel	Charles Safer	Asst. County Counsel	213-822-2523
OIG/Ethics	Keren Gorman	Chief Ethics Officer	213-822-2975
Planning/Sustainability	Martha Welborne	Executive Dir. Countywide Planning	213-822-7267
Planning/LRTP	David Yale	Executive Officer, Countywide Planning & Development	213-822-2469
Highway Capital	Doug Failing	Executive Dir. Highway Proj. Delivery	213-822-6840
Construction	K.N. Murthy	Executive Dir. Transit Proj. Delivery	213-822-3084
Project Control	Brian Boudreau	Executive Dir., Project Mgmt Oversight	213-822-2474
Administration	Michelle Caldwell	Chief Admin. Services Officer	213-822-2452
Communications	Kim Yu (Interim)	Interim Chief Communications Officer	213-822-3848
Finance	Terry Matsumoto	Chief Fin. Services Officer & Treasury	213-822-2473
Operations	Frank Alejandro	Chief Operations Officer	213-822-4753
Office of Mgmt & Budget	Nalini Ahuja	Exec. Officer Mgmt., Budget & Local Programs	213-822-3088
UFS	Dave Sutton	Deputy Executive Officer, Project Mgmt	213-822-5633
Economic Development	Roger Mollens	Chief Real Estate Property Mgmt. & Development	213-822-2225
Regional Rail	Don Sepulveda	Executive Officer, Regional Rail	213-822-7491
Government Relations	Michael Turner	Director of Government Relations	213-822-2122
Community Relations	Lynnda Bybee	Deputy Executive Officer, Communications Officer	213-822-6340
Congestion Pricing	Stephanie Wiggins	Executive Officer, Congestion Reduction Initiative	213-822-1023
Labor Relations	Don Ott	Executive Director, Employee & Labor Relations	213-822-8884
Audit	Rutha Holden	Chief Auditor	213-822-1031
Civil Rights	Dan Levy	Director of Civil Rights Program Compliance	213-822-8891
Security/LASD	Duane Martin	Deputy Executive Officer, Project Mgmt	213-822-7480

# Quick Reference Guide to Key Documents/Resources

Use this link <http://libraryarchives.metro.net/BOD/keyDocs.htm> to find the following documents online:

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Administrative Code/Ordinances .pdf

Advisory Committees:

- Accessibility Advisory Committee
- Citizens Advisory Council
- Bus Operations Subcommittee
- Local Transit Systems Subcommittee
- TDM/Air Quality Subcommittee
- Technical Advisory Committee
- Service Councils
- Streets & Freeways Subcommittee
- Transportation Business Advisory Council

Annual Budgets

Bicycle Strategic Plan .pdf

Blogs:

- The Source
- El Pasajero (spanish language)

Board Archive Search - [metro.net/boardarchive](http://metro.net/boardarchive)

Board Motions Search

Board Meeting Schedule

Board Meetings and Agendas  
Board Recap of Actions Taken  
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Board Rules and Procedures  
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- Customers .pdf
- Employees .pdf

Congestion Management Program .pdf  
Construction Careers Policy .pdf  
Countywide Sustainability Planning Policy & Plan .pdf  
Customer Comment Form Online  
Employment Opportunities  
Facts at a Glance

**Fact Sheets**

- 30/10
- Airport Metro Connector
- America Fast Forward
- ATMS (Smart Bus) Project
- Crenshaw/LAX Community Leadership Council
- Crenshaw/LAX Transit Corridor
- East San Fernando Valley Corridor
- El Monte Station
- Exposition Light Rail Phase II
- High Desert Corridor
- I-405 Sepulveda Pass Improvements
- Measure R
- Metro Division 13
- Metro Eastside Phase II
- Metro Gold Line Foothill Extension
- Metro Orange Line Extension
- Metro Purple Line Project
- Project Labor Agreement & Construction Careers Policy
- Regional Connector Corridor
- South Bay Metro Green Line Extension



- SR-710 North Study
- Wilshire Bus Rapid Transit

Glossary of Terms  
 HOV Evaluation Performance Plan  
 Joint Development Policy and Programs

**Funding:**

- Budgets
- Financial Statements
- Funding Sources Guide

**History of Los Angeles County MTA, "Metro":**

- Introduction to LACMTA
- History of Predecessor Agencies
- Early History of LA Transit

**Long Range Transportation Plan:**

- Long Range Transportation Plan (2009)
- Long Range Transportation Plan Technical Document (2009)
- Long Range Plan Supplement No. 1 (2010)

**Measure R Sales Tax Measure (2008):**

- Measure R
- 30/10 Initiative
- Expenditure Plan
- Economic Impact

Mobile Resources

News Releases

Project Labor Agreement (PLA)

Proposition A Sales Tax Ordinance (1980) .pdf

Proposition C Sales Tax Ordinance (1990) .pdf

Public Records Requests – [metro.net/records](http://metro.net/records)

Research Library Catalog - [librarycat.metro.net](http://librarycat.metro.net)

Ridership Statistics

Searchable Glossary of Metro Terms

Small Business Outreach

Small Business Programs

Solicitations

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Strategic Workforce Planning Update (Jan 2013)

Strategic Workforce Planning Update (April 2013)  
Sustainability - Countywide Planning  
Sustainability - Environmental Compliance & Services  
TAP - Transit Access Pass Program  
Title VI/Civil Rights  
Transit Safety Education  
Transit Security Policy  
Transit Security Website  
Transit Service Policy (2012)  
Transportation Business Advisory Council  
Trip Planner

# Metro *on the go.*

Download Metro's  
new app and be more  
mobile than ever!



Metro offers a number of unique resources for your mobile device. If your mobile phone has Internet access via a mobile browser, you can access these useful tools:

## **Go Metro Los Angeles V2.0**

Metro's new app for iPhone, iPad, and Android devices. Free, convenient, and easy-to-use. Key features includes: GPS location aware, trip plan from your current location, Nextrip bus arrival info, download maps, alerts notifications, favorite, and more.

## **Simple Trip Planner**

This unique tool is a text-only version of the Metro Trip Planner and is ideal for mobile devices. Plan your trip anywhere in the Los Angeles area with up-to-the-minute schedule information from the 60+ transit agencies serving the greater L.A. area.

## **Nextrip Bus Arrivals**

Nextrip is a service designed to help take the guesswork out of bus arrival and help you to get to your stop at the same time as your bus. Get bus arrival info via cell phone, website or other mobile device.

## **LA Metro Transit Watch**

The LA Metro Transit Watch is a quick and easy way for transit riders to communicate directly to Metro about suspicious activity or quality of ride problems at a Metro station or while riding a Metro bus or rail line. Be our eyes and ears and help make Metro more secure.

## **Mobile Website**

We're working on optimizing all of metro.net for mobile and touch devices by the end of July 2013.

# Glossary of Terms

**RIDESHARE** – The term generally refers to carpooling and vanpooling.

**DEFINITION**

**LRT (LIGHT RAIL TRANSIT)** – The Metro Rail system is an example of a light rail transit system.

**511** – The National Traveler Information phone number that will provide local freeway, transit, rideshare, airport, general emergency, and other traveler related services. 511 is targeted for deployment in Los Angeles County in 2010 and will ensure that our region complies with this requirement of the federal SAFETEA-LU authorization program.

**ADA (AMERICANS WITH DISABILITIES ACT)** – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

**ADT (AVERAGE DAILY TRAFFIC)** – The average number of vehicles passing a specified point during a 24-hour period.

**AIR QUALITY INDEX** – A measure of the total weight of mobile source pollutant emissions (carbon monoxide, oxides of nitrogen, and reactive organic gases) from transportation modes. Both the emission factors and the formula that enables the composite index to be calculated are provided by the California Air Resources Board (CARB). The emission factors are sensitive to the number, length and speed of vehicle trips and take into account projected emission reductions due to such improvements as alternative fuels and electric vehicles.

**AMTRAK NATIONAL RAILROAD PASSENGER CORPORATION** – National passenger rail service which shares track with Metrolink under contract with the Southern California Regional Rail Authority (SCRRA) to provide passenger rail service in Orange, Riverside, San Bernardino and Ventura Counties. Metrolink monthly passes can be used as proof of payment on duplicating service operated by Amtrak.

**AQMD (AIR QUALITY MANAGEMENT DISTRICT)** – An intergovernmental agency established to monitor air quality within a region and to implement state and federal air quality standards through the development of regional air quality plans and regulations.

**AQMP (AIR QUALITY MANAGEMENT PLAN)** – A plan for attaining state air quality as required by the California Clean Air Act of 1988. The plans are adopted by air quality districts and subject to approval by the California Air Resources Board.

**ARTERIAL STREET** – A major thoroughfare, used primarily for through traffic rather than for access to abutting land, that is characterized by high-vehicular capacity and continuity of movement. The street is either divided or undivided and its main function is to carry non-local traffic at medium speeds.

**ARTICULATED BUS** – A bus with an increased passenger capacity due to its significantly longer length. The increased length is accommodated by the fitting of an extra axle and joint into the design of the bus, allowing it to efficiently navigate turn movements in city traffic.

**ASSEMBLY BILL 32** – The California Global Warming Solutions Act of 2006. California's landmark bill that establishes a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.

**ATSAC (AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL SYSTEM)** – ATSAC is a computer-based traffic signal control system operated by the City of Los Angeles that monitors traffic conditions and system performance on the existing arterial street system, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the street detect the passage of vehicles, vehicle speed, and the level of congestion. This information is received on a second-by-second (real-time) basis and is analyzed on a minute-by-minute basis at the ATSAC Operations Center, to determine if better traffic flow can be achieved by changing the signal timing. To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment is installed at critical locations.

**AVO (AVERAGE VEHICLE OCCUPANCY)** – The average number of persons occupying a passenger vehicle along a roadway segment, intersection, or area and monitored during a specified time period. For purposes of the California Clean Air Act, passenger vehicles include autos, light-duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

**AVR (AVERAGE VEHICLE RIDERSHIP)** – The number of employees who report to a worksite divided by the number of vehicles driven by those employees, typically averaged over an established time period. This calculation includes crediting vehicle trip reductions from telecommuting, compressed workweeks and non-motorized transportation.

**BIKE-TRANSIT HUB** – Locations served by numerous transit or rail lines that have been designated by Metro as prime candidates for bicycle access improvements with the goal of allocating bikeway resources to areas that will improve both bicycle and transit ridership in the form of linked trips.

**BLD LINK (BUILD LINK)** – A series of programs that create walk access links for the transit network building process.

**BRT (BUS RAPID TRANSIT)** – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, priority for transit, lower emissions, quieter vehicles, rapid and convenient fare collection, and integration with land use policy.

**BUS SPEED IMPROVEMENTS** – Evaluation of means of improving bus speeds in Los Angeles County through use of ITS and identification of locations where speeds could be improved through the establishment of bus-only lanes.

**BUSWAY** – A street lane which is reserved for the exclusive use of buses, either in a separated right-of-way or on a city street.

**BTA (BICYCLE TRANSPORTATION ACCOUNT)** – The Caltrans BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

**BTSP (BICYCLE TRANSPORTATION PLAN)** – Plan to enhance bicycling as a viable transportation mode for Los Angeles County.

**CAA (CLEAN AIR ACT)** – Federal legislation that requires each state with areas that have not met Federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (CCAA) sets even tougher state goals.

**CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006** – Legislation passed by the California Assembly and signed by the Governor (AB 32) that requires major industrial producers of carbon dioxide to reduce emissions 25 percent by 2020.

**CALTRANS (CALIFORNIA DEPARTMENT OF TRANSPORTATION)** – Caltrans is responsible for the design, construction, maintenance and operation of California Highway System, including the Interstate Highway System within the state's boundaries.

**CARB (CALIFORNIA AIR RESOURCES BOARD)** – CARB was established by the California Legislature in 1967 to attain and maintain healthy air quality, conduct research into the causes of, and solutions to, air pollution, and systematically attack the serious problem caused by motor vehicles, which are the major causes of air pollution in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to protect public health, the economy, and state ecological resources through cost-effective reduction of air pollution.

**CARBON FOOTPRINT** – A measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide. It is meant to be useful for individuals and organizations to conceptualize their personal (or organizational) impact in contributing to global warming.

**CARPOOL** – Arrangement in which two or more people share the use, cost or both of traveling in privately owned automobiles between fixed points on a regular basis.

**CARPOOL LANE** – A highway or street lane reserved for carpools and other high occupancy vehicles.

**CARPOOL LANE CONNECTORS** – Dedicated freeway lanes that permit direct transfer of high occupancy vehicles from one HOV lane to another, thereby minimizing weaving conflicts and enabling ridesharing vehicles to maintain their speed advantage through freeway interchanges. These lanes make it possible for carpools using more than one freeway to travel without leaving the HOV lane to change freeways.

**CARPOOL LANE MILES** – Total number of freeway lane miles dedicated to high occupancy vehicle (HOV) use.

**CCAR (CALIFORNIA CLIMATE ACTION REGISTRY)** – Non-profit organization that provides leadership on climate change by developing and promoting credible, accurate, and consistent greenhouse gas reporting standards and tools for organizations to voluntarily measure, monitor, and reduce their greenhouse gas emissions.

**CEQA (CALIFORNIA ENVIRONMENTAL QUALITY ACT)** – A statute that requires all jurisdictions in the State of California to evaluate the extent of environmental impact due to a proposed development or project.

**CFP (CALL FOR PROJECTS)** – Metro’s primary process for the selection of transportation improvement projects for funding with discretionary federal, state and local revenues.

**CHP (CALIFORNIA HIGHWAY PATROL)** – The major statewide law enforcement agency responsible for the management and regulation of traffic on Caltrans-designated freeways and highways to achieve safe, lawful and efficient use of the highway system.

**CIP (CAPITAL IMPROVEMENT PROGRAM)** – The CIP is a comprehensive agency-wide five-year program that adds and replaces capital assets such as buildings, buses, rail cars, equipment and furniture. A CIP provides detailed justifications, cost estimates, funding type and priority listing of new and replaced equipment based on life cycle, safety, need and related criteria.

**CLIMATE CHANGE** – A shift in global weather patterns resulting in an increase in the variability of temperature, precipitation, and wind in a region over a period of time. Recent studies suggest that emissions from gasoline-powered internal combustion engines have contributed to global climate warming.

**CMAQ (CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM)** – Federal funds available for either transit or highway projects that contribute significantly to reducing automobile emissions which cause air pollution. Established by the Intermodal Surface Transportation Efficiency Act.

**CMP (CONGESTION MANAGEMENT PROGRAM)** – As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP for Los Angeles County. State statute requires that a congestion management program be developed, adopted, and updated for every county that includes an urbanized area, and shall include every city and the county government within that county. Statutory elements of the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the Transportation Demand Management program, the Land Use Analysis program, and deficiency plans for all the county’s jurisdictions.

**CNG (COMPRESSED NATURAL GAS)** – The type of fuel used by the majority of Metro’s bus fleet. CNG is considered to be an environmentally clean alternative to diesel fuel. Metro’s CNG powered vehicles reduce our region’s production of greenhouse gases with an average reduction in ozone-forming emissions of 80 percent compared to gasoline engines.

**CNG-POWERED BUSES** – Vehicles that run on compressed natural gas. CNG is becoming an alternative to the diesel fuel commonly used in transit buses. The attraction of CNG is due to its ability to meet the low emission regulations being imposed upon the transit industry and the abundant supply of the fuel in the United States. CNG is pressurized to 3,600 pounds per square inch (psi) and stored in carbon fiber containment vessels aboard the vehicles.

**CO (CARBON MONOXIDE)** – A colorless, odorless, poisonous gas produced mostly by the incomplete combustion of fuels used for transportation, heating, and electric power generation, and as a by-product of some industrial processes.

**CO2E (CARBON DIOXIDE EQUIVALENT)** – A measuring technique for determining the global

warming potential of a greenhouse gas as compared to the amount of carbon dioxide that would be required to cause the same impact.

**COG (COUNCIL OF GOVERNMENTS)** – COGs are sub-regional cooperative and advocacy associations of city governments.

**COMMITTED PROJECTS** – Committed projects include any project for which funding has been approved by the Metro Board.

**COMMUTER RAIL** – Fixed-rail public transit system, generally utilizing heavy rail and track. Metrolink is the commuter rail service in Los Angeles County.

**COMPLETE STREET** – Street design methodology that enables safe street access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

**CONGESTION MITIGATION FEE** – A proposed one-time impact fee, currently under study, applied to all types of new development to fund transportation improvements.

**CONGESTION PRICING** – Congestion pricing is the concept of charging for the use of a transportation facility, such as a roadway, based on the level of congestion. The greater the level of congestion, usually occurring during morning and evening rush hours, the higher the cost to use the facility.

**CONSTRAINED PLAN** – The element of Metro's Long Range Transportation Plan that is funded with available resources.

**CONTAINER** – A single rigid receptacle without wheels usually measuring approximately 20 feet to 53 feet long by 8 ½ feet wide and 8 feet tall that is used for the transport of goods hauled on a truck, rail car, and ship (or a type of carrier equipment into which freight is loaded).

**CONTAINER FEES** – Fees that could be imposed on freight containers to finance infrastructure and environmental clean-up projects.

**COST EFFECTIVENESS INDEX** – Measures the cost of transportation system improvements as compared to the travel-time savings and air pollution reductions that are the result of the improvement.

**CRASH ENERGY MANAGEMENT PROGRAM** – A program that will work to minimize the impact of collisions on the passenger compartments of commuter rail (Metrolink) trains.

**CROSSOVER** – Railroad switchover tracks allowing trains to cross from one track to another, improving the efficiency of train operations.

**CSAN (COUNTYWIDE SIGNIFICANT ARTERIAL NETWORK)** – A regional arterial network developed by Metro and Cities to assist in determining the performance of the system, guiding future transportation planning and helping target arterial improvements through the Call for Projects.

**CTC (CALIFORNIA TRANSPORTATION COMMISSION)** – A state-level commission consisting of eleven members (nine appointed by the Governor and two appointed by the Legislature) that establishes priorities and allocates state and federal funds for highway, passenger rail and transit



investments throughout California.

**DEADHEAD** – The movement of a transit vehicle to or from its designated and scheduled route. It is not in passenger service, but rather is traveling between routes, or to/from the transit yard or to/from its route.

**DEDICATED FREIGHT GUIDEWAYS** – Roadways or railways used exclusively by vehicles carrying freight.

**DESIGN-BUILD** – A construction project delivery system in which the design and construction aspects of a project are contracted for with a single entity known as the design-builder or design-build contractor. This system is used to minimize project risk for an owner and to reduce the delivery schedule by overlapping the design phase and the construction phase of a project.

**DYNAMIC PRICING**– A toll collection strategy where tolls are continuously adjusted throughout the day according to traffic conditions to maintain a minimum designated speed.

**EIR (ENVIRONMENTAL IMPACT REPORT)** – A detailed report required under the California Environmental Quality Act (CEQA) describing and analyzing the significant environmental effects of a proposed project, identifying alternatives and discussing ways to reduce or avoid the possible environmental impacts.

**EIS (ENVIRONMENTAL IMPACT STATEMENT)** – A full disclosure document required under the National Environmental Policy Act that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential environmental impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.

**EMS (ENVIRONMENTAL MANAGEMENT SYSTEM)** – A set of environmental planning processes and practices that enables an organization to reduce its environmental impacts and increase its operating efficiency through pollution mitigation and resource conservation.

**ENVIRONMENTAL JUSTICE** – The term stems from a 1994 presidential executive order to promote equity for disadvantaged communities and promote the inclusion of racial and ethnic populations and low-income communities in decision-making. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination.

**EZ TRANSIT PASS** – The regional monthly pass offered to customers that provides seamless riding among Los Angeles County's sixteen Municipal transit operators and Metro bus and rail services.

**EXPRESSLANES** – A set of lanes physically separated from the general-purpose capacity provided within major roadway corridors. Express lane access is managed by limiting the number of entrances and exit points to the facility. Metro, Caltrans, and other mobility partners are working together on a one-year demonstration project, scheduled to open in 2012, during which existing carpool lanes on the I-10 El Monte Busway and I-110 Harbor Transitway will be converted to High-Occupancy Toll (HOT) Lanes – called ExpressLanes. Also see HOT Lane.

**FAP (FORMULA ALLOCATION PROCEDURE)** – Formula used to allocate federal and state bus transit funds among the various transit agencies in Los Angeles County.

**FARE BOX RECOVERY** – The amount of revenue generated through fares by paying customers as a fraction of the total Metro operating expenses.

**FFGA (FULL FUNDING GRANT AGREEMENT)** – Funding pact approved by the Federal Transit Administration (FTA) that guarantees federal funding for a specified transportation project.

**FHWA (FEDERAL HIGHWAY ADMINISTRATION)** – A branch of the Federal Department of Transportation that administers and funds the nation's highway system.

**FIXED GUIDEWAY** – System of vehicles that can operate only on its own guideway constructed for that purpose (e.g. commuter rail, light rail).

**FREEWAY RAMP METERING** – A freeway to which access is controlled by entrance ramp signals that use fixed-time signal settings or is regulated by a computerized surveillance system. This procedure is used to prevent freeway congestion.

**FSP (FREEWAY SERVICE PATROL)** – Towing services funded by Metro to remove stalled vehicles from freeway lanes, especially during peak periods. The FSP also assists stranded motorists who may have run out of gas or need to change a tire.

**FTA (FEDERAL TRANSIT ADMINISTRATION)** – The agency of the Federal Government which provides funding for national policy, technical assistance, and transit programs.

**FUEL CELL** – An energy conversion device that produces electricity in hybrid electric and hydrogen-powered vehicles.

**FY (FISCAL YEAR)** – The annual period for which a business entity establishes a budget for spending. In California government, the fiscal year is from July 1st until June 30th each year; the same fiscal year that Metro uses. The federal government's fiscal year (FFY) is from October 1st until September 30th of each year.

**GHGe (GREENHOUSE GAS EMISSIONS)** – Greenhouse gas emissions are gases that trap heat in the atmosphere. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g. fluorinated gases) are created and emitted solely through human activities.

**GLOBAL WARMING** – Term used to describe the increase in the average temperature of the Earth's surface air and oceans in recent decades and its projected continuation. Studies have shown that much of this warming is attributable to greenhouse gases emitted into the atmosphere by industrial and mechanical exhaust.

**GREENHOUSE EFFECT** – The process by which the emission of ozone into the atmosphere warms Earth's surface.

**GUIDEWAY** – Facility housing a transit system, either a subway tunnel, at-grade trackway or busway, or aerial structure. Also see Fixed guideway.

**HBNW (HOME-BASED NON-WORK)** – A trip with one end at home and the other end at a non-work location.

**HBW (HOME-BASED WORK)** – A trip with one end at work and the other end at home.

**HC (HYDROCARBON)** – Organic compound that contains hydrogen and carbon. Hydrocarbons produce energy when burnt and are currently the world's primary source of electrical energy and heating. The emissions produced by the combustion of petroleum in gasoline engines is understood to be a major source of greenhouse gas, and is contributory to global climate warming.

**HIGHWAY** – A freeway or expressway which provides limited access for inter-regional or interstate travel or a major arterial which has been designated as part of the state highway system.

**HOT LANE (HIGH-OCCUPANCY TOLL LANE)** – A tolled lane that operates alongside existing highway lanes to provide users with a faster and more reliable travel option. Metro, Caltrans, and other mobility partners are working together on a one-year demonstration project, scheduled to open in 2012, during which existing carpool lanes on the I-10 El Monte Busway and I-110 Harbor Transitway will be converted to HOT Lanes – called ExpressLanes. Also see ExpressLanes.

**HOV (HIGH OCCUPANCY VEHICLE)** – Any transportation vehicle carrying more than one person for travel purposes. This may include an automobile, bus, or train.

**HOV LANE (HIGH OCCUPANCY VEHICLE LANE)** – A freeway lane reserved for use by vehicles carrying more than one passenger, including buses, taxis, and carpools. Motorcycles and certain alternatively fueled vehicles are also permitted to use the lanes.

**HSR (HIGH-SPEED RAIL)** – Type of passenger rail transport which operates significantly faster than the normal speed of rail traffic. It would link Southern California to Sacramento and the San Francisco Bay Area through the San Joaquin Valley.

**HYBRID ELECTRIC** – A vehicle that combines a conventional internal combustion gasoline engine with a rechargeable electric energy storage system to achieve better fuel economy.

**IEN (LOS ANGELES COUNTY INFORMATION EXCHANGE NETWORK)** – Allows the collection and distribution of arterial street-level operational and planning data to facilitate signal coordination between and through jurisdictions.

**INTERMODAL** – The term “mode” represents one method of transportation, such as automobile, transit, ship, bicycle or walking. Intermodal refers specifically to transportation trips using one or more modes.

**ISTEA (INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT)** – Landmark federal legislation signed into law in 1991 that initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, and much of its program structure was carried forward in successor federal legislation (see TEA-21 and SAFETEA-LU).

**ITS (INTELLIGENT TRANSPORTATION SYSTEMS)** – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

**ITS INITIATIVES** – Can include closed-circuit video monitoring of freeway traffic conditions and the use of automatic vehicle location technology to provide real-time transit and traffic information to the

511 telephone and Web-based information service. ITS initiatives are also used to coordinate traffic signals and speed emergency vehicle response times.

**JPA (JOINT POWERS AUTHORITY)** – A voluntary association of government entities formed into a special purpose agency to deal with a common problem or problems, carry out a specific project, or provide a specific service.

**LACDPW** – Los Angeles County Department of Public Works.

**LADOT** – Los Angeles Department of Transportation.

**LEED (LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN)** – The green building standards rating system. LEED is administered by the U.S. Green Building Council, a Washington DC based, nonprofit coalition of building industry leaders and is designed to promote design and construction practices that increase profitability while reducing the negative environmental impacts of buildings and improving occupant health and well-being.

**LOSSAN (LOS ANGELES TO SAN DIEGO TO SAN LUIS OBISPO)** – Nation's second busiest passenger rail corridor, stretching 351 miles from San Diego to Los Angeles to San Luis Obispo.

**LRT (LIGHT RAIL TRANSIT)** – The Metro Rail system is an example of a light rail transit system.

**LRTP (LONG RANGE TRANSPORTATION PLAN)** – Metro's plan to assess future population increases projected for the county and what such increases will mean for future mobility needs. The plan recommends what can be done within anticipated revenues, as well as what could be done if additional revenues became available. The 2009 LRTP is an update to the 2001 Long Range Transportation Plan for future transportation investments in Los Angeles County through 2040.

**MAGLEV** – A magnetically levitated transportation system that is suspended, guided, and propelled by electromagnetic force.

**MCGMAP (MULTI-COUNTY GOODS MOVEMENT ACTION PLAN)** – A consensus strategy and implementation plan for Southern California goods movement system developed by Metro, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, Caltrans Districts 7, 8, 11 and 12, San Diego Association of Governments, and Southern California Association of Governments.

**MEASURE R** – A sales tax initiative approved by Los Angeles County voters in 2008. Measure R established a one-half cent sales tax to be used for public transportation purposes, ending in 2039.

**METRO RAIL** – Metro's electrified light rail and subway transit system.

**METRO RAPID** – Bus service on arterial streets with several attributes to improve service operating speeds including traffic signal priority, level boardings and alighting with low floor buses, fewer stops and active management of service operation.

**METROLINK** – Regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. Service began in October 1992.

**MICROMETER** – A unit of measure equal to one millionth of a meter (one thousandth of a

millimeter). Airborne particulate matter is measured in micrometers to help determine its level of threat to human respiratory health.

**MICRON** – Same as micrometer.

**MOBILITY INDEX** – Measures the ability of a region's transportation systems (all modes) to move people. Higher indices are reached by transportation projects and systems that move people in either fewer vehicles or faster, or both. This index therefore is calculated by the product of aggregate average vehicle occupancy and aggregate speed of the entire region's transportation trips.

**MODE SHARE** – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region's transportation trips as a whole.

**MOSIP (MUNICIPAL OPERATOR SERVICE IMPROVEMENT PROGRAM)** – Metro's program designed to improve bus service for the transit dependent in Los Angeles County by reducing overcrowding and expanding services.

**MPH (MILES PER HOUR)** – Speed described as the distance traveled in one hour.

**MPO (METROPOLITAN PLANNING ORGANIZATION)** – The organization designated by the Governor and local elected officials as responsible for transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of local government. The Governor designates a MPO in every urbanized area with a population of over 50,000 people. In the Southern California region, the Southern California Association of Governments (SCAG) is the designated MPO.

**MULTIMODAL** – Public transportation system which employs a combination of highway, bus, rail, high occupancy vehicles, bikeway, pedestrian land use and demand management systems.

**NEPA (NATIONAL ENVIRONMENTAL POLICY ACT)** – Federal law which establishes national policy for environmental protection and provides for the establishment of a Council of Environmental Quality. Requires studies of impacts on the environment before specified projects are undertaken.

**NHB (NON-HOME BASED)** – A trip which neither begins nor ends at a trip-maker's residence.

**NHS (NATIONAL HIGHWAY SYSTEM)** – This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of ISTEA, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers.

**NO-BUILD SCENARIO** – Planning projection of what the future will be like without any new transportation investments added beyond what is currently under construction.

**NOX (NITROGEN OXIDE)** – The generic term given for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. These ozone-producing gases are environmental pollutants that form when fuel is burned at high temperatures, as in the combustion process. Sources include automobile emissions, trucks, power plants, and other major industrial sources.

**O&D (ORIGIN AND DESTINATION)** – The location or zone where a trip begins and the location or zone where a trip ends.

**O&M (OPERATIONS AND MAINTENANCE)** – These are the costs associated with the regular running of a new transportation facility, including labor, vehicle maintenance, and overall facility maintenance.

**OMB** – The Office of Management and Budget.

**OPERATING REVENUES** – Monies used to fund general, day-to-day costs of running transportation systems. For transit the costs may include fuel, salaries and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, and paying workers' salaries.

**PARATRANSIT** – Flexible forms of transportation services that are not confined to a fixed route. Paratransit is generally used to provide service for people with disabilities in compliance with the Americans with Disabilities Act of 1990 (ADA).

**PEAK PERIOD** – The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon or evening (PM) peak.

**PEDESTRIAN PRIORITY IMPROVEMENT PROGRAM** – Metro's Program of projects designed to enhance the pedestrian environment throughout Los Angeles County by developing safe, connected walking environments to promote non-motorized transport options.

**PPF (PRIVATE FINANCIAL PARTICIPATION)** – A contractual agreement between a public agency and private entity where the private entity invests private capital toward the delivery of transportation on projects.

**PHT (PASSENGER HOURS TRAVELED)** – The aggregate number of hours traveled by each passenger for each trip on a transportation mode such as transit.

**PM (PARTICULATE MATTER)** – Mixture of extremely small particles and liquid droplets made up of a number of components, including acids, organic chemicals, metals, and soil or dust particles. The size of the particles is directly linked to their potential for causing health problems. Of particular concern are those particles that are ten micrometers in diameter or smaller that can be inhaled into the lungs and potentially cause serious health effects.

**PMT (PASSENGER MILES TRAVELED)** – The aggregate number of miles traveled by each passenger for each trip on a transportation mode such as transit.

**PPP (PUBLIC-PRIVATE PARTNERSHIPS)** – Public-private partnerships refer to contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery of transportation projects. Traditionally, private sector participation has been limited to separate planning, design or construction contracts on a fee for service basis based on the public agency's specifications. Expanding the private sector role is intended to allow the public agencies to tap private sector technical, management and financial resources in new ways to achieve certain public agency objectives such as greater cost and schedule certainty, supplementing in-house staff, innovative technology applications, specialized expertise or access to private capital.

**PPV (PERSONS PER VEHICLE)** – The number of persons per vehicle.

**PROP A** – Proposition A is a sales tax initiative approved by the Los Angeles County voters in 1980. The proposition established a one-half cent sales tax to be used for public transportation purposes.

**PROP C** – Proposition C is a sales tax initiative approved by the Los Angeles County voters in 1990 that established a one half-cent sales tax to be used for public transportation purposes.

**PROP 42** – A statewide initiative approved in 2002 that requires gasoline sales tax revenues to be dedicated to transportation purposes.

**PROP 1A** – A statewide initiative approved in November 2006 which provides greater assurance that gasoline sales tax revenues will go to transportation. Proposition 1A allows the funds to be loaned to the General Fund only twice in a 10-year period and requires that funds be repaid within three years prior to making a second loan.

**PROP 1B** – A statewide initiative approved in November 2006 to fund existing and new transportation infrastructure capital programs and projects over ten years. Proposition 1B is also known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bonds Act of 2006.

**PTA (PUBLIC TRANSPORTATION ACCOUNT)** – The State of California transportation trust fund that derives its revenue from sales and use taxes on diesel fuel and gasoline. These funds are distributed to the counties based on a formula.

**PTC (POSITIVE TRAIN CONTROL)** – Collision avoidance technology designed to prevent train collisions. Installation is mandated by December, 2015.

**REGIONAL IMPROVEMENT PROGRAM** – One of the state funding programs, it is also known as “Regional Choice”. Project selection is done by Metro and submitted to the California Transportation Commission for approval. The Regional Improvement Program allocates 75 percent of State transportation improvement funds. These funds may be used for capital projects including highways, arterials, guideways, rail projects, bikeways, transportation enhancements, and TSM and TDM activities.

**RIDESHARE** – The term generally refers to carpooling and vanpooling.

**RIDESHARING** – Two or more persons traveling by any mode, including but not limited to, automobile, vanpool, bus, taxi, jitney, and public transit.

**RIITS (NETWORK REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS)** – Metro sponsors the network. Caltrans, LADOT, California Highway Patrol and Metro all contribute information collected through their own Intelligent Transportation Systems. The network supports information exchange in real-time between freeway, traffic, transit and emergency service agencies to improve management of the Los Angeles County transportation system and better serve the traveling public.

**ROG (REACTIVE ORGANIC GASES)** – Carbon-based chemical pollutants that react with nitrogen and oxygen in the air in the presence of sunlight to form ozone. It has been shown that excessive ozone concentrations in the lower atmosphere are a cause of respiratory health problems, as well as a contributing factor to global warming.

**ROLLING STOCK** – Refers to any powered or unpowered vehicle that travels on a railway. This category includes passenger rail cars and locomotives.

**RSTI (REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS)** – A category of

improvements in Metro's Call for Projects that includes major capital investments such as street widenings, realignments, grade separations and freeway ramp modifications.

**RTIP (REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM)** – A list of proposed countywide highway and transportation projects which identifies funding sources, construction and timing schedules. In Los Angeles County, it is submitted to the Southern California Association of Governments (SCAG), and incorporates projects identified in the county Transportation Improvement Program (TIP). Each county's transportation commission in California prepares an RTIP and submits it to the salient metropolitan planning organization (MPO). The RTIP has a six-year planning period and is updated every other year.

**RTP (REGIONAL TRANSPORTATION PLAN)** – A comprehensive 20-year plan for the region, updated every four years by the Southern California Association of Governments. The RTP includes goals, objectives and policies; and recommends specific transportation improvements.

**RTPA (REGIONAL TRANSPORTATION PLANNING AGENCY)** – A state-designated agency responsible for preparing the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), administering state funds, and other regional transportation planning tasks.

**SAFE (SERVICE AUTHORITY FOR FREEWAY EMERGENCIES)** – One dollar from each vehicle registration within Los Angeles County is used to provide expanded and improved emergency call box service along the highways. SAFE is a separate legal entity from Metro.

**SAFETEA-LU (SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT – A LEGACY FOR USERS)** A multi-year federal transportation act, signed into law by President George W. Bush on August 10, 2005. The act authorizes \$286 billion in funding for federal surface transportation programs over five years. SAFETEA-LU maintains the program structure of its predecessor, TEA-21.

**SB 375 (SENATE BILL 375)** – Also known as California's Sustainable Communities Strategy and Climate Protection Act, SB 375 calls for the integration of transportation, land-use and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning.

**SCAB (SOUTH COAST AIR BASIN)** – The geographic area defined by the San Jacinto Mountains to the east, the San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

**SCAG (SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS)** – SCAG is the federally-designated Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial). It is the regional agency responsible for developing a regional transportation plan for the six-county region.

**SCAQMD (SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT)** – A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards. It is responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin. Also known as the AQMD.

**SCRRA (SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY)** – The five county



regional joint powers authority responsible for the operation of the Metrolink commuter train service.

**SEALED CORRIDOR** – Railroad grade crossing safety improvement plan designed to enhance safety at grade crossings. Metrolink's sealed corridor program will identify rail corridors with several at-grade crossings and work to restrict vehicular access to the right-of-way along the entire stretch.

**SELF-HELP APPROACHES** – Financing measures initiated at the local level as a means of generating revenue to fund transportation improvements. Typically done when state and federal funds are scarce, these measures are intended to provide a reliable revenue stream.

**SHOPP (STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM)** – The state funding category used by Caltrans to maintain and operate state highways.

**SHORT RANGE TRANSPORTATION PLAN** – The 2003 Short Range Transportation Plan focuses on the phasing of transportation improvements through 2009 and relies on performance-based modeling to identify the best solution for each mobility challenge.

**SIDING** – A railroad passing track constructed to allow trains traveling on the same track in opposite directions to pass without interruption.

**SIGNAL SYNCHRONIZATION** – Traffic signal synchronization refers to the functioning relationship between active signals along a corridor. A common cycle length is established. All intersections in the coordinated system have the same cycle length. By maintaining a constant relationship between the signals at all times, there is a greater likelihood that mobility will be improved. This does not mean that the signals will provide a green light at the same time for the entire length of a corridor; rather, that each signal will quite literally be synchronized with the entire system, allowing for more efficient mobility.

**SIP (STATE IMPLEMENTATION PLAN)** – Metropolitan areas prepare regional air plans showing steps they plan to take to meet federal air quality standards and these are incorporated into the SIP. This is the state's air quality plan required by the federal Clean Air Act.

**SMART CARD** – A device that is often the same size as a thin plastic credit card with an embedded microprocessor and is "smart" enough to hold its own data and applications and do its own processing. Smart cards can be used to store personal information, hold digital cash or prove identity.

**SMART GROWTH** – A set of policies and programs designed to protect, preserve and economically stimulate established communities while protecting valuable natural and cultural resources and limiting sprawl.

**SOUNDWALL** – Noise control walls and barriers built between highways and nearby homes that can reduce noise levels by 10-15 decibels.

**SOV (SINGLE-OCCUPANT VEHICLE)** – A vehicle with only one occupant. Also known as a "drive alone."

**STA (STATE TRANSIT ASSISTANCE)** – STA funds are derived from half of the State Public Transportation Account which is funded from statewide sales tax on gasoline and diesel fuels. This funding source is distributed based on two factors – population and an agency's bus/rail operator revenue as a ratio to the rest of the state transit operators.

**STIP (STATE TRANSPORTATION IMPROVEMENT PROGRAM)** – A program of projects that

covers a five- to seven-year span, is updated every two years and determines the transportation projects that will be funded by the state.

**STP (SURFACE TRANSPORTATION PROGRAM)** – One of the key highway funding programs in TEA 21. STP monies may be spent on mass transit, pedestrian and bicycle facilities as well as on roads and highways. It is intended for use by the states and cities for congestion relief in urban areas. Congress annually appropriates funding for this program.

**STRATEGIC UNFUNDED PLAN** – An element of Metro's LRTP which includes projects and programs which could be funded and implemented if new revenue sources became available.

**SUBREGIONS** – The nine geographic subregions of Los Angeles County include Arroyo Verdugo, Central Los Angeles, Gateway Cities, Las Virgenes/Malibu, North Los Angeles County, San Fernando Valley, San Gabriel Valley, South Bay Cities and Westside Cities.

**SUSTAINABILITY** – A manner to meet the needs of the present generation without compromising the ability of future generations to meet their own needs.

**TAP (TRANSIT ACCESS PASS)** – A plastic card the size of a credit card with an embedded microprocessor commonly referred to as a "smart card." Used as fare media in stored-value collection systems for multi-modal transit operations.

**TCM (TRANSPORTATION CONTROL MEASURE)** – A measure intended to reduce motor vehicle emissions. Examples of TCMs include programs encouraging ridesharing or public transit usage, city or county trip reduction ordinances, and the use of alternative fuels in motor vehicles.

**TCRP (TRAFFIC CONGESTION RELIEF PROGRAM)** – A five-year state transportation investment plan passed by the California Legislature and signed into law in 2000.

**TDA (TRANSPORTATION DEVELOPMENT ACT)** – Created by state law in 1972, the TDA authorized the use of  $\frac{1}{4}$  of 1 percent of the state sales tax for transportation purposes. 1 percent of this revenue is allocated to Metro for its transportation planning activities.

**TDM (TRANSPORTATION DEMAND MANAGEMENT)** – Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

**TEA-21 (TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY)** – Passed by Congress in 1998, TEA-21 retained and expanded many of the programs created in 1991 under the Intermodal Surface Transportation Equity Act (ISTEA). The law reauthorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation. Its successor is SAFETEA-LU.

**TEA (TRANSPORTATION ENHANCEMENT ACTIVITIES)** – A SAFETEA-LU funding category where ten percent of STP monies must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail stations or other historic transportation facilities, acquisition of scenic or open space lands next to travel corridors, and murals or other public art projects.

**TEU** – 20-foot equivalent unit is a measure of containerized cargo equal to one standard 20-foot by 8

foot by 8 ½ foot container.

**TIP (TRANSPORTATION IMPROVEMENT PROGRAM)** – This is the primary spending plan and funding plan listing federal funding expected to flow to the region from all sources for transportation projects of all types.

**TITLE VI REQUIREMENTS** – Title VI is a section of the federal Civil Rights Act, which requires recipients of federal funding to ensure that programs do not have the effect of subjecting persons to discrimination because of their race, color or national origin. The U.S. Department of Transportation establishes guidance regarding the analysis required to assess the benefits and burdens of transportation programs on various socio-economic groups.

**TNET (TRANSIT NETWORK)** – A mathematical representation of an area's transit facilities, composed of transit lines and non-transit links.

**TOD (TRANSIT ORIENTED DEVELOPMENT)** – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

**TOS (TRAFFIC OPERATIONS SYSTEM)** – In Los Angeles County, Caltrans and the CHP monitor traffic flows using detectors embedded in pavement and closed-circuit television cameras. This data enables efficient dispatching of CHP and FSP services. This data also is used for the Freeway changeable message boards and ramp metering.

**TRANSITWAY** – A transportation corridor dedicated for exclusive or preferential use by public transit vehicles, including rail vehicles, buses, carpools and vanpools.

**TRANSPORTATION INFRASTRUCTURE** – Transportation infrastructure generally refers to the state's built transportation system including highways, bridges, railways, ports, and transit facilities. Infrastructure for "transit" systems includes the fixed components of the transit system, such as rights-of-way, buses and rail vehicles, tracks, signal equipment, stations, park-and-ride lots, bus stops and maintenance facilities.

**TSM (TRANSPORTATION SYSTEM MANAGEMENT)** – That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low-capital transportation improvements that generally cost less and can be implemented more quickly than major capital projects.

**TTI (TEXAS TRANSPORTATION INSTITUTE)** – A transportation research group affiliated with Texas A&M University that publishes the annual Urban Mobility Report.

**UNLINKED PASSENGER TRIP** – A measure for a passenger boarding on a transit service. For example, a passenger using two different bus routes for the same journey would board two different buses and be counted as two unlinked passenger trips.

**URBAN MOBILITY REPORT** – Annual report released by the Texas Transportation Institute that ranks urban areas by various transportation and mobility indicators including congestion, average hours of highway delay, and regional public transportation investment.

**U.S. DOT (UNITED STATES DEPARTMENT OF TRANSPORTATION)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports headed by the secretary of transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration.

**VEHICLE OCCUPANCY** – The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

**VEHICLE TRIP** – A one-way movement of a vehicle between two points.








**VMT (VEHICLE-MILES TRAVELED)** – The number of miles that vehicles are driven. VMT are key data for highway planning and management, and a common measure of roadway use. This data allows analysts to estimate on-road vehicle fuel consumption, congestion, air quality, and potential gas-tax revenues.

**VSH (VEHICLE SERVICE HOURS)** – The total hours of revenue service operated by transit service vehicles. This does not include deadhead hours.

**VSM (VEHICLE SERVICE MILES)** – The total miles traveled by transit service vehicles while in revenue service. This does not include deadhead mileage.

**ZERO EMISSIONS** – Refers to a type of engine or energy source that emits no waste products that pollute the environment and does not contribute to climate change.

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