

# **Metro**

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



## **Agenda - Final**

**Thursday, June 15, 2017**

**11:30 AM**

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

### **Executive Management Committee**

*John Fasana, Chair*

*Eric Garcetti, Vice Chair*

*James Butts*

*Sheila Kuehl*

*Mark Ridley-Thomas*

*Carrie Bowen, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

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

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Board Meetings. Interpreters for Committee meetings and all other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



**323.466.3876 x2**  
*Español*

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ភាសាខ្មែរ	ภาษาไทย
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## HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

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

**CALL TO ORDER****ROLL CALL****APPROVE Consent Calendar Item: 33 and 43.**

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

CONSENT CALENDAR**33. SUBJECT: STATE AND FEDERAL REPORT [2017-0346](#)**

RECEIVE AND FILE State and Federal Legislative Report.

Attachments: [6- June 2017 Legislative Matrix](#)

**43. SUBJECT: BOARD RULES AND PROCEDURES [2017-0424](#)**

AMEND Section 6.6 (Board Travel Expenses), Board Rules and Procedures of the Los Angeles County Metropolitan Transportation Authority ("Metro"), as set forth in Attachment A.

Attachments: [ATTACHMENT A - Board Rules and Procedures](#)

NON-CONSENT**35. SUBJECT: LEASE OF METRO PROPERTY FOR CROSSROADS SCHOOL FOR ARTS & SCIENCES [2017-0147](#)**

AUTHORIZE the Chief Executive Officer (CEO) to execute a seven (7) -year lease agreement ("Lease Agreement") with The Crossroads School for Arts & Sciences, ("Crossroads") to continue leasing Metro-owned property located adjacent to the Expo Light Rail Line, near 17th Street and Colorado Avenue, in Santa Monica ("Premises"). Anticipated total rent income over the 7-year lease term is \$1,974,000.

Attachments: [Attachment A - Summary of Lease Key Terms](#)  
[Attachment B - Site Drawing of Leased Premises](#)

**36. SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT**[2017-0301](#)

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement with A Community of Friends to extend its term for an additional 24 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.

**Attachments:**     [Attachment A - Site Map](#)  
                          [Attachment B - Director's Determination](#)  
                          [Attachment C - Project Scope](#)

**38. SUBJECT: MEASURE M MASTER GUIDELINES**[2017-0280](#)

CONSIDER:

- A. RECEIVE AND FILE report from the Policy Advisory Council (PAC) on the Draft Measure M Master Guidelines (Attachment A);
- B. ADOPT the Measure M Master Guidelines; and
- C. AUTHORIZE the Chief Executive Officer to enter into Memorandums of Understanding (MOUs) and Assurances and Understandings with Included and Eligible Municipal Operators, Metrolink, Access Services and Los Angeles County jurisdictions for Measure M funding allocations and distribution, consistent with applicable Measure M Guideline provisions.

**Attachments:**     [Attachment A Placeholder](#)  
                          [Attachment B - Measure M Master Guidelines](#)  
                          [Attachment C - Public Comments Summary](#)  
                          [Attachment D - Administrative Guideline Development Timeline](#)

**(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)**

**44. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT  
COMMITTEE SELECTIONS**[2017-0426](#)

APPROVE:

- A. Emilie Elias, the recommended nominee for Retired Federal or State judge;
- B. Carlos Bohorquez, the recommended nominee for Professional

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- from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience;
- C. Ryan Campbell, the recommended nominee for Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
  - D. Scott Hood, the recommended nominee for Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
  - E. Kyungwoo Kris Kim, the recommended nominee for Professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects;
  - F. Virginia Tanzmann, the recommended nominee for Licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience; and
  - G. Linda Briskman, the recommended nominee for Regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

**Attachments:**      [Attachment A - Committee Requirements](#)  
[Attachment B - Selection Panel Guideline](#)  
[Attachment C - Communication Plan](#)

**45. SUBJECT: STATE LEGISLATION** [2017-0432](#)

ADOPT staff recommended position:

- A. **TBD** - California Global Warming Solutions Act of 2006:  
Market-Based Compliance Mechanisms **SUPPORT**

**Attachments:**      [Attachment A - Cap and Trade Advocacy Principles](#)

**46. SUBJECT: METRO CAREER PATHWAYS** [2017-0434](#)

RECEIVE AND FILE the proposed framework for a pilot educational and vocational training program with the objective of facilitating career pathways for local youth in Los Angeles County's transportation sector as set forth in Attachment A.





**Board Report**

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**File #:** 2017-0346, **File Type:** Informational Report

**Agenda Number:** 33.

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**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JUNE 15, 2017**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

**SUBJECT: STATE AND FEDERAL REPORT**

RECEIVE AND FILE State and Federal Legislative Report.

**DISCUSSION**

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on June 1, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on June 15, 2017.

**Trump Infrastructure Plan**

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

**Federal Budget for Fiscal Year 2018**

Last month, the President's Office of Management and Budget (OMB) released the Trump Administration's Fiscal Year 2018 Federal Budget recommendations to Congress. Earlier this year, the OMB issued what was popularly known as a "skinny" budget - that offered a broad outline of the Administration's Fiscal Year 2018 priorities.



Unfortunately, the budget specified that the Administration is proposing to eliminate funding for the Federal Transit Administration's Capital Investment Grant Program and the popular TIGER Grant Program. Metro has and will continue to work with our Congressional Delegation, Members of Congress, and stakeholders to build support to oppose cuts to these important programs. It should be noted that our CEO and the head of Sound Transit jointly issued a statement expressing their concern about the budget cuts and language in the budget that cited Los Angeles, Seattle and other cities - using them as examples of regions that have raised their own funds and advancing the rationale - flawed in our opinion - that these funds means that these regions no longer should rely on federal funds - especially with regard to transit projects.

### **Federal Grants for Fiscal Year 2017/2018**

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

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

### **Conclusion**

Mr. Chairman - I look forward to expanding on this report at the Executive Management Committee meeting with any new developments that occur over the next several weeks.

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of state matters of interest to our agency. This report was prepared on June 1, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on June 15, 2017.

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

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June 2, 2017 is the last day for any bills to pass out of their house of origin. The Senate Floor and Assembly heard and voted on legislation that had previously been approved in the respective policy committees. The Assembly heard and voted on over 450 bills this week. The Senate heard and dispensed of over 250 bills. Metro's advocacy team and staff are working closely with members to communicate Metro's Board Directed positions to authors and other members of the Los Angeles County State Legislative delegation as they decide on the fate of proposed legislation. Metro staff have been also continued to track amendments to legislation that is continuing to move forward to identify any issues that could affect the agency.

### **Key State Budget Issues**

The California Transportation Commission is currently considering Draft Guidelines for implementing Senate Bill 1 (Beall). The guidelines will serve to communicate the State's programmatic and funding priorities for the funding that will become available under SB 1. Funding will be allocated through a combination of formula and discretionary programs. Cities are eligible to receive a large share of funding for the repair of local streets and roads. Metro will be participating in the draft guideline discussions to ensure that the agency's priorities for funding for transit, goods movement, highways, and active transportation are included in each phase of implementation. The CTC is hosting workshops to kick-off the stakeholder process for the guideline development for implementing the measure. Public-private partnership discussions are underway. Stakeholders have voiced their support for extending the authorization for Caltrans to utilize the P3 method to deliver highway projects; however strong opposition from the Professional Engineers in California Government continues.

### **California State Senate Approves SB 268 (Mendoza) Metro Board Restructuring Bill on Senate Floor**

On May 31, 2017, Senator Tony Mendoza (D-Artesia) presented Senate Bill 268 on the Senate Floor for consideration. The bill was approved by a vote of 22-11. A number of Senators testified in support of the measure, stressing the importance of balanced representation in the Metro Board due to LA County's size. The Senator continued to offer additional amendments to resolve issues with the current bill language. Metro's Board of Directors voted on May 24, 2017 to formally oppose the measure. Staff will continue to keep the Board apprised of advocacy efforts to defeat the bill as it moves through the legislative process. The bill now moves forward for consideration in the Assembly policy committees.

### **California State Assembly Approves a number of Metro Supported Bills**

Assembly Bill 17 (Holden), a bill that would establish a student transit pass program passed on the Assembly Floor. The bill now moves forward for consideration in the Senate. Metro's Board of Directors formally voted to support the legislation on March 23, 2017.

Assembly Bill 695 (Bocanegra), a bill that would establish safety standards for on-track rail maintenance equipment passed on the Assembly Floor. The bill now moves forward for consideration in the Senate. Metro's Board of Directors formally voted to support the legislation on April 27, 2017.

Staff will continue to communicate the Board's formally adopted positions on legislation as it moves

through the legislative process.

### **Conclusion**


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

### **ATTACHMENTS**

Attachment A - June 2017 - Legislative Matrix

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

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



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Phillip A. Washington  
Chief Executive Officer

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

**STATE LEGISLATION**

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

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 17</a> <a href="#">Holden D</a>  Transit Pass Program: free or reduced-fare transit passes.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.	Support	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

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

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

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Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 46</a> <a href="#">Cooper D</a>  Employers: wage discrimination.	6/8/2017-S. P.E. & R. 6/8/2017-Referred to Coms. on P.E. & R. and JUD.	Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.		<b>Labor And  Employment (text 12/5/2016)  Support</b> American Federation of State, County and Municipal Employees, Local 2620 California Employment Lawyers Association California Federation of Teachers <b>Oppose</b> None

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State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

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

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JUNE 2017  
Metro Government Relations**

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

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 69</a> <a href="#">Allen, Travis</a> R  State highways: roadside rests.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.		

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Metro Government Relations**

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<a href="#">AB 73</a> <a href="#">Chiu D</a>  Planning and zoning: housing sustainability districts.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	<p>Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department.</p>		<p><b>Natural Resources (text 3/28/2017)</b>  <b>Support</b>            California Apartment Association            LeadingAge California  <b>Oppose</b>            American Fire Sprinkler Association            Independent Roofing Contractors of California, Inc.            Judicial Council of California            Plumbing-Heating-Cooling Contractors of California            San Diego, Southern California, and Central California Chapters of Associated Builders and Contractors            Sierra Club California            Western Electrical Contractors Association</p>

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

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<a href="#">AB 91</a> <a href="#">Cervantes D</a>  High-occupancy vehicle lanes.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	OPPOSE	<b>Transportation (text 3/22/2017)</b> <b>Support</b> None <b>Oppose</b> Riverside County Transportation Commission

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<a href="#">AB 151</a> <a href="#">Burke D</a>  California Global Warming Solutions Act of 2006: market- based compliance mechanisms.	6/5/2017-A. THIRD READING 6/5/2017-Action From THIRD READING: To INACTIVE FILE.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.		<b>Natural Resources (text 3/2/2017)</b> <b>Support</b> Agricultural Council of California California Building Industry Association California Business Properties Association California Business Roundtable California Council for Environmental and Economic Balance California Farm Bureau Federation California Manufacturers and Technology Association Western States Petroleum Association <b>Oppose</b> Asian Pacific Environmental Network California Environmental Justice Alliance Center for Community Action and Environmental Justice Center on Race, Poverty & the Environment Central Coast Alliance United for a Sustainable Economy Communities for a Better Environment Environmental Health Coalition Friends of the Earth Leadership Counsel for Justice & Accountability People Organized to Demand Environmental and Economic Rights Physicians for Social Responsibility – Los Angeles Strategic Concepts in Organizing and Policy Education

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<a href="#">AB 161</a> <a href="#">Levine D</a>  Department of Finance: infrastructure investment.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.		<b>Public Employees, Retirement And Social Security (text 1/13/2017) Support</b> Coalition for Adequate School Housing (CASH) State Building and Construction Trades Council of California <b>Oppose</b> None
<a href="#">AB 174</a> <a href="#">Bigelow R</a>  California Transportation Commission: membership.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.		

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<a href="#">AB 179</a> <a href="#">Cervantes</a> D  California Transportation Commission.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.		
<a href="#">AB 188</a> <a href="#">Salas</a> D  Vehicle retirement.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.		<b>Transportation (text 1/19/2017)</b> <b>Support</b> Valley CAN <b>Oppose</b> None
<a href="#">AB 195</a> <a href="#">Obernolte</a> R  Local initiative measures: ballot printing specifications.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 4. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them specified text relating to the proposed ordinance and dictates placement of that text. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative measure. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program.		<b>Elections And Redistricting (text 3/14/2017)</b> <b>Support</b> California Taxpayers Association Mayor Albert Robles, City of Carson <b>Oppose</b> None

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<a href="#">AB 215</a> <a href="#">Rodriguez D</a>  Metro Gold Line Foothill Extension Construction Authority.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.		
<a href="#">AB 221</a> <a href="#">Gray D</a>  Workers' compensation: liability for payment.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was INS. on 2/6/2017)(May be acted upon Jan 2018	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch	<b>Insurance (text 1/25/2017)</b> <b>Support</b> California Applicants' Attorneys Association CALPASC Construction Employers' Association (CEA) Teamsters <b>Oppose</b> California Labor Federation California Medical Association California Professional Firefighters California Society of Industrial Medicine and Surgery (CSIMS)

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<a href="#">AB 239</a> <a href="#">Ridley-Thomas</a> D  California Environmental Quality Act: urbanized areas.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines the terms “urban area” and “urbanized area” to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	Watch	<b>Natural Resources (text 1/30/2017) Support</b> California Association of Realtors California Chamber of Commerce California Housing Consortium California State Association of Counties Los Angeles County Board of Supervisors (sponsor) Los Angeles-Ventura Chapter of the Building Industry Association of Southern California, Inc. Rural County Representatives of California (RCRC) Urban Counties of California <b>Oppose</b> California League of Conservation Voters Sierra Club California

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<a href="#">AB 241 Dababneh D</a>  Personal information: privacy: state and local agency breach.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/26/2017)(May be acted upon Jan 2018)	Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill contains other related provisions.	Watch	<b>Privacy And Consumer Protection (text 1/30/2017) Support</b> Association of California Life and Health Insurance Companies California Bankers Association California Business Properties Association California Cable and Telecommunications Association (CCTA) California Chamber of Commerce California Grocers Association Computing Technology Industry Association – CompTIA Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) Personal Insurance Federation of California San Diego Court Employees San Luis Obispo County Employees <b>Oppose</b> California State Association of Counties League of California Cities Urban Counties of California

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<a href="#">AB 262</a> <a href="#">Bonta D</a>  Public contracts: lowest responsive bidder: eligible materials.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the material extraction and processing, transport to the manufacturing site, and the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, or other similar life-cycle assessment method as provided, for that type of product. The bill would require an awarding department to use a method developed by the Department of General Services to take into account, during project bid review and award, greenhouse gas emissions of eligible materials to be used in a project, with the intent of reducing greenhouse gas emissions along the supply chain. The bill would require the Department of General	Watch	<b>Natural Resources (text 3/27/2017)</b> <b>Support</b> 1 Individual 350 Sacramento American Lung Association of California APEN BlueGreen Alliance Breathe California California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Californians Against Waste Central Concrete Supply Company Clean Water Action Climate Earth Coalition for Clean Air Communications Workers of America, AFL-CIO District 9 Environment California Filipino/American Coalition for Environmental Solidarity (FACES) Gerdau Steel Natural Resources Defense Council (NRDC) Sierra Club California Trust for Public Lands Union of Concerned Scientists Voices for Progress <b>Oppose</b> Air Conditioning Sheet Metal Association Air-conditioning & Refrigeration

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		<p>Services to publish in the State Contracting Manual a method to allow an awarding department to take into account, during project bid review and award, greenhouse gas emissions of eligible materials, in accordance with certain requirements set out in the bill. The bill would authorize a contractor who is awarded a bid under these provisions to use a material supplier that was not reported in the winning bid if that supplier uses eligible materials that have the same or lower emissions than what was reported in the original bid. The bill would provide that if the supplier that was reported in a bid that was awarded under these provisions is unable to perform, the contractor who was awarded that bid shall make a good-faith effort to use a supplier that has the same or lower emissions than the original supplier reported and for a similar cost. This bill contains other related provisions and other existing laws.</p>		<p>Contractors Association Associated General Contractors Building Industry Credit Association California Asphalt Pavement Association California Construction and Industrial Materials Association California Legislative Conference of the Plumbing, Heating and Piping Industry Construction Employers Association Finishing Contractors Association of Southern California National Electrical Contractors Association Northern California Allied Trades Papich Construction Company, Inc. Rinker Materials Southern California Contractors Association Spragues' Ready Mix United Contractors Wall and Ceiling Alliance</p>

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<a href="#">AB 268</a> <a href="#">Waldron</a> R  State mandates.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/1/2017)(May be acted upon Jan 2018)	The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs.This bill would make a technical, nonsubstantive change to this provision.	Watch	

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

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<p><a href="#">AB 287</a> <a href="#">Holden D</a></p> <p>State Highway Route 710: advisory committee.</p> <p>Deferred=bill will be brought up at another time; Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017 <b>Bills highlighted in PURPLE have been submitted in the current month for Board consideration.</b></p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.</p>		<p><b>Transportation (text 4/6/2017) Support</b></p> <p>10 private citizens California Bicycle Coalition California Preservation Foundation California Public Interest Research Group City of Glendale City of La Cañada Flintridge City of South Pasadena Connected Cities and Communities East Area Progressive Democrats Five Star Coalition National Trust for Historic Preservation Natural Resources Defense Council (NRDC) NO 710 Action Committee Pasadena Heritage Sequoyah School South Pasadena Chamber of Commerce The Honorable Terry Tornek, Mayor, City of Pasadena The West Pasadena Residents' Association Westridge School</p> <p><b>Oppose</b></p> <p>California State Council of</p>



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

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<a href="#">AB 301</a> <a href="#">Rodriguez D</a>  Driver's license: examination requirements: certificate of driving skill.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles, by June 1, 2019, to ensure that the maximum wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle does not exceed 7 days. The bill would require the department, by June 1, 2018, to submit a report to the budget and transportation committees of the Legislature detailing how the department intends to achieve the 7-day maximum wait time. The bill would require the report to include, among other components, the methodology the department intends to use to collect and monitor wait times, and an implementation timeline for the department's recommendations.	Watch	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 302</a> <a href="#">Gipson D</a>  Greenhouse Gas Reduction Fund: 3-year investment plan.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/20/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires appropriations from the fund to be made in the annual Budget Act. This bill would make technical, nonsubstantive changes to those provisions.		<b>Transportation (text 4/17/2017)</b> <b>Support</b> California Natural Gas Vehicle Coalition (sponsor) Clean Energy Coalition for Clean Air <b>Oppose</b> California Trucking Association Truck and Engine Manufacturers Association

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

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

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		controlled substances, as specified. The bill would authorize use of participation in a 24/7 Sobriety program in conjunction with participation in an ignition interlock device program. The bill would require a person participating in the program to pay the program costs, commensurate with the person's ability to pay, as specified. This bill contains other existing laws.		
<a href="#">AB 344</a> <a href="#">Melendez</a> R  Toll evasion violations.	5/10/2017-S. T. & H. 5/10/2017-Referred to Com. on T. & H.	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	OPPOSE	Opposition: MTC

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D  California Global Warming Solutions Act of 2006: regulations.	5/30/2017- A. RECONSIDERATION 6/1/2017-Read third time. Refused passage. Motion to reconsider on the next legislative day made by Assembly Member Cristina Garcia. (FAILED)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or amend regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The bill would prohibit the state board from permitting a facility to increase its annual emissions of greenhouse gases compared to the annual average of emissions of greenhouse gases reported during specified years. The bill would authorize the state board to adopt no-trade zones or facility-specific declining greenhouse gas emissions limits where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact. This bill contains other related provisions and other existing laws.	<b>Support</b>	

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<a href="#">AB 382</a> <a href="#">Voepel</a> R  Fuel taxes: Off-Highway Vehicle Trust Fund.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law, as a result of the elimination of the sales tax on gasoline effective July 1, 2010, provides for a commensurate increase in the excise tax on gasoline. These taxes are deposited to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Existing law requires certain moneys attributable to taxes imposed upon distribution of gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Existing law, however, transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.		<b>Transportation (text 2/9/2017)</b> <b>Support</b> American Sand Association, Inc. California Off Road Vehicle Association San Diego Off-Road Coalition <b>Oppose</b> None

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<a href="#">AB 398</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Greenhouse Gas Reduction Fund: report.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Existing law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Existing law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner. This bill contains other related provisions and other existing laws.		

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

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<a href="#">AB 428</a> <a href="#">Ridley-Thomas</a> D  Local government: the Ralph M. Brown Act.	6/8/2017-S. GOV. & F. 6/8/2017-Referred to Com. on GOV. & F.	The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/9/2017)</b> <b>Support</b> LA Care Health Plan [SPONSOR] Local Health Plans of California <b>Oppose</b> None

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<a href="#">AB 464</a> <a href="#">Gallagher R</a>  Local government reorganization.	5/24/2017-S. GOV. & F. 5/24/2017-Referred to Com. on GOV. & F.	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined. Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes.		<b>Governance And Finance (text 3/14/2017) Support</b> Alameda Association of California HealthCare Districts Butte Calaveras California Association of Local Agency Formation Commissions (sponsor) California State Association of Counties City of Los Angeles Colusa Contra Costa County Fresno Imperial Lake Local Agency Formation Commissions: Marin Mendocino Merced Nevada Riverside San Bernardino San Diego Santa Clara Santa Cruz Solano

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<a href="#">AB 467</a> <a href="#">Mullin D</a>  Local transportation authorities: transactions and use taxes.	6/1/2017-S. T. & H. 6/1/2017-Referred to Coms. on T. & H. and E. & C.A.	(1) The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/13/2017) Support</b> California Association of Clerks and Election Officials California State Association of Counties Urban Counties of California <b>Oppose</b> None

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<a href="#">AB 468</a> <a href="#">Santiago D</a>  Transit districts: prohibition orders.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. Existing law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Existing law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Existing law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority.	<b>Sponsor</b>	<b>SUPPORT:</b> LA Metro - Sponsor

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

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<a href="#">AB 499</a> <a href="#">Harper</a> R  California Environmental Quality Act: infill development.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS. 5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2017)(May be acted upon Jan 2018)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.		

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<a href="#">AB 515</a> <a href="#">Frazier D</a>  State Highway System Management Plan.	6/1/2017-S. T. & H. 6/1/2017-Referred to Com. on T. & H.	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.		

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<a href="#">AB 544</a> <a href="#">Bloom</a> D  Vehicles: high-occupancy vehicle lanes.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles (SULEV), ultra-low emission vehicles (ULEV), advanced technology partial zero-emission vehicles (AT PZEV), or transitional zero-emission vehicles (TZEV), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. Existing law makes the use by a driver of an HOV lane without those identifiers a crime. Existing law requires the Department of Transportation to remove individual HOV lanes, or portions of those lanes, during peak periods of congestion from access by vehicles displaying the identifiers if the department makes specified findings. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to		<b>Transportation (text 3/21/2017)</b> <b>Support</b> Association of Global Auto Makers California Electric Transportation Coalition (CaIETC) California New Car Dealers Association Hyundai <b>Oppose</b> None

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

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

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

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<a href="#">AB 636</a> <a href="#">Irwin D</a>  Local streets and roads: expenditure reports.	5/10/2017-S. RLS. 5/10/2017-Referred to Com. on RLS.	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.		<b>Transportation (text 2/14/2017)</b> <b>Support</b> California State Association of Counties League of California Cities (sponsor) <b>Oppose</b> None

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<a href="#">AB 673</a> <a href="#">Chu D</a>  Public transit operators: vehicle safety requirements.	6/1/2017-S. T. & H. 6/1/2017-Referred to Com. on T. & H.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements. This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	NEUTRAL	<b>Transportation And Housing (text 5/15/2017) Support</b> American Federation of State, County and Municipal Employees California Conference Board of the Amalgamated Transit Union (Co-Sponsor) California Labor Federation (sponsor) California Teamsters Public Affairs Council (sponsor) California Transit Association <b>Oppose</b> None
<a href="#">AB 687</a> <a href="#">Chen R</a>  State highway routes: route numbers.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2017)(May be acted upon Jan 2018)	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make nonsubstantive changes to the latter provision.		

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<a href="#">AB-695</a> <a href="#">Bocanegra D</a>  Avoidance of on-track equipment.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. A violation of these requirements is a crime. This bill would make this requirement applicable to avoid on-track equipment, as defined. By expanding the scope of a crime, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.	SUPPORT	<b>Transportation And Housing (text 2/15/2017) Support</b> BNSF Railway California Labor Federation California Short Line Railroad Association California Teamsters Public Affairs Council Genesee & Wyoming Railroad Services, Inc. Los Angeles County Metropolitan Transportation Authority Rail Passenger Association of California and Nevada Union Pacific Railroad <b>Oppose</b> None

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<a href="#">AB 697 Fong R</a>  Tolls: exemption for privately owned emergency ambulances.	5/18/2017-S. T. & H. 6/8/2017-In committee: Hearing postponed by committee.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. Existing law requires a toll operator to accept, in lieu of payment of a bill for an authorized emergency vehicle using a toll facility, a letter from a fire chief, police chief, county sheriff, head of a public agency, or his or her designee certifying that the use of the authorized emergency vehicle was exempt from the payment of the toll or other charge. Existing law further requires, upon written request and information and belief of the toll operator that the use of an authorized emergency vehicle was not in compliance with this section, a fire chief, police chief, county sheriff, head of the public agency, or his or her designee, to provide or otherwise make accessible to the toll operator the dispatch records or log books relevant to the time period when the authorized emergency vehicle was in use on the toll highway, vehicular crossing, or high-occupancy toll (HOT) lane. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the California Highway Patrol. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.		<b>Transportation (text 2/15/2017)</b> <b>Support</b> California Ambulance Association <b>Oppose</b> None

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<a href="#">AB 709</a> <a href="#">McCarty D</a>  Sacramento Regional Transit District: bonds: transactions and use tax.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may exercise the right of eminent domain and may levy various taxes subject to voter approval. This bill contains other existing laws.		
<a href="#">AB 730</a> <a href="#">Quirk D</a>  Transit districts: prohibition orders.	5/10/2017-S. T. & H. 5/10/2017-Referred to Com. on T. & H.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.		<b>Public Safety (text 2/15/2017)</b> <b>Support</b> San Francisco Bay Area Rapid Transit District [SPONSOR] <b>Oppose</b> None

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<a href="#">AB 733</a> <a href="#">Berman D</a>  Enhanced infrastructure financing districts: projects: climate change.	6/7/2017-S. E.Q. 6/7/2017-From committee: Do pass and re-refer to Com. on EQ. (Ayes 5. Noes 2.) (June 7). Re-referred to Com. on EQ.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature’s findings and declarations.		<b>Governance And Finance (text 3/23/2017)</b> <b>Support</b> California Special Districts Association California State Association of Counties City of Santa Monica San Francisco Bay Conservation and Development Commission The Nature Conservancy United States Green Building Council <b>Oppose</b> None

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<a href="#">AB 788</a> <a href="#">Frazier D</a>  Department of Transportation: administration.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.		
<a href="#">AB 843</a> <a href="#">Fong R</a>  Vehicles: statewide application of the code.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.		

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<a href="#">AB 863 Cervantes D</a>  Affordable Housing and Sustainable Communities Program.	6/1/2017-S. T. & H. 6/1/2017-Referred to Coms. on T. & H. and EQ.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Existing law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program. This bill would require the council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects. The bill would make related revisions to the policy objectives for the program.		
<a href="#">AB 890 Medina D</a>  Local land use initiatives: environmental	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	The California Constitution authorizes the electors of each city and county to exercise the powers of initiative and referendum under procedures provided by the Legislature. Pursuant to that authority, existing law authorizes a proposed ordinance to be submitted to the appropriate elections official and requires the elections official to forward the proposed ordinance to appropriate counsel for		<b>Natural Resources (text 4/18/2017) Support</b> Association of Environmental Professionals CalBike California Environmental Justice

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review.		preparation of a ballot title and summary. Existing law requires the elections official to provide the ballot title and summary to proponents of the proposed measure and the proponents are required to include the ballot title and summary upon each section of the petition used to gather the required number of signatures. Under existing law, if an initiative petition is signed by not less than a specified number of voters and filed with the elections official, that elections official must submit the proposed ordinance to the county board of supervisors, legislative body of a city, or governing board of a district. Existing law requires the governing body to (1) adopt the ordinance without alteration, (2) call an election or special election in certain instances, at which the ordinance, without alteration, would be submitted to a vote of the voters of the jurisdiction, or (3) for cities and counties, order a report on the ordinance and then adopt the ordinance or submit it to the voters. This bill would require a proponent of an proposed initiative ordinance, at the time he or she files a copy of the proposed initiative ordinance for preparation of a ballot title and summary with the appropriate elections official, to also request that an environmental review of the proposed initiative ordinance be conducted by the appropriate planning department, as specified. The bill would require the elections official to notify the proponent of the result of the environmental review. The bill would require the county board of supervisors, legislative body of a city, or governing board of a district, if the initiative ordinance proposes an activity that would result in a direct or indirect physical change in the		Alliance California Labor Federation California League of Conservation Voters Coalition for Clean Air Environment California Environmental Protection Information Center National Parks Conservation Association Sierra Club Californi State Building and Construction Trades Council of California (sponsor) <b>Oppose</b> African American Farmers of California Associated Builder and Contractors of California California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Citrus Mutual California Dairies Inc. California Fresh Fruit Association California Independent Petroleum

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		<p>environment, as specified, to order that an environmental impact report or mitigated negative declaration of the proposed ordinance be prepared. Once the environmental impact report or mitigated negative declaration has been prepared, the bill would require the governing body to hold a public hearing and either approve or deny the proposed ordinance, instead of allowing the proposed ordinance to be submitted to the voters. This bill contains other related provisions and other existing laws.</p>		<p>Association California State Association of Counties California Strawberry Commission California Taxpayers Association City of Indian Wells City of Thousand Oaks Far West Equipment Dealers Association League of California Cities National Federation of Independent Business Nisei Farmers League Riverside Rural County Representatives of California (RCRC) San Fernando Valley Chamber of Commerce Santa Maria Valley Chamber of Commerce Southwest California Legislative Council West Coast Lumber &amp; Building Material Association Western Electrical Contractors Association</p>

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<a href="#">AB 943</a> Santiago D	6/8/2017-S. GOV. & F. 6/8/2017-Referred to Coms. on GOV. & F. and E. & C.A.	<p>The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would expressly stop development or construction within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would require the county elections official for the county or city and county in which the proposed ordinance or amendment of an ordinance would apply, or which includes within its territorial boundaries the city in which the proposed ordinance or amendment of an ordinance would apply, to determine whether the proposed ordinance or amendment of an ordinance would expressly stop development or construction within the city, county, or city and county. The bill would declare that it addresses a matter of statewide concern. This bill contains other existing laws.</p>		<p><b>Local Government (text 2/16/2017)</b> <b>Support</b> California Apartment Association (sponsor) California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Council for Affordable Housing California Housing Consortium California Professional Association of Specialty Contractors Central City Association of Los Angeles Downtown Center BID Downtown Women’s Center Engineering Contractor’s Association Orange County Business Council Southwest California Legislative Council Valley Industry and Commerce Association (VICA) <b>Oppose</b> League of California Cities</p>

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

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 1015</a> <a href="#">Mathis</a> R  State highways.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.		
<a href="#">AB 1060</a> <a href="#">Burke</a> D  Enhanced infrastructure financing districts.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/20/2017)(May be acted upon Jan 2018)	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor	<b>Support</b> LA Metro (Sponsor)
<a href="#">AB 1063</a> <a href="#">Fong</a> R  Transportation funds.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.		

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<a href="#">AB 1073</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	5/24/2017-S. T. & H. 5/24/2017-Referred to Coms. on T. & H. and EQ.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology . This bill contains other existing laws.		<b>Transportation And Housing (text 2/16/2017)</b> <b>Support</b> Clean Energy Coalition For Renewable Natural Gas <b>Oppose</b> None
<a href="#">AB 1094</a> <a href="#">Choi</a> R  Vehicles: automated traffic enforcement systems.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.		

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<a href="#">AB 1103</a> <a href="#">Obernolte</a> R  Bicycles: yielding.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2017)(May be acted upon Jan 2018)	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise.	Watch	<b>Transportation (text 4/6/2017)</b> <b>Support</b> 1 Individual California Bicycle Coalition California Delivery Association <b>Oppose</b> 1 Individual AAA Northern California, Nevada and Utah Amalgamated Transit Union Automobile Club of Southern California Bay Area Transportation Working Group California Council for the Blind California Police Chiefs Association California Teamsters Public Affairs Council CSAC-Excess Insurance Authority (CSAC-EIA) San Francisco Aging and Adult Services Advisory Council

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<a href="#">AB 1113 Bloom D</a>  State Transit Assistance program.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions. This bill contains other related provisions and other existing laws.	Support	<b>Transportation And Housing (text 5/31/2017)</b> <b>Support</b> California Association of Councils of Governments (CALCOG) California Transit Association (sponsor) Foothill Transit Livermore Amador Valley Transit Authority Metropolitan Transportation Commission Monterey-Salinas Transit Orange County Transportation Authority San Francisco Bay Area Rapid Transit District. Ventura County Transportation Commission <b>Oppose</b> None

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<a href="#">AB 1145</a> <a href="#">Quirk D</a>  Compensation of utilities for relocation costs.	6/8/2017-S. E. U., & C. 6/8/2017-Referred to Coms. on E., U. & C. and GOV. & F.	Existing law authorizes a relocation agreement between certain utilities, cable television corporations, or cable operators and the Santa Clara Valley Transportation Authority, entered into in connection with a transit or transportation capital improvement project. This bill would, unless otherwise prohibited by law or expressly governed by a contract in force as of January 1, 2018, require the state or a local government to reimburse a utility for the reasonable relocation costs incurred by the utility to relocate its facilities as a result of a construction project financed from any voter-approved bond act of the state or local government, respectively. The bill would require a utility claiming reimbursement to submit a verified itemized claim to the state or a local government for reimbursement of relocation costs within 180 days after each calendar quarter in which the utility incurs the relocation costs. The bill would require the state or local government to review each verified itemized claim, to reimburse the utility for reasonably incurred relocation costs within 90 days after receipt of the verified itemized claim, and to reimburse verified itemized claims for reimbursement of relocation costs from all affected utilities in the order of receipt. By placing additional duties upon local governments, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 4/17/2017) Support</b> California Cable and Telecommunications Association [SPONSOR] Charter Communications Comcast Cable Cox South Orange County Economic Coalition <b>Oppose</b> California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California

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<a href="#">AB 1160</a> <a href="#">Bonta D</a>  Autonomous vehicles.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.		<b>Transportation (text 4/17/2017)</b> <b>Support</b> None <b>Oppose</b> TechNet

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<a href="#">AB 1218</a> <a href="#">Obernolte R</a>  California Environmental Quality Act: exemption: bicycle transportation plans.	5/10/2017-S. E.Q. 5/10/2017-Referred to Com. on EQ.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.		

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<a href="#">AB 1259</a> <a href="#">Calderon D</a> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018	The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. The authority oversees the Capital Access Loan Program for small businesses to assist small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties This bill would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.		<b>Natural Resources (text 3/30/2017)</b> <b>Support</b> Charge Ahead California Coalition for Clean Air Communities for a Better Environment Environment California Greenlining Institute Natural Resources Defense Council (NRDC) <b>Oppose</b> None

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<a href="#">AB 1282</a> <a href="#">Mullin D</a>  Transportation: task force: permit processing.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2018, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.		

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

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<a href="#">AB 1324</a> <a href="#">Gloria D</a>  Metropolitan planning organizations: transactions and use taxes.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017)(May be acted upon Jan 2018)	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.		
<a href="#">AB 1328</a> <a href="#">Limón D</a>  Sustainable communities: affordable housing.	06/05/17 In Senate. Read first time. To Com. on RLS. for assignment. 06/01/17 Read third time. Passed. Ordered to the Senate.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. Existing law encourages projects eligible for funding under the program to promote certain objectives. This bill would make a nonsubstantive change to the provision regarding the eligible projects.		

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

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

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<a href="#">AB 1395</a> <a href="#">Chu D</a>  State highways: blight.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 1421</a> <a href="#">Dababneh</a> D  Intercity rail services: noise and vibration.	6/8/2017-S. RLS. 6/8/2017-Referred to Com. on RLS.	Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		<b>Appropriations (text 3/22/2017)</b> <b>Support</b> <b>Oppose</b>
<a href="#">AB 1442</a> <a href="#">Allen, Travis</a> R  Bonds: transportation: water projects.	3/27/2017-A. TRANS. 4/25/2017-In committee: Set, second hearing. Failed passage. Reconsideration granted.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed		<b>Transportation (text 3/28/2017)</b> <b>Support</b> None <b>Oppose</b> State Building and Construction Trades Council of California

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		<p>Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects that are a part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election. This bill contains other existing laws.</p>		

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 1444</a> <a href="#">Baker</a> R  Livermore Amador Valley Transit Authority: demonstration project.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver’s seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency.This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration project if the department has adopted specified regulations by December 31, 2017.This bill contains other related provisions and other existing laws.	Watch	<b>Communications And Conveyance (text 4/5/2017) Support</b> Alameda County Transportation Commission Livermore Amador Valley Transit Authority <b>Oppose</b> California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Teamsters Public Affairs Council

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<a href="#">AB 1454</a> <a href="#">Bloom D</a>  Transportation projects: lease agreements.	6/2/2017-A. 2 YEAR 6/2/2017-Failed Deadline pursuant to Rule 61(a)(8). (Last location was RLS. on 5/4/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.	Support	<b>Transportation (text 3/21/2017)</b> <b>Support</b> Associated General Contractors California and San Diego chapters <b>Oppose</b> American Federation of State, County and Municipal Employees California School Employees Association Professional Engineers in California Government

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<a href="#">AB 1512</a> <a href="#">McCarty D</a>  Motor Vehicle Fuel Tax Law.	4/19/2017-A. REV. & TAX 5/15/2017-In committee: Set, second hearing. Testimony taken.	Existing law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges. Under this bill, the Opioid Addiction Prevention and Rehabilitation Act would impose a tax on and after July 1, 2018, upon the distribution of opioids by a manufacturer to a wholesaler from the manufacturer, as those terms are defined, at the rate of \$0.01 per milligram of active opioid ingredient. The bill would require the wholesaler to collect the tax and remit it to the State Board of Equalization. The tax would be administered by the State Board of Equalization and would be collected pursuant to the procedures set forth in the Fee Collection Procedures Law, which sets forth requirements for registration, returns, payments, penalties, interest, determinations and redeterminations, collections, overpayments and refunds, administration and confidentiality, and violations. By expanding the application of the Fee Collection Procedures Law, the violation of which is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Revenue And Taxation (text 5/9/2017)</b> <b>Support</b> California Consortium of Addiction Programs and Professionals California Society for Addiction Medicine County Behavioral Health Directors Association of California Transitions Clinic <b>Oppose</b> California Taxpayers Association Healthcare Distribution Alliance

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<a href="#">AB 1519</a> <a href="#">Cervantes</a> D  State highways.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 3/27/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Existing law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of \$5,000 annually to the Adopt-A-Riverway Fund. This bill would change the minimum annual donation amount to \$4,000.		
<a href="#">AB 1523</a> <a href="#">Obernolte</a> R  San Bernardino County Transportation Authority: design-build.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project).This bill contains other related provisions and other existing laws.	Watch	<b>Local Government (text 3/28/2017)</b> <b>Support</b> San Bernardino County Transportation Authority [SPONSOR] <b>Oppose</b> American Federation of State, County and Municipal Employees Professional Engineers in California Government

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<a href="#">AB 1623 Acosta R</a>  State Air Resources Board.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2017)(May be acted upon Jan 2018)	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.		
<a href="#">AB 1630 Bloom D</a>  California Transportation Plan: wildlife movement.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)	Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means.	Watch	<b>Water, Parks And Wildlife (text 3/28/2017)</b> <b>Support</b> Arroyos & Foothills Conservancy Audubon Canyon Ranch Friends of Harbors, Beaches, and Parks Hills for Everyone Laguna Greenbelt, Inc. Midpeninsula Regional Open Space Authority Pathways for Wildlife Santa Clara Valley Open Space Authority SC Wildlands Sonoma Land Trust

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		<p>This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. The bill would require, on or before January 1, 2019, the Department of Fish and Wildlife, in coordination with the Department of Transportation and the Transportation Agency, to update the California Essential Habitat Connectivity Project and create a formal avenue for scientific data on wildlife movements gathered by universities, nonprofit corporations, public agencies, and independent biologists to be submitted to these departments and the agency, as specified. This bill contains other related provisions.</p>		<p><b>Oppose</b> None</p>

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<a href="#">AB 1635</a> <a href="#">Quirk-Silva D</a>  Public contracts: small business participation.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2017)(May be acted upon Jan 2018)	<p>The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require a state agency, as defined, to establish and achieve an annual goal that at least 25% of the procurement activities administered by that agency include a small business participant, to ensure that the agency's procurement practices are administered in a manner that supports the agency in meeting or exceeding the goal, and to report to the director statistics regarding small business participation in the agency's procurement activities. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.</p>		<p><b>Accountability And Administrative Review (text 4/5/2017)</b>  <b>Support</b>            California Small Business Association  <b>Oppose</b>            None</p>

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

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

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<a href="#">AB 1658</a> <a href="#">Frazier D</a>  State agencies: accountability.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)	Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit. This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.		<b>Accountability And Administrative Review (text 3/21/2017)</b> <b>Support</b> California Manufacturers and Technology Association <b>Oppose</b> None

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<a href="#">AB 1684</a> <a href="#">Bloom</a> D  Vehicles: traffic violator schools.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2017)(May be acted upon Jan 2018)	Existing law authorizes a court to order a continuance of proceedings against a person who has received a notice to appear for a violation of statute relating to the safe operation of a vehicle and subsequently deposits and forfeits bail, pleads guilty or no contest, or is convicted, in consideration for completion of a program for traffic violators, or traffic school. This bill would require the Department of Motor Vehicles to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.		
<a href="#">AB 1721</a> Committee on Revenue and Taxation  Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	6/1/2017-S. RLS. 6/1/2017-Referred to Com. on RLS.	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws.	Sponsor	<b>Revenue And Taxation (text 3/16/2017)</b> <b>Support</b> Los Angeles County Metropolitan Transportation Authority <b>Oppose</b> None

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<a href="#">ACA 3</a> <a href="#">Kiley</a> R  Elections: initiatives and referenda.	4/20/2017-A. E. & R. 4/20/2017-Referred to Com. on E. & R. 5/17/2017-Re-referred to Com. on E. & R.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.		
<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding.	Enrolled. Signed into law 5/2017	(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California	Support WWA	Governance And Finance (text 1/26/2017) Support Alameda Corridor-East Construction Authority Alameda County Board of Supervisors Alameda County Transportation

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

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

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

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

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

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

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

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State and Federal Legislative Matrix  
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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				General Engineering Contractors Gold Coast Transit District Golden Empire Transit District in Bakersfield Golden State Gateway Coalition Granite Construction, Inc. Humboldt County Association of Governments International Longshore and Warehouse Union International Longshore and Warehouse Union Local 13, Local 63, Local 94 Inyo County Board of Supervisors Lake County/City Area Planning Council CONTINUED League of California Cities League of California Cities, Los Angeles Division Lemoore, City of Los Angeles Area Chamber of Commerce Los Angeles County Business Federation

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

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

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

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

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

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

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

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

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

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<a href="#">SB 20</a> <a href="#">Hill D</a>  Vehicles: buses: seatbelts.	5/18/2017-A. TRANS. 5/18/2017-Referred to Com. on TRANS.	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. The bill would make a violation of the provision requiring a passenger to wear a safety belt, an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that these provisions do not apply to schoolbuses. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 3/20/2017)</b> <b>Support</b> None <b>Oppose</b> None

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<a href="#">SB 21</a> <a href="#">Hill D</a>  Law enforcement agencies: surveillance: policies.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	<p>Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a public agency from selling, sharing, or transferring information gathered by surveillance technology, except to another public agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances. This bill contains other related provisions and other existing laws.</p>		<p><b>Judiciary (text 4/17/2017)</b>  <b>Support</b>            Electronic Frontier Foundation            Firearms Policy Coalition            Media Alliance            Oakland Privacy  <b>Oppose</b>            Association of Orange County Deputy Sheriffs            California Fraternal Order of Police            California Peace Officers' Association            California Police Chiefs Association            California Statewide Law Enforcement Association            Long Beach Police Officers Association            Peace Officers Research Association of California            Sacramento County Deputy Sheriffs' Association</p>

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<a href="#">SB 22</a> <a href="#">Hill D</a>  Firearms: law enforcement agencies: agency firearm accounting.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System (AFS) via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Public Safety (text 3/13/2017)</b> <b>Support</b> California Chapters of the Brady Campaign to Prevent Gun Violence Firearms Policy Coalition <b>Oppose</b> None
<a href="#">SB 53</a> <a href="#">Hueso D</a>  Natural gas vehicles.	4/26/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the		<b>Transportation And Housing (text 3/20/2017)</b> <b>Support</b> Accurate Underground and Grading, Inc. Agility Fuel Solutions Alameda County Industries Alliant Specialty Insurance Services ANGI Antonini Freight Express, Inc.

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		<p>difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount, up to a specified maximum, equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. The bill would additionally require the University of California Institute of Transportation Studies or the Department of Transportation to estimate the damage caused by vehicles operating pursuant to this authorization and report its findings to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation on or before October 1, 2018.</p>		<p>Athens Services Atlas Industries Bay Counties SMaRT Station Bioenergy Association of California BLT Enterprises BMS Technologies Burrtec Waste Industries Inc. CalCIMA California Natural Gas Vehicle Association (co-sponsor) California Refuse Recycling Council California Trucking Association Californians Against Waste CalPortland Construction Company CASS, Inc. Chavez Transport Inc. Cherry Engineering Clean Energy CleanStreet CR&amp;R Inc. Cummins &amp; White LLP Desert Valley Disposal Inc. Dickson Co Inc. Direct Disposal East Bay Sanitary Co. Ecology Recycling Services and Transportation EDCO Waste and Recycling Services Escondido Disposal Inc. EW Truck and Equipment Company Inc. Facility Builders and Erectors FASTECH Fremont Recycling &amp; Transfer Station Garden City Sanitation Inc. GEOCON Gladstein, Neandress &amp; Associates Green, Hasson, Janks LLP GreenWaste Recovery Inc. Harris Ranch Hastie's Capitol Sand &amp; Gravel, Co. Haul Away Rubbish Service Co. Inc.</p>

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				Inland Empire Disposal Association (IEDA) J&L Transport <b>CONTINUED</b> J-W Power Company JRMA Architects and Engineers Ken Grody Ford Livermore Sanitation Los Angeles County Disposal Association Los Angeles County Solid Waste Management Committee Los Angeles County Waste Management Association Marin Sanitary Service McNeilus Truck and Manufacturing Inc. Mission Trail Waste Systems, Inc. Mobile Fueling Solutions Mountain Valley Express Napa Recycling and Waste Services LLC. NASA Services Nationwide Environmental Services Northern Recycling Operations and Waste Services LLC. Olympic Wire and Equipment

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				Orchard Supply Hardware Pacific Rim Communications Palm Springs Disposal Services Peña’s Disposal Inc. Peninsula Sanitary Service Inc. Penske Truck Leasing Pleasanton Garbage Service Rainbow Environmental Services Ramona Disposal Service Raymundo Engineering Company Inc. Refuel Republic Services Riley Electric Inc. Robinson’s Mechanical Construction Inc. San Diego County Disposal Association (co-sponsor) San Diego Gas and Electric SFA LLC. Silke Communications Solid Waste Association of North America Solid Waste Association of Orange County South Coast Air Quality Management District South San Francisco Scavenger Company Inc.

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				Southern California Disposal and Recycling Co Inc. Southern California Gas Company Spear and Associations Inc. Strategic Materials T&T Trucking TruStar Energy Turlock Scavenger Recycling and Transfer United Parcel Service (UPS) Universal Waste Systems Inc. Upper Valley Disposal & Recycling Valley Vista Services Inc. Varner Bros, Inc. (Bakersfield) Volvo Trucks of North America WARE Disposal Co. Inc. Waste Connections, Inc. Waste Management, Inc. Western Trailers Westhoff, Cone & Holmstedt Zanker Recycling <b>Oppose</b> None

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<a href="#">SB 54</a> <a href="#">De León</a> D  Law enforcement: sharing data.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018	Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters.This bill would repeal those provisions.This bill contains other related provisions and other existing laws.		<b>Floor Analyses (text 3/29/2017)</b> <b>Support</b> <b>Oppose</b>

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<a href="#">SB 80</a> <a href="#">Wieckowski D</a>  California Environmental Quality Act: notices.	5/18/2017-A. NAT. RES. 5/18/2017-Referred to Com. on NAT. RES.	(1)The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Environmental Quality (text 2/14/2017)</b> <b>Support</b> California League of Conservation Voters Inyo County Clerk Sierra Club California <b>Oppose</b> Association of California Water Agencies

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<a href="#">SB 137</a> <a href="#">Allen D</a>  Transit districts: ordinances.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 145</a> <a href="#">Hill D</a>  Autonomous vehicles: testing on public roads.	5/18/2017-A. TRANS. 5/18/2017-Referred to Coms. on TRANS. and C. & C.	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.</p>		

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<a href="#">SB 150</a> <a href="#">Allen D</a>  Regional transportation plans.	6/8/2017-A. TRANS. 6/8/2017-Referred to Coms. on TRANS. and NAT. RES.	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets		<b>Transportation And Housing (text 4/6/2017) Support</b> 350 Bay Area Bike San Gabriel Valley California Bicycle Coalition California League of Conservation Voters California Walks Catholic Charities of the Diocese of Stockton Center for Biological Diversity Center for Climate Change and Public Health ClimatePlan (co-sponsor) Coalition for Clean Air COAST Marin County Bicycle Coalition Natural Parks Conservation Association Natural Resources Defense Council (Sponsor) Public Advocates, Inc. Safe Routes to School National Partnership

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<a href="#">SB 150</a> <a href="#">Allen</a> D  Regional transportation plans. (Cont)		relating to reduction of vehicle miles traveled and reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board’s 2035 greenhouse gas emission reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Sierra Club California Sunflower Alliance The Nature Conservancy TransForm (co-sponsor) Trust for Public Lands Voices for Progress Education Fund <b>Oppose</b> Associated General Contractors – California Associated General Contractors – San Diego Chapter California Association of Councils of Governments (CALCOG) California Association of Realtors California Building Industry Association California Business Properties Association California Business Roundtable California Chamber of Commerce

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

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<a href="#">SB 163</a> <a href="#">Bradford D</a>  Elections: domicile: residence.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 2/2/2017)(May be acted upon Jan 2018	Existing law defines “residence” for voting purposes as a person’s domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person’s habitation is fixed for some period of time, but wherein he or she does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person’s currently filed affidavit of voter registration is that person’s domicile. This bill would provide that a person’s domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person’s right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature’s domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.		

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<a href="#">SB 194 Anderson R</a>  Probation: revocation: new period.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch	

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<a href="#">SB 200</a> <a href="#">Morrell</a> R  Public employees' retirement benefits: final compensation.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/31/2017)(May be acted upon Jan 2018)	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch	
<a href="#">SB 224</a> <a href="#">Jackson</a> D  California Environmental Quality Act: baseline conditions.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA by public agencies. CEQA requires the office to transmit the proposed guidelines to the Secretary of the Natural Resources Agency and requires the secretary to certify and adopt the proposed guidelines. CEQA requires the office, at least once every 2 years, to review the guidelines and to recommend proposed changes or amendments to		

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

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		<p>of less than 35 miles per hour, as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.</p>		

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<a href="#">SB 256</a> <a href="#">Atkins</a> D  Public contracts: criminal offenses and statute of limitations.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law makes it unlawful for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, to split or separate into smaller work orders or projects any work, project, service, or purchase for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch	<b>Public Safety (text 3/20/2017)</b> <b>Support</b> California District Attorneys Association <b>Oppose</b> None
<a href="#">SB 259</a> <a href="#">Wilk</a> R  Reports.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/28/2017)(May be acted upon Jan 2018)	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.		

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<a href="#">SB 262</a> <a href="#">Wieckowski</a> D  Climate change: climate adaptation: advisory council.	5/18/2017-A. NAT. RES. 5/18/2017-Referred to Com. on NAT. RES.	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office’s goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		
<a href="#">SB 263</a> <a href="#">Leyva</a> D  Climate Assistance Centers.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the	Watch	<b>Natural Resources And Water (text 3/21/2017) Support</b> 350 Bay Area American Lung Association of California Amigos de Los Rios Arroyos & Foothills Conservancy Asian Pacific Environmental Network

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		<p>environmental justice benefits of project awards. This bill would require the council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.</p>		<p>Audubon California Bike SGV CalBike California Association of Local Conservation Corps California League of Conservation Voters Central Coast Energy Services Central Valley Air Quality Coalition Coalition for Clean Air COFEM Community Water Center East Yard Communities for Environmental Justice Environmental Defense Fund Fossil Free California Fresno County Economic Opportunities Commission Friends Committee on Legislation of California From Lots to Spots Greenlining Institute GRID Alternatives LA County Bike Coalition LA Neighborhood Land Trust</p>

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				Leadership Counsel for Justice & Accountability Local Government Commission Los Angeles Neighborhood Initiative Los Cerritos Wetlands Land Trust Move LA National Parks Conservation Association Pacific Forest Trust Pacoima Beautiful Public Advocates, Inc. Safe Routes to School National Partnership San Gabriel Mountains Forever SCOPE Sierra Business Council The Nature Conservancy The Watershed Project Transform Trust for Public Lands Valley Vision Voices for Progress Education Fund Wholly H2O

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

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<a href="#">SB 267</a> <a href="#">Pan D</a>  Political Reform Act of 1974: City of Sacramento.	5/22/2017-A. E. & R. 5/22/2017-Referred to Coms. on E. & R. and L. GOV.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 268</a> <a href="#">Mendoza D</a>  Los Angeles County Metropolitan Transportation Authority.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would delete this requirement and would add the county auditor as a nonvoting member of the board of directors. The bill would also reduce the members of the board of supervisors from 5 to 2 members and would require that one supervisor represent the largest population in the unincorporated area of the County of Los Angeles. The bill would delete the appointment of 2 public members and require the Mayor of the City of Los Angeles to appoint 5 members of the City Council of the City of Los Angeles who represent contiguous clusters of 3 council districts. The bill would require the city council to determine contiguity. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. This bill contains other existing laws.</p>		<p><b>Oppose:</b></p> <p>San Bernardino CTA            Disabled Veterans Business Alliance            LA Chamber – Sent updated letter            FAST            HDR            County            LA Mayor            LA Latino Chamber            LA/OC Building Trades            Parsons BR            Parsons            Mobility 21            RCTC            City of Glendora            Michael Baker International            Lynn Capouya, Inc.            City of Glendale            Metro Board Chair Fasana Itr to Pro Temp de Leon            Metro Board Chair Fasana Itr            San Fernando Valley COG</p>

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<a href="#">SB 275</a> <a href="#">Portantino D</a>  Surplus residential property: State Route 710: property taxes: assessments.	6/5/2017-A. H. & C.D. 6/5/2017-Referred to Coms. on H. & C.D. and REV. & TAX.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 2/9/2017)</b> <b>Support</b> City of South Pasadena Jeffrey Prang, Assessor for the County of Los Angeles <b>Oppose</b> None

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<a href="#">SB 337</a> <a href="#">Bates R</a>  Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 4/5/2017-April 5 hearing: Testimony taken. Hearing postponed by committee.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.		

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<a href="#">SB 387</a> <a href="#">Jackson D</a>  The False Claims Act.	5/18/2017-A. JUD. 5/18/2017-Referred to Com. on JUD.	Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.		<b>Judiciary (text 2/14/2017)</b> <b>Support</b> California Attorney General <b>Oppose</b> None

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<a href="#">SB 389</a> <a href="#">Roth D</a>  Department of Transportation: programmatic testing and inspection services.	6/8/2017-A. TRANS. 6/8/2017-Referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications. The bill would authorize the department to assign a nondistributive project identification number for those services, and charge a fee to the requesting party for services performed by the department in order to reimburse the department for its associated costs, which costs shall be payable from the subaccount. The bill would continuously appropriate the moneys in the subaccount to the department for these purposes.		

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<a href="#">SB 400</a> <a href="#">Portantino D</a>  Highways: victim memorial signs.	6/1/2017-A. TRANS. 6/1/2017-Referred to Com. on TRANS. From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Existing law requires the Department of Transportation to design, construct, place, and maintain, or cause to be designed, constructed, placed, and maintained, "Please Don't Drink and Drive" signs on state highways in memory of accident victims killed in accidents involving another party who was convicted of drunk driving or various other alcohol-related offenses, as specified, if the sign is requested, or consented to, by an immediate family member of the accident victim, and the requester pays a fee to cover the department's costs, as specified. This bill would add, until January 1, 2022, similar provisions to providing for the placement of "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol. The bill would limit to 24 the number of signs that may be placed each calendar year under these new provisions, with a maximum of 2 signs per year in each district of the department. The bill would exclude from the meaning of "victim" a party to the accident who operated a vehicle involved in the vehicle accident in violation of any nonalcohol-related or nondrug-related driving offense, but who died in the accident or was not prosecuted because he or she was found to be mentally competent, as specified. The bill would require the department to prepare an evaluation of the program and report its findings and any related recommendations to the Legislature by January 1, 2021.		

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<a href="#">SB 406</a> <a href="#">Leyva D</a>  Vehicles: high-occupancy vehicle lanes: exceptions.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime. This bill would similarly authorize a blood transport vehicle, as defined, that is transporting blood between collection points and hospitals or storage centers to use HOV lanes, by requiring the department to make available for issuance a distinctive decal, label, or other identifier that clearly distinguishes a blood transport vehicle from other vehicles for purposes of use in those lanes, and would make conforming changes. The bill would require payment of fees for the initial issuance and renewal of a decal, label, or other identifier, as specified. By expanding the scope of existing crimes relating to HOV lane use, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 3/23/2017) Support</b> American Red Cross (sponsor) Blood Centers of California Blood Centers of the Pacific Blood Source United Blood Services <b>Oppose</b> None

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



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<a href="#">SB 415</a> <a href="#">Vidak</a> R  High-speed rail: rights-of-way.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.		<b>Transportation And Housing (text 2/15/2017)</b> <b>Support</b> Citizens for California High-Speed Rail Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc. <b>Oppose</b> None
<a href="#">SB 421</a> <a href="#">Wiener</a> D  Local government finance: Local Assessment Act.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law requires persons convicted of specified sex offenses and certain acts of human trafficking for purposes of committing various sex offenses or extortion, as specified, or attempts to commit those offenses, to register with local law enforcement agencies while residing in the state or while attending school or working in the state. Willful failure to register, as required, is a misdemeanor, or a felony, depending on the underlying offense.Existing law requires the Department of Justice to make available to the public information concerning registered sex offenders on an Internet Web site, as specified. Existing law requires that information to include, among	Watch	<b>Public Safety (text 4/17/2017)</b> <b>Support</b> a number of individuals Alameda County Board of Supervisors Alameda County District Attorney's Office Alliance for Constitutional Sex Offense Laws American Civil Liberties Union of

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		<p>other things, whether the offender was subsequently incarcerated for another felony. Existing law also authorizes a person to file an application for exclusion from the Internet Web site and establishes the requirements for exclusion. This bill would instead establish 3 tiers of registration based on specified criteria, for periods of at least 10 years, at least 20 years, and life, respectively, as specified. The bill would establish procedures for termination from the sex offender registry for a registered sex offender who is a tier one or tier two offender and who completes his or her mandated minimum registration period under specified conditions. The bill would require the offender to file a petition at the expiration of his or her minimum registration period and would authorize the district attorney to request a hearing on the petition if the petitioner has not fulfilled the requirement of successful tier completion, as specified. The bill would also authorize a tier three offender who meets specified criteria to petition the court for placement in tier two, as specified. The bill would also revise the criteria for exclusion from the Internet Web site. Existing law requires all basic information stored in state or local criminal offender record information systems to be recorded in the form of specified data elements, including the disposition of the offense. This bill would require that information to include sentence enhancement data elements.</p>		<p>California Asian American Drug Abuse Program Association of Deputy District Attorneys California Association of Code Enforcement Officers California College and University Police Chiefs Association; California Narcotic Officers' Association California Police Chiefs Association California Public Defenders Association California State Association of Counties California State Association of Counties; Courage Campaign East Bay Community Law Center Equality California (EQCA) Family Safety Foundation; Friends Committee on Legislation of California;</p>

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				Immigrant Legal Resource Center; Lawyers' Committee for Civil Rights of the San Francisco Bay Area; Legal Services for Prisoners with Children (LSPC) Los Angeles County Professional Peace Officers Association; Los Angeles Police Protective League; National Employment Law Project; National Housing Law Project; Returning Home Foundation; Riverside Sheriffs Association; Root & Rebound; Rubicon Programs; Voices for Progress Education Fund; <b>Oppose</b> None

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<a href="#">SB 422</a> <a href="#">Wilk</a> R  Transportation projects: comprehensive development lease agreements.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/29/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	Sponsor	
<a href="#">SB 513</a> <a href="#">Bradford</a> D  Assault and battery of a public utility worker.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility		<b>Public Safety (text 2/16/2017)</b> <b>Support</b> Association for Los Angeles Deputy Sheriffs California American Water California Association of Code Enforcement Officers California College and University Police Chiefs Association California District Attorneys Association California Municipal Utilities Association California Narcotic Officers' Association

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

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

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<a href="#">SB 591</a> <a href="#">Berryhill</a> R  Motor vehicle fuel tax.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/17/2017)(May be acted upon Jan 2018)	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.		
<a href="#">SB 594</a> <a href="#">Beall</a> D  Highway Users Tax Account.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. This bill would make nonsubstantive changes to these provisions.		
<a href="#">SB 614</a> <a href="#">Hertzberg</a> D  Public transportation agencies: administrative penalties.	6/5/2017-A. TRANS. 6/5/2017-Deferred to Com. on TRANS.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Existing law requires these penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.		

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<a href="#">SB 639</a> <a href="#">Hertzberg D</a>  Property taxation: assessment: electric generation facilities.	5/26/2017-A. REV. & TAX 5/26/2017-Referred to Com. on REV. & TAX.	Existing property tax law generally requires a county assessor to assess all property subject to general property taxation at its full value, but requires the State Board of Equalization to annually value and assess all of the taxable property within the state that is to be assessed by it pursuant to the California Constitution, which includes, among other things, property, except franchises, owned or used by companies transmitting or selling electricity and property owned or used by other public utilities, as authorized by the Legislature. Existing property tax law authorizes the board to use the principle of unit valuation in valuing properties of a state assessee that are operated as a unit in a primary function of the assessee, and provides for the allocation of property tax assessed value and revenues from the unitary and operating nonunitary property, as defined, of the state assessee among the various counties in which that property is located. Existing property tax law requires the board to annually assess every electric generation facility with a generating capacity of 50 megawatts or more that is owned or operated by an electrical corporation, as defined. Existing property tax law provides an exception from this requirement for qualifying small power production facilities and qualifying cogeneration facilities, as defined by reference to specified federal law. This bill would provide an additional exception for a facility producing power from other than a conventional power source that is an exempt wholesale generator, as defined by reference to specified federal law, thereby requiring that these facilities be assessed by county assessors. By requiring county		

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		<p>assessors to assess certain facilities, this bill would impose a state-mandated local program. Existing property tax law specifies that the above-described provisions relating to assessment of electric generation facilities by the board supersede any contrary regulation in existence as of the effective date of the existing provisions. This bill would delete this specification. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		

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<a href="#">SB 640</a> <a href="#">Hertzberg D</a>  Taxation.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was GOV. & F. on 3/2/2017)(May be acted upon Jan 2018)	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California’s tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.		

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<a href="#">SB 711</a> <a href="#">Hill D</a>  Electrical corporations and gas corporations: rates and charges.	6/1/2017-A. U. & E. 6/1/2017-Referred to Com. on U. & E.	Existing law establishes in state government the Strategic Growth Council, which is responsible for taking various actions related to supporting the planning and development of sustainable communities, including actions to reduce greenhouse gas emissions, promote water conservation, reduce fuel consumption, encourage infill development, and revitalize urban centers. This bill, until January 1, 2025, would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Strategic Growth Council. The bill would authorize cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program and would authorize the council to approve applications for projects meeting specific criteria on and after July 1, 2018. This bill contains other related provisions and other existing laws.		
<a href="#">SB 732</a> <a href="#">Stern D</a>  General plan: open-space element: agricultural land.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a land use element and an open-space element. Existing law requires the land use element to, among other things, designate the proposed general distribution and general location and extent of the uses of the land for agricultural use. Existing law requires the open-space element to include a plan for the comprehensive and long-range preservation and conservation of open-space land within the city or county that prepares it. This bill would, upon the next revision of the housing element on or after		

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		<p>January 1, 2018, authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives. The bill would authorize the Department of Conservation, to the extent funds are available, to award grants to a city or county to implement these provisions. The bill would, at least 45 days before adopting or amending the open-space element, require a city or county to submit to the department a draft of the agricultural land component prepared pursuant to these provisions, and any maps used in creating that component. The bill would authorize the department to review any drafts submitted, and to provide recommendations to the city or county, as provided. The bill would require the planning agency of a city or county to review, and, if necessary, revise the agricultural land component to identify new information. The bill would require the department to give priority consideration for grants, bond proceeds, and other local assistance provided by the department to a city or county that complies with the provisions described above. This bill contains other existing laws.</p>		

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Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 760</a> <a href="#">Wiener D</a>  Transportation funding: active transportation: complete streets.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017)(May be acted upon Jan 2018)	(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the “complete streets” design concept, including, but not limited to, a specified guidance for selection of bicycle facilities. This bill contains other related provisions and other existing laws.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 768</a> <a href="#">Allen</a> D  Transportation projects: comprehensive development lease agreements.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	SUPPORT	
<a href="#">SB 775</a> <a href="#">Wieckowski</a> D  California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	5/1/2017-S. E.Q. 5/8/2017-May 10 hearing postponed by committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SCA 6</a> <a href="#">Wiener D</a>  Local transportation measures: special taxes: voter approval.	5/25/2017-S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

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

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SCA 12</a> <a href="#">Mendoza D</a>  Counties: governing body: county executive.	5/10/2017-S. GOV. & F. 5/10/2017-Referred to Coms. on GOV. & F., E. & C.A., and APPR.	(1)The California Constitution requires that a county charter provide for a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents.This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county’s adopted budget for the fiscal year in which that same census was conducted, unless adjusted as provided.This bill contains other	Watch	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



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

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

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

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

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**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**



**Board Report**

**File #:** 2017-0424, **File Type:** Policy

**Agenda Number:** 43.

**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 15, 2017**

**SUBJECT: BOARD RULES AND PROCEDURES**

**ACTION: AMEND RULES AND PROCEDURES FOR BOARD DEPUTY TRAVEL**

**RECOMMENDATION**

AMEND Section 6.6 (Board Travel Expenses), Board Rules and Procedures of the Los Angeles County Metropolitan Transportation Authority (“Metro”), as set forth in Attachment A.

**ISSUE**

Currently, Board Deputies are reimbursed travel expenses for up to two round-trips per fiscal year per Board office when the trip is to perform the official responsibilities of the deputy on behalf of LA Metro. From time to time Board Deputies will accompany their Director to State and federal legislative meetings and conferences for the purpose of supporting Metro legislation. The omission of reimbursement for legislative trips from section 6.6 deters the participation for Board deputies in key legislative activities that promote the interests of Metro.

Staff is requesting to amend the current Rules and Procedure to expand travel expense reimbursement for Board Deputies to include trips to Washington D.C. and Sacramento for Metro Legislative purposes while accompanying their Director. These trips are in addition to the two round-trips per fiscal year per Board office already included in Section 6.6.

**DETERMINATION OF SAFETY IMPACT**

There is no impact on safety.

**FINANCIAL IMPACT**

Travel expenses are included in FY18 budget in cost center 1010, Board Office, under project number 100002, Governmental & Oversight Activities.

**Impact to Budget**

Source of funds are Prop A and Prop C Administrative Fund. Prop A and Prop C Administrative Fund is not eligible for bus/rail operating or capital expense.

**ALTERNATIVES CONSIDERED**

The Board may decline to approve this recommendation. This action is not recommended as it will affect the board deputy attendance at key legislative meetings and conferences.

**NEXT STEPS**

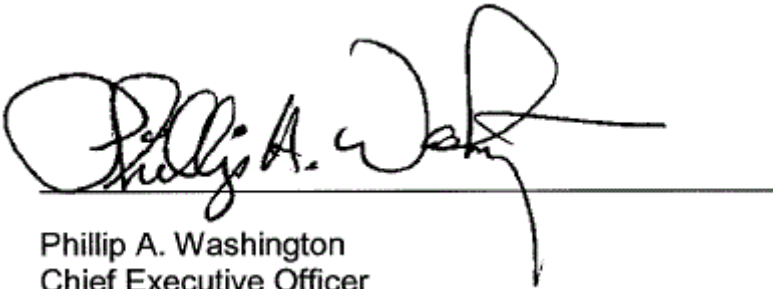
Upon Board Approval, staff will amend the Board Rules and Procedures.

**ATTACHMENTS**

Attachment A - Amended Board Rules and Regulations, Section 6.6

Prepared by: Elba Higueros, Chief Policy Officer, (213) 922-6820

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



Phillip A. Washington  
Chief Executive Officer

6.6 Board Travel Expense. Metro shall reimburse ordinary, necessary and reasonable business expenses, incurred in connection with official responsibilities performed on behalf of Metro; however, in order to qualify for full reimbursement, travel arrangements must be made through the Metro Travel Office. Metro will reimburse the airfare and hotel costs for Board deputies, up to two round-trips per fiscal year per Board office, as long as the purpose of the trip is to perform the official responsibilities of the deputy on behalf of Metro, those responsibilities are in fact carried out and performed by the deputy and the trip by the deputy is authorized by Director to whom the deputy reports. **Metro will reimburse the travel expenses, in conformance with Metro Travel and Business expense Policy (Policy #FIN 14), for Board deputies to Washington D.C. & Sacramento for Metro legislative purposes when accompanying the Director to whom the deputy reports to.**



## Board Report

File #: 2017-0147, File Type: Agreement

Agenda Number: 35.

### EXECUTIVE MANAGEMENT COMMITTEE JUNE 15, 2017

**SUBJECT: LEASE OF METRO PROPERTY FOR CROSSROADS SCHOOL FOR ARTS & SCIENCES**

**ACTION: AUTHORIZE EXECUTION OF SEVEN (7)-YEAR LONG-TERM LEASE**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a seven (7)-year lease agreement (“Lease Agreement”) with The Crossroads School for Arts & Sciences, (“Crossroads”) to continue leasing Metro-owned property located adjacent to the Expo Light Rail Line, near 17<sup>th</sup> Street and Colorado Avenue, in Santa Monica (“Premises”). Anticipated total rent income over the 7-year lease term is \$1,974,000.

#### **ISSUE**

Crossroads is directly adjacent to the Expo Light Rail Transit (“Expo LRT”) between 17th and 18th Streets, in Santa Monica. Crossroads has been a tenant of Metro since 1999, with an existing month-to-month lease covering an area of approximately 34,549 square feet for supplemental parking and a non-exclusive driveway for ingress/egress to 17th Street. The driveway is also used by Clear Channel for access to its signboard located on said driveway.

Now that the Expo LRT and bike path are completed, Crossroads has requested a term longer than its existing month-to-month term.

Since there are no additional Metro projects anticipated for this site and no impacts to the Crossroads lease area in the foreseeable future, staff recommends the approval of the requested 7-year term.

#### **DISCUSSION**

The Exposition Right-of-Way that was acquired from Southern Pacific Transportation Company in 1991 terminated at 17th Street in Santa Monica, adjacent to Crossroads. Most of the leases along the Expo Line were subsequently terminated for the Expo LRT. The Crossroads lease was not impacted by the Expo LRT construction and therefore termination was not required, except for a small reduction of 1,913 square feet from the lease area for the bike path.

### **DETERMINATION OF SAFETY IMPACT**

This project will not have any impact on safety. The Lease Agreement requires Crossroads to maintain fencing of the lease area, which separates it from the adjacent Expo bike path. The bike path is further separated with a wall from the Expo LRT guideway.

### **FINANCIAL IMPACT**

The Lease Agreement has been negotiated to fair market rent based on an internal Metro appraisal. Under the existing month-to-month agreement, rent is \$17,000 per month or \$204,000 per year. The new rent will be \$22,000 per month totaling \$264,000 for the first year. Thereafter, rent will escalate by two percent per year equating to \$500.00 per month net increase through the life of the agreement. By year seven, the rent will be \$25,000 per month for an annual rent of \$300,000.

#### **Impact to Budget**

Adoption of the recommended action will have no negative impact to the Fiscal Year 2017 budget for bus or rail operations. Revenue from the lease will go to the General Fund.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not approve the 7-year term of the Lease Agreement, but continue the existing month-to-month term. This alternative is not recommended because without a secure lease, Crossroads may terminate the lease at any time; and if the property is not leased, then Metro will sustain costs and responsibilities for the vacant parcel, including maintenance, security, and liabilities. This lease is expected to produce a minimum of \$264,000 in the first year of the agreement.

### **NEXT STEPS**

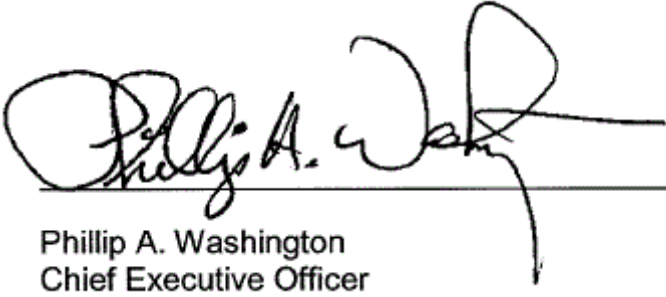
The final terms of the lease will be negotiated and the lease executed with Crossroads, subject to County Counsel and Risk Management review. Crossroads has previously installed paving and fencing, and is expected to install additional improvements. The 7-year lease can begin immediately.

### **ATTACHMENTS**

Attachment A - Summary of Key Lease Terms  
Attachment B - Site Drawing of Leased Premises

Prepared by: Frances C. Impert, Principal Real Estate Officer, (213) 922-2435  
Kenneth E. Pratt, Deputy Executive Officer - Real Estate, (213) 922-6288  
Calvin Hollis, Senior Executive Officer, (213) 922-7319

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



Phillip A. Washington  
Chief Executive Officer

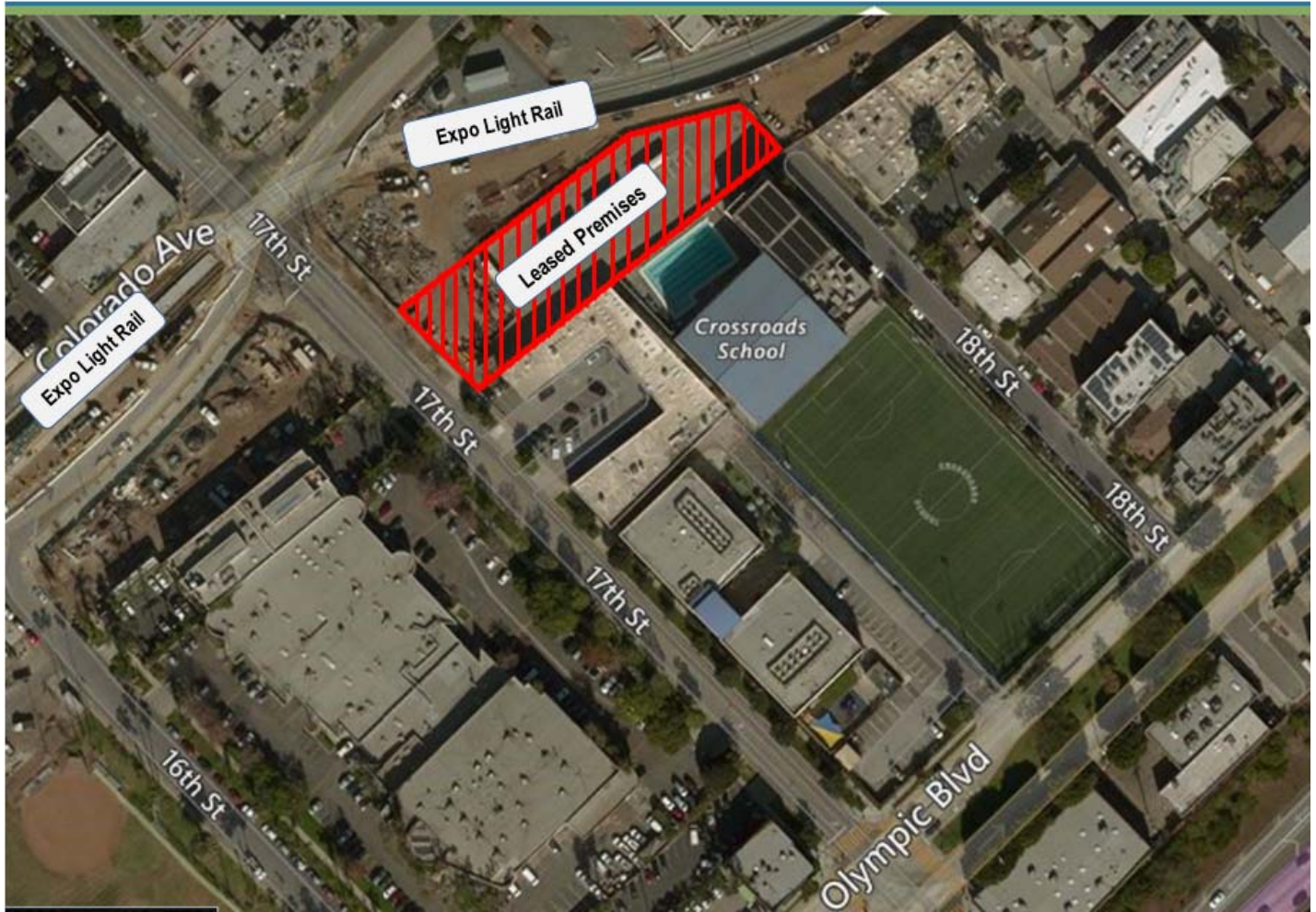


**SUMMARY OF LEASE AGREEMENT KEY TERMS**  
THE CROSSROADS SCHOOL FOR ARTS & SCIENCES

<b>Premises</b>	The Premises consists of <u>34,180 square feet</u> with fencing and paving installed by Crossroads.
<b>Term</b>	Lease Agreement is <u>seven (7) years</u> commencing on the first day of the month following Metro Board approval.
<b>Rent</b>	Crossroads will pay Metro Two Hundred Sixty Four Thousand Dollars ( <u>\$264,000</u> ) for the first year, with annual escalations of \$6,000 (\$500/month) for each consecutive year. Total revenue over the seven (7) year lease term will be \$1,974,000.
<b>Termination Clause</b>	Terminable with <u>six (6) months' written notice</u> if required for Metro's transportation-related or public project purposes only.

SITE DRAWING OF LEASED PREMISES

THE CROSSROADS SCHOOL FOR ARTS & SCIENCES





# LEASE OF METRO PROPERTY

## FOR CROSSROADS SCHOOL FOR ARTS & SCIENCES



**Metro**

# LOCATION OF LEASE SITE



# SUMMARY OF LEASE TERMS

<b>Premises</b>	The Premises consists of <u>34,549 square feet</u> with fencing and paving installed by Crossroads.
<b>Term</b>	Lease Agreement is <u>seven (7) years</u> commencing on the first day of the month following Metro Board approval.
<b>Rent</b>	Crossroads will pay Metro Two Hundred Sixty Four Thousand Dollars ( <u>\$264,000</u> ) for the first year, with annual escalations of <b>\$6,000 (\$500/month) for each consecutive year</b> . Total revenue over the seven (7) year lease term will be <b>\$1,974,000</b> .
<b>Termination Clause</b>	Terminable with <u>six (6) months' written notice</u> if required for Metro's transportation-related or public project purposes only.



**Metro**

# LOCATION OF LEASE SITE



# Photos from Expo bike way at 18th Street



Looking southwest from Expo bike path towards Metro R/W currently leased to Crossroads School for parking.



Looking south from Expo bike path towards gate at 18th Street. CSM has plans to open this gate for pedestrian traffic only. Opening this gate to the public is causing Crossroads to make additional improvements along the east end of their lease area.



Thank you



Metro



**Board Report**

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**File #:** 2017-0301, **File Type:** Agreement**Agenda Number:** 36.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 15, 2017****SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT****ACTION: AUTHORIZE AMENDMENT TO EXTEND EXISTING EXCLUSIVE NEGOTIATING AGREEMENT FOR 24 MONTHS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement with A Community of Friends to extend its term for an additional 24 months, for the joint development of Metro-owned property at 1st and Lorena Street along the Metro Gold Line Eastside Extension.

**ISSUE**

In June 2016, the LACMTA Board of Directors (Board) authorized a 12-month extension to the Exclusive Negotiations and Planning Agreement (ENA) with A Community of Friends (ACOF) (Developer) for the development of a 49-unit mixed-use affordable housing project (Proposed Project) at 1st and Lorena Street (See Attachment A, Site Map). During this extension term, the Developer has diligently pursued and performed its obligations under the ENA and the proposed project was on track to proceed to the Joint Development Agreement (JDA) phase with Metro by the end of the 12-month extension term. However, in April 2016, a CEQA appeal was filed against the Proposed Project with the City of Los Angeles (City) by an adjacent property owner. After one year, the matter was heard before the City of Los Angeles Planning and Land Use Management (PLUM) Committee on May 16, 2017; however the Committee continued the matter. A date has not been set for when it will be heard again. In light of this appeal, the Developer has requested a one-year extension to the ENA. However, Metro staff believes that in order to have sufficient time to resolve the matter more time is necessary; therefore, staff recommends that the Board authorize an additional extension to the ENA term for a period of 24 months, and grant an exception to the JD Policy's term limit to allow a full ENA term for a period of 72 months.

**DISCUSSION****Background**

On June 27, 2013, the Developer and Metro entered into the ENA to plan and consider the terms and conditions of a potential Joint Development Agreement (JDA) and Ground Lease (GL) for

development of a transit-oriented mixed-use affordable housing development at 1st and Lorena in Boyle Heights. The term of the original ENA was 18 months. During that timeframe, the Developer advanced the Project through final design, and diligently pursued entitlements including the California Environmental Quality Act (CEQA) approval process and project approval requirements by the City. Community meetings were also held, as well as individual presentations to various community groups. However, additional time was needed to complete the City's entitlement/CEQA review and approval process and to continue the community engagement process. The Board granted an additional 12 months in December 2014 and another 6-month extension in December 2015, and subsequently an additional year in June 2016 to address the CEQA appeal.

When the Board approved the 12-month extension in June 2016, they also granted an exception to the JD Policy to permit a term of 48 months. If the requested extension is provided, the total term of the ENA will be for up to 72 months, requiring another exception to the JD Policy.

During the course of the ENA term to date, the Developer has actively worked to progress the Proposed Project to the JDA stage. Activities included conducting multiple community meetings to further engage the community and obtain their input, securing approval from the Boyle Heights Neighborhood Council (BHNC) as well as the Boyle Heights Design Review Advisory Committee (DRAC) and seeing the Project CEQA process through a final determination. To date, the Council Office for the Boyle Heights community has consistently opposed the proposed mixed-use development, preferring a project with significantly more commercial use. However, during the past year, the Developers have met with the adjacent property owners and the Council Office to address their concerns.

The CEQA appeal was heard at PLUM Committee on May 16, 2017; however, after all the testimony was taken, the Committee continued the matter. The appellant's attorney submitted a letter to the file which the City wants time to review. A date has not been set for when it will be heard again.

### The Project

The original project scope included 48 affordable housing units; 24 units for households with special needs and 24 family units, with one manager's unit, and limited ground floor commercial. Since the project's inception, the Developer has been meeting with community stakeholders, and during the ENA extension periods held numerous meetings with stakeholders. In response to stakeholder feedback, the project scope was modified and is now comprised of 24 units of affordable housing for disabled/homeless veterans, 24 units of affordable family housing and 10,000 square feet of ground floor commercial space (see Attachment C Project Scope). Furthermore, in response to additional community feedback, the Developer is exploring including childcare and fitness facilities, and approximately 5,000 square feet of general retail business services. This modified scope, as well as the final design, was presented to the Boyle Heights Neighborhood Council on July 22, 2015. The Council approved the project 15-1. Their testimony spoke to the need for housing for veterans and low income families. Sixty percent of the units will be for individuals/families at 30% Area Median Income (AMI).

### Entitlement Status

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The City Planning Department issued a Director's Determination dated March 2, 2016 (See Attachment B Director's Determination) approving certain incentives for the Proposed Project, and approving a Mitigated Negative Declaration and corresponding Mitigation Monitoring Program as the Proposed Project's environmental clearance pursuant to CEQA. The deadline to file an appeal to the Director's Determination was March 17, 2016, and no appeal was filed by that date. As such, the Developer filed a Notice of Determination with the County of Los Angeles on March 21, 2016. Thereafter, a CEQA appeal was filed with the City of Angeles by an adjacent property owner on April 20, 2016, and the City has accepted the appeal for hearing.

The CEQA appeal was heard at the PLUM Committee on May 16, 2017; however, after all the testimony was taken, the Committee continued the matter. The appellant's attorney submitted a letter to the file which the City needs time to review. A date has not been set for when it will be heard again. We are recommending a 24-month extension to the ENA to allow time for the resolution of the CEQA matter. Pursuant to state law, staff cannot seek Board authorization of a JDA before CEQA approval has been granted by the City of Los Angeles.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA. No improvements will be constructed during the exclusive negotiations period. An analysis of safety impacts will be completed and submitted to the Board if negotiations result in a JDA and GL.

### **FINANCIAL IMPACT**

Funding for joint development activities is included in the FY18 budget under Project 401020.

#### **Impact to Budget**

There is no impact to the FY16-17 budget and staff costs are included in the proposed FY18 budget to negotiate the proposed transaction, supervise any related design, review environmental documents and provide Metro oversight during construction. However, no new capital investment or operating expenses are anticipated to implement this project. Revenues from the Developer deposit will offset continued staff and project related professional services costs.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to extend the ENA term and instead solicit a new developer. Staff does not recommend this alternative due to the current Developer's longstanding commitment to and financial investment in the Proposed Project, substantial progress achieved towards the Proposed Project's development and overall community benefits. Moreover, the Developer has engaged the community, culminating in obtaining approval of the Proposed Project from the BHNC in a 15-1 vote. This project will serve the needs of those with the lowest income - one of the most needed forms of housing in the Boyle Heights community.

### **NEXT STEPS**

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Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a 24-month extension of the term. Staff will continue working with the Developer to finalize negotiations for a JDA and GL, and will present the terms of such agreements to the Board for its consideration following resolution of the CEQA matter.

**ATTACHMENTS**

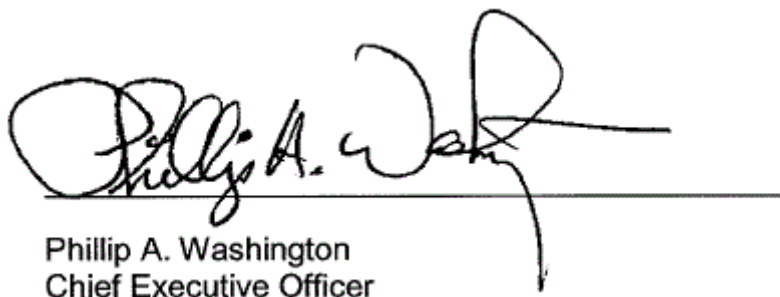
Attachment A - Site Map

Attachment B - Director's Determination

Attachment C - Project Scope

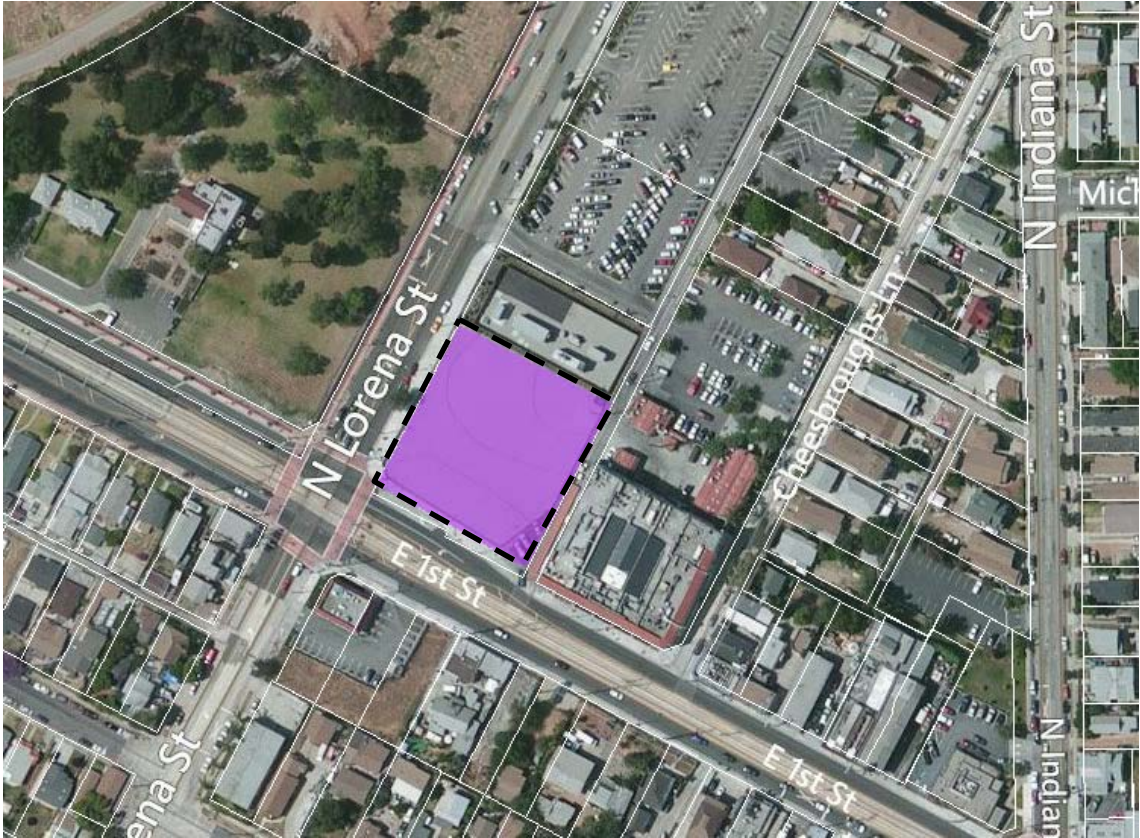
Prepared by: Vivian Rescalvo, Senior Director, 213-922-2563  
Jenna Hornstock, Executive Officer, 213-922-7437  
Calvin Hollis, Senior Executive Officer, 213-922-7319

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



Phillip A. Washington  
Chief Executive Officer

Site Plan of Proposed Development Project



 Development site

DEPARTMENT OF  
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE-PRESIDENT

ROBERT L. AHN  
CAROLINE CHOE  
RICHARD KATZ  
JOHN W. MACK  
SAMANTHA MILLMAN  
VERONICA PADILLA  
DANA M. PERLMAN

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COMMISSION EXECUTIVE ASSISTANT II  
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CITY OF LOS ANGELES  
CALIFORNIA



ERIC GARCETTI  
MAYOR

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FAX: (213) 978-1275

INFORMATION  
<http://planning.lacity.org>

DIRECTOR'S DETERMINATION  
DENSITY BONUS AFFORDABLE HOUSING INCENTIVES

March 2, 2016

**Applicant**

Dora Leong Gallo  
A Community of Friends  
3701 Wilshire Blvd., Ste. 700  
Los Angeles, CA 90010

**Property Owner**

METRO  
1 Gateway Plaza, Mail Stop 99-23-4  
Los Angeles, CA 90012

**Representative**

Noah Adler  
Craig Lawson & Co., LLC  
3221 Hutchison Ave., Ste. D  
Los Angeles, CA 90034

**Case No.** DIR-2015-1998-DB  
**CEQA:** ENV-2014-2392-MND  
**Location:** 3401-3415 E. 1<sup>st</sup> St. and  
116-126 S. Lorena St.

**Council District:** 14

**Neighborhood Council:** Boyle Heights

**Community Plan Area:** Boyle Heights

**Land Use Designation:** Community Commercial

**Zone:** C2-1 and R3-1

**Legal Description:** Lots: 19, 20, 21, FR22,  
FR23, 24 and 25; Block:  
None; Tract: Subdivision  
of the Cheesbrough

**Last Day to File an Appeal:** March 17, 2016

**DETERMINATION – Density Bonus Affordable Housing Incentives**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Approve** the following two Incentives requested by the applicant for a project that will reserve a minimum of 11 percent, or 6 units, of the total 49 dwelling units proposed, for Very Low Income Household occupancy for a period of 55 years, subject to the Conditions of Approval herein.

1. **Height.** A six-foot increase in the transitional height requirement for a portion of the building on the C2-1 zoned lots, allowing 70 feet in height in lieu of the required 64 feet within the distance of 50 to 99 feet from the

easterly property line of the A1-1XL zone along Lorena Street and a six-foot increase in the height requirement for a portion of the building on the R3-1 zoned lots, allowing 51 feet in height in lieu of the required 45 feet.

2. **Averaging of Floor Area Ratio, Density, Parking or Open Space and permitting Vehicular Access.** An averaging of floor area, density, parking, and open space over the project site that consists of seven contiguous parcels and permit vehicular access from a less restrictive zone C2-1 to a more restrictive zone R3-1.

**Adopt** Mitigated Negative Declaration ENV-2014-2392-MND, and the corresponding Mitigation Monitoring Program (MMP) as the project's environmental clearance pursuant to the California Environmental Quality Act (CEQA) and Section 21082.1(c)(3) of the California Public Resources Code.

**Adopt** the attached Findings.

## CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 49 dwelling units.
3. **Restricted Affordable Units.** A minimum of 11 percent, or 6 units, of the total 49 dwelling units of the project, shall be reserved for habitation by Very Low Income Households, as defined by the State Density Bonus Law 65915 (C)(2).
4. **Changes in Restricted Affordable Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make six units available to Very Low Income Households for sale or rental, as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Height.** The building height on the R3-1 zoned lots shall be limited to a maximum of 51 feet. The building height on the C2-1 zoned lots shall be limited to a maximum of 70 feet.

(NOTE: The project is permitted a maximum height incentive of 11 feet for setting aside 11 percent of the dwelling units for habitation by Very Low Income Households. A clarification of this Letter of Determination will be required in the event the applicant increases the building height.)

7. **Averaging of Floor Area Ratio, Density, Parking or Open Space and Permitting Vehicular Access.** The project is permitted to average the floor area, density, open space and parking over the project site that consists of seven contiguous parcels, and vehicular access from a less restrictive zone C2-1 to a more restrictive zone R3-1 shall be permitted, provided that:
  - a. A minimum of 11 percent of the total dwelling units restricted to Very Low Income Households; and
  - b. The proposed use is permitted by the underlying zones of each parcel; and
  - c. No further lot line adjustment or any other action that may cause the project site to be subdivided subsequent to this grant shall be permitted.
8. **Residential Automobile Parking.** Vehicle parking for Restricted Affordable Units shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 2, which permits one



parking space for each Restricted Affordable Unit, except that Restricted Affordable Units that are set aside for Low or Very Low Senior Citizens and/or Disabled Persons may provide one-half parking space per unit and Restricted Affordable Units within a Residential Hotel may provide one-quarter parking space per unit. The applicant proposes to set aside 48 Restricted Affordable Units, of which 24 units are set aside for Very Low Income Households and 24 units are set aside for Very Low Income Disabled Persons. A minimum of 36 parking spaces shall be provided for the 48 Restricted Affordable Units. The project will contain one market rate two-bedroom unit. Parking spaces for all other non-restricted units, including any manager's units, shall be provided pursuant to LAMC Section 12.21.

9. **Commercial and Retail Automobile Parking.** Parking spaces for commercial and retail uses shall be provided pursuant to LAMC Section 12.21. The Parking Plan shall indicate parking space allocation for commercial/retail and residential uses. Parking spaces for commercial and retail uses shall not be located on R3-1 zoned lots, consistent with Condition of Approval Number 7.b.
10. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
11. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.

#### **Environmental Mitigation Conditions**

12. **Hazardous Materials.** Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating, excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.
13. **Public Services (Fire Protection).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
14. **Public Services (Police).** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include  
  
but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if

needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

### **Administrative Conditions**

15. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
16. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
17. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
18. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
19. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
20. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- c) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## **PROJECT BACKGROUND**

The proposed project involves the construction of an approximately 90,000-square-foot mixed-use development containing 10,000 square feet of commercial/retail space and 49 dwelling units consisting of 1 market-rate unit, 24 units reserved for Very Low Income Households, and 24 units reserved for Very Low Income Disabled Persons. The proposed building will vary in height, ranging from four stories, or 51 feet, on the R3-1 zoned lots to five stories, or 70 feet, on the C2-1 zoned lots. All parking spaces will be located in a single-level semi-subterranean parking garage, which will be accessible via an ingress and egress driveway on Lorena Street. Commercial loading access will be provided along the alley located to the east of the project site, perpendicular to East 1<sup>st</sup> Street. The main pedestrian entrance to the retail uses will be provided along East 1<sup>st</sup> Street. The primary entrance to the residential use will be through the residential lobby fronting on Lorena Street, and a secondary entrance will be provided on East 1<sup>st</sup> Street.

The project site is located within the Boyle Heights Community Plan area. The project site consists of seven lots, comprising approximately 55,153 square feet of lot area. Lots 19-21, fronting on Lorena Street, are zoned R3-1 and designated for Community Commercial General Plan Land Uses. Lots FR22, FR23, 24, and 25, fronting on East 1<sup>st</sup> Street, are zoned C2-1 and designated for Community Commercial General Plan Land Uses.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus Ordinance) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of up to 35 percent based on the percentage of total dwelling units set aside for habitation by Low, Very Low, and/or Moderate Income households for a period of 55 years. A 35 percent density bonus would allow for 49 dwelling units in lieu of the 36 by-right dwelling units on the R3-1 zoned lots and 95 dwelling units in lieu of the 70 by-right units on C2-1 zoned lots, totaling 144 dwelling units. However, the applicant is proposing 49 dwelling units, which is less than the allowable by-right density.

Consistent with the Density Bonus Ordinance, the applicant is granted a reduction in required parking spaces based on two Parking Options. The applicant selected Parking Option 2, which requires 0.5 parking space per dwelling unit for the proposed 24 units restricted to Very Low Income Disabled Persons and one parking space per dwelling unit for the proposed 24 units set aside for habitation by Very Low Income Households. In total, the applicant is required to provide 36 parking spaces for the 48 Restricted Affordable Units. The non-restricted units and commercial and retail uses in the project are required to comply with the automobile parking provisions of LAMC Section 12.21.

### **Housing Replacement**

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions, which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; are subject to any other form of rent or price control; or are occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated October 15, 2015, no units will need to be replaced with units affordable to Low or Very Low Income Households as there were no residential units on the property for the last five years. [Refer to the Density Bonus Legislation Background section of this determination for additional information.]

## **Los Angeles Municipal Code Criteria**

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The proposed building has a street frontage along Lorena Street and one along East 1<sup>st</sup> Street. Both facades will be articulated with a change of material, including plastic composite panel screens, metal panel cladding, and cement plaster. The building facades will incorporate perforated sheet metal guardrails and metal guardrails with glass panels, which contributes to a break in plane and modulation. The facades will have various colors, which will further accentuate the architecture and articulation. Therefore, as evident in Exhibit A, attached to the case file, the building facades will be articulated with a change of material and a break in plane.

- b. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.*

The proposed building is located on a corner lot, providing two street frontages along Lorena Street and East 1<sup>st</sup> Street. Pedestrian entrances are located on both streets. Residential entry is located on Lorena Street and is highlighted with a metal canopy above the entrance. The project proposes commercial spaces on the ground floor with large storefronts facing the streets, creating a pedestrian-friendly environment. The building will have projecting balconies and canopies above windows on both street frontages. Therefore, entrances, windows, architectural features and balconies are located on the front and along the street-facing elevations, and the proposed building is oriented to the streets.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project fronts on 1<sup>st</sup> Street, which is designated as a Avenue II, per the Mobility Plan 2035 of the City of Los Angeles General Plan. Standard Local Streets have a standard right-of-way width of 60 feet and roadway width of 36 feet. Therefore, the project is not located on a substandard street, which is a street with a width less than 36 feet and paved to a roadway width of less than 28 feet. The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

## DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22 A.25(c) of the LAMC, the Director **shall approve** a density bonus and requested incentive(s) unless the director finds that:
  - a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The applicant is requesting two on-menu incentives that will facilitate the provision of affordable housing at the site. These incentives permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs and allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside Very Low Income dwelling units for 55 years.

### **Height**

The project qualifies for an increase in the height requirement, as the project site is not located within 15 feet of a lot classified in the R2 zone, within 50 feet of a lot classified in an R1 or more restrictive residential zone, or on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone.

The project site has two zoning designations and is subject to varying height restrictions. A portion of the building on the R3-1 zoned lots is limited to a maximum height of 45 feet. The applicant requests a six-foot increase in the allowable building height to permit 51 feet in lieu of the required 45 feet on the R3-1 zoned lots.

A commercial zoned property in Height District No. 1 does not have a height restriction. However, portions of buildings on a C zoned lot are subject to the transitional height limits when located within specific distances from a RW1 or more restrictive zoned lot, except when the highest elevation of the RW1 or more restrictive zoned property exceeds the grade of the C zoned property by more than feet, the building on the C zoned property may exceed the height limit by the difference in grade.

Some portions of the proposed building on the C2-1 zoned lots are located within 199 feet from the A1-1XL zoned property that is currently improved with a cemetery and are therefore subject to the transitional height limits. However, the highest elevation of the A1-1XL zoned lot exceeds the grade of the C2-1 zoned lots by significantly more than

five feet, as measured in the attached Survey. Portions of the building on these C2-1 zoned lots are therefore allowed to exceed the transitional height limits by the difference in grade, which is 31 feet. The applicant requests a six-foot increase in the height to permit 70 feet in lieu of the required 64 feet (including the 31-foot difference in grade) within the distance of 50 to 99 feet from the cemetery. The height requirement, Density Bonus height incentive, and proposed building height are summarized in Table 1 below.

**Table 1. Height Requirement and Proposed Building Height on C2-1 Zoned Lots**

<b>Distance<sup>1</sup></b>	<b>Transitional Height Requirement</b>	<b>Height Adjustment per the Exception<sup>2</sup></b>	<b>Density Bonus Height Incentive</b>	<b>Maximum Height Allowed</b>	<b>Proposed Height</b>
0 - 49'	25'	31'	11'	67'	N/A
50 - 99'	33'	31'	11'	75'	70'
100 - 199'	61'	31'	11'	103'	70'

**Averaging of Floor Area Ratio, Density, Parking or Open Space and Permitting Vehicular Access**

The project site consists of two zones, which have different requirements for floor area ratio (FAR), density, parking, open space, and vehicular access. The C2-1 zone allows a 1.5:1 FAR, and the R3-1 zone allows a 3:1 FAR. Based on the buildable area and FAR for each zone, the FAR averaging permits a total of 102,203 square feet to be allocated to the entire project site (see Table 2).

C2-1 zone requires the density of a R4 zone (400 square feet of lot area per dwelling unit) for portions of buildings used for residential purposes. The allowable density for R3-1 zone is 800 square feet of lot area per dwelling unit. Based on the lot area, including the one-half alley, the C2-1 zone permits 70 dwelling units by right, and the R3-1 zone permits 36 units by right, totaling 106 dwelling units. The project proposes 49 units, which is less than the maximum permitted in each zone individually as well as throughout the entire project site.

**Table 2 summarizes the requirement for floor area ratio (FAR) and density.**

	<b>C2-1 Requirements</b>	<b>R3-1 Requirements</b>	<b>Total Allowed</b>	<b>Proposed</b>
<b>FAR</b>	22,677 SF Buildable Area x 1.5 FAR = 34,016 SF	22,729 SF Buildable Area x 3 FAR = 68,187 SF	102,203 SF	90,000 SF
<b>Density</b>	27,961 SF / 400 SF Lot Area = 70 Units	29,025 SF / 800 SF Lot Area = 36 Units	106 Units	49 Units

<sup>1</sup> Distance is measured from the easterly property line of the A1-1XL zoned lots (Evergreen Cemetery), located to the west of the project site, across Lorena Street.

<sup>2</sup> Difference in grade measured from the grade of the existing building on the A1-1XL zoned lots to the grade of the proposed building on the C2-1 zoned lots.

The averaging of parking and open space also allows the project to be allocated to the entire project site. The project will provide a minimum of 6,176 square feet of open space based on the number of dwelling units and bedrooms proposed. The proposed open space is dispersed throughout the project site. Based on the number and Restricted

Affordable Unit types proposed, the applicant is required to provide 36 parking spaces for the Restricted Affordable Units. The project proposes one market-rate unit and 10,000 square feet of retail space, which are conditioned to comply with the parking requirements pursuant to LAMC Section 12.21.

Pursuant to the Density Bonus Ordinance, the project shall meet three conditions in order to request an on-menu incentive to average and permit vehicular access. First, the proposed use shall be permitted by the underlying zone of each parcel. Commercial parking is not an allowed use in a residential zone, and therefore, the project is conditioned to limit commercial parking in the R3-1 zoned lots. Second, the project is required to include 11 percent or more of the units as Restricted Affordable Units for Very Low Income households, or 20 percent of the units for Low Income households, or 30 percent of the units for Moderate Income households for requesting this incentive. The Density Bonus Ordinance requires projects requesting two on-menu incentives to set aside a minimum of 10 percent of dwelling units for habitation by Very Low Income Households. However, the project is conditioned to set aside a minimum of 11 percent, rather than 10 percent, in order to grant the requested on-menu incentive to average floor area, density, parking, and open space and permit vehicular access. Lastly, no further lot line adjustment or any other action that may cause the project site to be subdivided subsequent to the grant of the on-menu incentive shall be permitted. The project is conditioned to meet these requirements for the requested on-menu incentive.

The project proposes one level of semi-subterranean parking garage that will provide parking spaces for both residential and commercial/retail uses. The garage design and circulation requires vehicles to traverse from the less restrictive C2 zone to the more restrictive R3 zone, which is permitted with the approval of this on-menu incentive.

- b. The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed project and potential impacts were analyzed in accordance with the City's California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project involved the preparation of a Mitigated Negative Declaration (MND) (ENV-2014-2392-MND), and it was determined that the proposed Project may have an impact on the following environmental factors: hazards and hazardous materials and public services.



Mitigation measures will reduce impacts to less than significant and are imposed as Conditions of Approval herein (Conditions 13 through 15). The Mitigation Monitoring Program (MMP) is a document that is separate from the MND and is prepared and adopted as part of the project's approval. Section 21081.6 of the Public Resources

Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition to the mitigation measures required of the project and any proposed project design features, the applicant shall adhere to any applicable Regulatory Compliance Measures (RCM) required by existing law. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

The Initial Study and MND was circulated for public review from September 24, 2015 to October 14, 2015. During the review period, the Department of City Planning received two comment letters from Los Angeles Unified School District and a public member. Comments and concerns received during the circulation are addressed in the Response to Comments document, prepared by Meridian Consultants on October 26, 2015, and through mitigation measures identified as Conditions 13, 14, and 15 in this Determination Letter.

## **DENSITY BONUS LEGISLATION BACKGROUND**

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards,

thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

#### **FINANCIAL ANALYSIS/PRO-FORMA**

Pursuant to the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25), proposed projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight on-menu incentives provides additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives. The City's Density Bonus Ordinance requires "a pro forma or other documentation" with requests for off-menu incentives but has no such requirement for on-menu requests.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

*Downtown Office*  
*Figueroa Plaza*  
*201 North Figueroa Street, 4<sup>th</sup> Floor*  
*Los Angeles, CA 90012*  
*(213) 482-7077*

*Valley Office*  
*Marvin Braude Constituent Service Center*  
*6262 Van Nuys Boulevard, Suite 251*  
*Van Nuys, CA 91401*  
*(818) 374-5050*

**Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

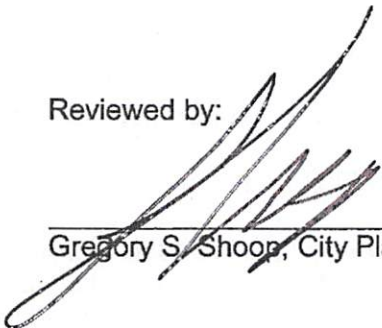
The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Vincent P. Bertoni, AICP  
Director of Planning


Approved by:

  
\_\_\_\_\_  
Blake Lamb, Senior Planner

Reviewed by:

  
\_\_\_\_\_  
Gregory S. Shoop, City Planner

Prepared by:

  
\_\_\_\_\_  
Nuri Cho, Planning Assistant  
Nuri.Cho@lacity.org

## Project Scope



### Project Description:

- > 48 affordable housing units
  - 24 units for disabled homeless veterans
  - 24 units affordable family housing
- > 10,000 sq. ft. retail space
- > 66 parking spaces
  - 35 residential
  - 20 commercial

Developer: A Community of Friends (ACOF)



Board Report

File #: 2017-0280, File Type: Policy

Agenda Number: 38.

**4th REVISION**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**JUNE 14, 2017**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JUNE 15, 2017**

**SUBJECT: MEASURE M MASTER GUIDELINES**

**ACTION: ADOPT MEASURE M MASTER GUIDELINES**

**RECOMMENDATION**

CONSIDER:

- A. RECEIVE AND FILE report from the Policy Advisory Council (PAC) on the Draft Measure M Master Guidelines (Attachment A);
- B. ADOPT the Measure M Master Guidelines; and
- C. AUTHORIZE the Chief Executive Officer to enter into Memorandums of Understanding (MOUs) and Assurances and Understandings with Included and Eligible Municipal Operators, Metrolink, Access Services and Los Angeles County jurisdictions for Measure M funding allocations and distribution, consistent with applicable Measure M Guideline provisions.

**Amendment by Solis** to remove the following text under “3% Local Contribution to Major Transit Projects” (page 4, bullet 4 of the report):

*“...this may include assignment of this obligation to the Supervisorial District in which the project is located.”*

**ISSUE**

The Measure M Ordinance requires guidelines to be developed. On March 23, 2017, the Metro Board of Directors approved the release of the draft Measure M Master Guidelines for public review for a period of 60 days during April and May, concluding May 26, 2017. The revised Measure M Master Guidelines (Attachment B) are presented for adoption in anticipation of the initiation of the Measure M sales tax collection on July 1, 2017. Adoption of the Measure M Guidelines will enable recipients (i.e. Included and Eligible municipal operators, Metro, Metrolink, Access Services, the 88 cities and Los Angeles County) of the sales tax revenues to move forward with expenditure of funds to support planning and development of their programs.

## **BACKGROUND**

At the December 1, 2016 Board Meeting, Chief Executive Officer Phillip A. Washington presented an overview on development of the Measure M Ordinance Guidelines, where he indicated that draft Master Guidelines would be developed internally by Metro staff, for subsequent review and comment by the public, with a target date for Board adoption of final Measure M Guidelines at the June 2017 Board meeting, in advance of the initiation of the additional sales tax revenue collection on July 1, 2017.

To support the public review of the draft Guidelines, the CEO also announced the formation of the Metro Policy Advisory Council (PAC), comprised of 27 members representing three major areas: Consumers, Providers, and Jurisdictions. Metro has held 3 meetings with the PAC and PAC leadership. The PAC has submitted a report (Attachment A) to the Board summarizing their views on the draft Guidelines.

## **DISCUSSION**

Responsible and accountable administration and oversight of Measure M is essential to respect the trust of LA County taxpayers, and provide the necessary framework to support the requirements established in the Ordinance for the Independent Measure M Taxpayer Oversight Committee. In response, staff has prepared a Master Guidance document to provide direction for all elements of Measure M. Primary elements include: Administration and Oversight; Audits; Assessments and Amendments; Cashflow; Transit Operations; Metro Rail; Regional Rail; ADA Paratransit/Metro Discounts for Seniors and Students; Multi-year Subregional Programs; Active Transportation; Local Return; and State of Good Repair.

### **A. OUTREACH PROCESS**

All comments received by the public were submitted to Metro through a web portal located at [ThePlan.Metro.net](http://ThePlan.Metro.net) or via email to [ThePlan@Metro.net](mailto:ThePlan@Metro.net) (the Portal). All comments received were documented as an official record. Staff attended more than 20 public meetings with key stakeholders to provide additional information, and received more than 60 submissions, encompassing over 300 comments on various topics.

This outreach and public comment coordination is distinct from, and complementary to, the outreach facilitated through the newly implemented PAC. The PAC had its first meeting on April 5, 2017, which started its review and outreach process. On May 2, 2017, the PAC had its second meeting, and as a result, the PAC officers presented to the Metro Board on May 26, 2017 initial comments reflecting the three represented constituencies of transportation consumers, transportation providers, and jurisdictions. That report grouped comments and related findings into five major subject areas:

- Local Return Distribution
- ADA/Paratransit and Senior/Student Discounts;
- 3% Local Contribution for Transit Projects;



- Project Readiness; and
- Multi-year Subregional Programs Administration.

These subjects are also the primary topic areas for the majority of comments received through the Portal.

The PAC held its third meeting on June 6, 2017, and presents its subsequent comments and findings directly to the Board as a Receive and File report (included as Attachment A).

## **B. COMMENTS AND RESPONSES**

Staff summarized the written comments submitted to Metro into primary topics that generally align with the PAC categories from its May report. The comments are also indexed by source. The summary table, which includes policy considerations and resulting decisions, is included as Attachment C.

As a result of comments received, grammatical corrections and technical clarifications have been made throughout the document. More substantive comments, as noted above, are aligned with five major topics of Local Return, ADA Paratransit/Senior and Student Discounts, 3% Local Contribution, Project Readiness, and Multi-year Subregional Programs. Staff responses to those themed comments are also summarized in Attachment C; and are flagged as red line changes in the revised Guidelines (Attachment B). High profile responses and revisions in these areas have been selected for further discussion below, for the Board's particular attention.

### **Local Return Distribution**

The draft Guidelines approved for release at the March Board meeting included a staff recommendation of a Local Return distribution with a minimum allocation of \$100,000 per jurisdiction. At the same meeting, Directors Garcia, Hahn, and Garcetti introduced a motion directing staff to evaluate an array of distribution alternatives with the intent of providing an increased level of Local Return for smaller cities. The Board received the evaluation report at its May 26<sup>th</sup> meeting and the PAC reported that its consensus position was that no minimum floor be established.

Considering the totality of public comments received on this topic since the release of the draft Guidelines, including comments from local agencies, staff is recommending that Measure M Local Return distribution to cities and the county be consistent with the other sales tax measures, based on population and in compliance with the Measure M Ordinance and be implemented as follows:

- No minimum allocations to be established by Metro;
- Reallocation of Local Return distributions can be subsequently pursued at the subregional level among the cities and county areas within subregional boundaries, to support smaller cities, at the discretion of those parties;
- Measure M Multi-year Subregional funds can be used to supplement Local Return allocations to support smaller cities subject to the eligibility, process, and availability of funds as described in the Multi-year Subregional Measure M guidelines.

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### **ADA Paratransit for the Disabled/Metro Discounts for Seniors and Students**

Within this fund category, clarification was requested on the eligible uses for this fund. In May, the Board adopted the New Low Income Program, which combined current fare subsidy programs to create an enhanced program that serves low-income riders. The program creatively leverages the limited Measure M 2% funds to help more riders. This program provides low income seniors and students deep discounts (70%-88%) on their monthly passes, showing their Measure M dollars at work.

In addition, regional Travel Training/Mobility management programs and/or similar programs/technology improvements geared towards bridging the mobility gap for seniors and people with disability will be eligible uses for these funds.

### **3% Local Contribution to Major Transit Projects**

Within this fund category, clarification was requested as to what could constitute the local contribution (i.e. in-kind contributions and betterments). Staff has provided clarity regarding the Ordinance provision, which is specific as to the timing of the calculation for the 3% local contribution.

- 3% contributions must be calculated on a project scope determined at a 30% design level.
- “In kind” contributions are allowed from the local agency provided that they are included as eligible expenses in the project scope and cost at the time 30% of the final design is completed.
- Once individual calculations for all affected jurisdictions are completed based on the Ordinance’s stated distribution formula, the aggregate of those contributions can be redistributed among the affected agencies, at their discretion. This is consistent with the practice under Measure R.
- Contributions for calculations assigned to the County of Los Angeles are to be determined by the County; ~~this may include assignment of this obligation to the Supervisorial District in which the project is located.~~
- Clarity is also provided that the 3% provision only applies to rail projects.

As well, commentary sought clarity on the definition of betterments, and their application under the 3% policy. The definition as presented in the Draft Guidelines has been slightly revised, to be consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects (October 2013). A “betterment” is defined “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction’s eligible contribution. However, they may be included in the project scope if carried at the jurisdiction’s expense.

### **Multi-year Subregional Programs**

Within the Multi-year Subregional Program (MSP) category, several key comment areas were noted and addressed, as listed in Attachment C. Two of major note are:

- **MSP funds should have an equal funding priority to other capital items.**
  - Consistent with the Ordinance's assignment of funding purposes to capital subfund accounts, the availability of funds for MSP investment is prioritized equal to other Highway and Transit Capital subfunds. Actual disbursements of capital funding irrespective of subfund is subject to Cash Flow policies established in the Guidelines.
  - NOTE: Capital subfunds are sourced **after** the Transit Operating Maintenance Subfund, and the Local Return Subfund. By Ordinance, revenues to these two subfunds are directly proportional to the percentage of net sales tax collected from Measure M. Therefore, they are "taken off the top" of Measure M sales tax revenue generated in a year. The balance of sales tax revenue is then assigned to the Capital subfunds. At any point in time, Capital subfunds amounts, including those for MSP, can vary based on proceeds from bonds issued to manage actual capital resource needs. Any issuance of debt for Measure M purposes, however, remains at the exclusive discretion and authority of Metro, and will be conducted consistent with Board debt policy.
  
- **MSP projects should derive from a specific subregional planning process.**

In response to comments received by the PAC and local agencies, a new process has been inserted into the Guidelines to coordinate projects within the framework of five-year plans. Plans will be developed for each MSP listed in the Expenditure Plan to ensure accountable and responsive subregional project identification, selection and delivery. The plans will:

  - Build on prior Mobility Matrix projects as a foundation; with provisions to reconsider the relevance and performance of existing Matrix projects, and the addition of new ones;
  - Include meaningful public outreach, which is essential to the success of Multi-year Subregional program development; Metro will develop baseline parameters for effective community engagement;
  - Be adopted by the Metro Board, with provisions for periodic updates/modifications; and
  - Up to 0.5% of MSP funding per year, per individual MSP program, is eligible for program development by the subregion.

## Project Readiness

There were many comments regarding clarification of project readiness and eligibility of funds at various phases of project development. This definition is specific to each MSP program type; that is, project readiness thresholds will be designated for capital project phases leading up to and including construction, separately designated for specific programs (Highway, Transit, Active Transportation, etc.). Additional clarifications will be made as part of the administration procedures to be developed according to the schedule in Attachment D.

## Other Topics

### *Regional Rail*

Establishing a consensus for key performance metrics was the focus for this fund category. The metrics developed will establish the evaluation basis allowing the Regional Rail allocation to increase

from 1% to 2% in FY 2039.

The draft guidelines have been revised to reflect a change from a specific attainment of criteria to an evaluative judgment that the Board would consider in its determination of whether to increase the Regional Rail allocation from 1% to 2%. Metro acknowledges the significant time frame over which the performance of the system will be judged and the related inherent uncertainty. However, specifically because of that uncertainty, Metro's Board retains the authority to evaluate the performance of any commuter rail system in place, and to determine the most appropriate investment strategy that will serve the overall county mobility objectives.

#### *Countywide BRT*

The draft guidelines have been revised to expand the eligibility to municipal operators.

### **DETERMINATION OF SAFETY IMPACT**

The proposed approval will not have any adverse safety impacts on employees and patrons.

### **FINANCIAL IMPACT**

Adoption of the Guidelines will provide Metro with an administrative framework for Measure M. This is required for the agency to proceed with Measure M funding distributions.

#### Impact to Budget

Approving the staff recommendations will have no impact on the FY 2017 Budget. This is required for the agency to proceed with Measure M subfund distributions, and delay in approval of the Guidelines could have an impact on availability of funds for the FY 2018 Budget, as approved by the Metro Board in May 2017.

### **ALTERNATIVES CONSIDERED**

The Draft Guidelines released for public review in March 2017 could remain as is or additional outreach could be conducted. This is not recommended as substantial public outreach has occurred which generated substantive public comments that have been considered and incorporated into the recommended Guidelines.

If the Guidelines are not approved, or approval is delayed, FY 18 Measure M funding for operational purposes eligible under Transit Operations, Metro Rail, Metro State of Good Repair, ADA Paratransit for the disabled/Metro Discounts for Seniors and Disabled, Regional Rail and/or Local Return programs will be withheld from Metro, Included and Eligible Municipal Operators, Metrolink, and the 89 local jurisdictions that are eligible recipients of those resources.

### **NEXT STEPS**

Measure M sales tax collection begins on July 1, 2017.

**Attendant Technical/Administrative Procedures.** As revised, the Master Guidelines embody a

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comprehensive, complete framework to be adopted and enforced by the Board. For some elements, administrative details are required to assist in actual implementation of the Guidelines, and will be addressed as procedures are developed. These elements and the timelines are noted in Attachment D. Appropriate stakeholder input with the PAC will be sought and considered in the development of these procedures, with final approval by the CEO. The CEO may bring any specific issues regarding these procedures to the Board for information or action, if circumstances warrant.

### **Responses to Policy Advisory Council and Committee Testimony**

As reported orally last week at the Planning and Executive Management Committee meetings, staff has prepared responses to the final report from the Policy Advisory Council (PAC), and other testimony presented at that time. All written letters have been submitted into the public comment portal established for the guidelines, as official documentation. Per its advisory capacity, the PAC submittal has been attached as a formal record to the Board as Attachment A.

Staff's responses are presented as a compendium in Attachment E. They fall into three main categories:

- A) **Concurrence.** Actual changes to the language in the Draft Guidelines. These reflect factual corrections, as well as clarifications or modifications that are critical, in our view, to the overall framework that the Measure M guidelines establish. These were fairly limited, and are flagged "Metro concurs."
- B) **Administrative Procedures.** Referrals to the Measure M Guideline Administrative Procedures. Many of the comments were important, and point directly to technical or administrative procedures that will aid in the actual implementation of the guidelines, as compared to the overall framework. In many cases, this will involve applications to specific projects, or steps that must be crafted in more detail than is appropriate for the Guidelines themselves. The Policy Advisory Council, complemented with additional stakeholders as necessary, will play an active role in these procedures, as listed in Attachment D. As noted, comments and responses in Attachment E will be carried over into these administrative procedures, which will begin this summer and fall.
- C) **Future Policy Deliberations**  
In some cases, observations offered demand a policy level discussion and decision beyond the Guidelines per se. Fundamentally, the Guidelines are intended to direct Measure M investments consistent with the language of the Ordinance, but also consistent with existing Metro Board policy. To the extent that Board policies could or would change or be augmented in the future, Measure M implementation would need to adjust accordingly.

It is anticipated that development and adoption of the new , comprehensive Long Range Transportation Plan (LRTP) will affect not only Measure M, but many other Metro investment programs. As a result the LRTP is the logical starting point to take up Policy challenges forwarded as part of the review and response to Measure M including:

- further considerations of the intersection between affordable housing and transit
- the definition and role of “equity” in the policy development, project identification, and investment priorities
- the role of performance measurement and metrics in determining not only the success of Measure M, but the performance of the transportation system of which M is a single (albeit major) part.

In some instances, targeted policies may be pursued alongside the LRTP effort, for expediency, scale, or other reasons, though the overall LRTP effort itself remains a central point of coordination and consistency.

With that in mind, staff offers Attachment B as the Final Measure M Guidelines, with the further commitments noted in Attachment E.

## **ATTACHMENTS**

Attachment A - Recommendations from Policy Advisory Council

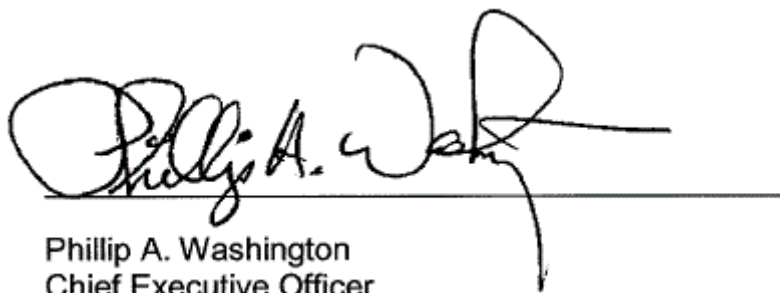
Attachment B - Measure M Master Guidelines

Attachment C - Public Comments Summary

Attachment D - Timeline for Completion of Administrative Processes

Attachment E - Metro Responses to Policy Advisory Council Comments and to Public Speaker Comments

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Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023  
Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington  
Chief Executive Officer

June 13, 2017

Honorable John Fasana  
Chair, Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: Project Advisory Council Comments on Revised Measure M Guidelines**

Dear Chair Fasana:

On behalf of the Policy Advisory Council (PAC), we are pleased to submit this letter regarding the revised Measure M Guidelines (Guidelines). We would like to commend Metro staff for convening the PAC to gather substantive comments on Metro policies from across a broad spectrum of diverse stakeholders. We appreciate the strong staff support that Metro has provided to the PAC over the last several weeks of intensive review and discussion.

On May 16, 2017, we presented to the Metro Board a summary of the comments submitted by PAC members grouped into five general categories of issues. We identified the key areas of consensus and noted other areas where additional clarification or discussion was necessary to arrive at consensus. In the main, Metro staff has revised the draft Guidelines to address most of the major consensus issues identified by the PAC. In some cases, Metro has outlined the process and timing for resolving issues through the development of further administrative procedures. Metro staff has worked hard to answer questions, consider solutions and collaboratively work with the PAC to resolve concerns.

Following our last PAC meeting on June 6, members of the PAC submitted close to 35 additional comments on the revised Guidelines by the June 9 deadline we set for ourselves. This letter highlights concerns that remain unresolved regarding the major areas of consensus that we listed in our May 16 summary. We also note comments about points that were important to some stakeholders but needed additional clarification or discussion. Finally, we have attached an appendix that contains all the comments submitted by PAC members by the June 9 deadline to give the Metro Board the benefit of the full range of comments provided by individual PAC members.

Remaining Concerns About Consensus Issues

- Local Return, Transit Oriented Communities (TOCs) – On page 85, Metro added a reference to “Metro’s Transit Oriented Communities Program.” No such program exists. Instead, the language should state “as described in Metro’s Transit Oriented Communities Policy. In the absence of official Policy, jurisdictions should refer to the TOC Demonstration Program.” In addition, language should be added to clarify that all TOC activities described by the TOC policy (or Demonstration Program) are included in the definition of transportation purposes.
- Program Eligibility, Bus Rapid Transit – The Guidelines should be changed to explicitly state that municipal operators are eligible for BRT funds.

- Performance Metrics – The Guidelines should give clear direction to sub-regional entities to develop performance metrics as part of the Multi-Year Subregional Programs. Performance metrics are critical to being able to communicate back to voters whether these investments have been successful.

#### Points Raised By Some Stakeholders But Needing Additional Process /Discussion

- Potential expansion of eligibility for “Green Streets” beyond just stormwater improvements – On pages 42, and 78, “green infrastructure” or “green streets” should not be limited to only describing stormwater management benefits derived from natural processes. The definition should be expanded to include urban heat island mitigation, cooling benefits, shade and highly-reflective/less-heat-radiating materials. Incorporating cooling into transportation infrastructure delivers health benefits, and makes active transportation and waiting for the bus more viable options.
- Eligibility for 2% Highway Connectivity Programs – As criteria are developed for this program during the Administrative updates to the guidelines, the program guidelines should clarify the allocation between “earmarked” projects and discretionary projects. A preference for a more explicit tie to existing Goods Movement initiatives was suggested.
- Procurement goals – The Guidelines should set forth specific minimum procurement goals for Small Business Enterprises, Disadvantaged Business Enterprises and Disabled Veteran Business Enterprises.

A summary of comments provided by PAC members to the Draft Final Guidelines is provided in an Attachment.

In closing, the members of the PAC have worked diligently over the last two months to surface major issues, arrive at consensus where possible and highlight areas where additional discussion is needed to resolve questions. We appreciate the opportunity to work with Metro staff in a collegial, collaborative forum to bring greater mobility and a higher quality of life to our region. We look forward to continuing our efforts during the development of further administrative procedures and the preparation of other important policy documents.

Very truly yours,

Roderick Diaz  
Cecilia V. Estolano  
Jessica Meaney



### **Summary of Comments on the Metro Revision to the Measure M Guidelines (5 June 2017)**

MINOR concern – a concern related to specific aspects of the Revised Measure M Guidelines and the commenter feels can be addressed through either:

- (a) Metro's planned revisions according to their Administrative Development Timeline (Attachment D),
- (b) Clarifications/refinements on how Metro will interpret or apply the guidelines as currently written, or
- (c) Minor revisions that can wait for future PAC discussion or a future Metro process to revise the Guidelines at a later date.

MAJOR concern -- a concern significant enough to cause apprehension by the commenter about Metro adopting a portion of the Guidelines as currently written, either because an original comment was not addressed or because the revision created a new significant issue.

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
1	Kerry Cartwright	Port of Los Angeles (City of LA Harbor Dept.	Provider	<p>2% System Connectivity Projects (Highway Construction Subfund) (p. 43 of draft guidelines) The projected amount of annual funding for the "Highway – System Connectivity 2%" category is lacking in the program info and guidelines. The approved measure also listed "earmarked" projects that are within this subfund, thus diminishing the total available amount for a competitive process. Thus, the "Highway – System Connectivity 2%" program should be limited to solely goods movement projects, justified for the following reasons:</p> <ul style="list-style-type: none"> <li>• Draft guidelines emphasizes goods movement</li> <li>• Significant program earmarks for all other modes/needs, except ports/goods movement</li> <li>• Local return formula funds not accessible by the Ports of LA/LB on behalf of goods movement sector</li> <li>• Alameda Corridor East has Measure M (and R) earmarked projects</li> <li>• Difficulty obtaining formula subregional funds (via Gateway COG, South Bay COG, etc.)</li> <li>• Limited amount available in "2% Highway" program.</li> </ul> <p>The development of the "Highway – System Connectivity 2%" program guidelines should be done collaboratively, and solely with the goods movement sector and pertinent public agencies and private sector entities. This should be done concurrently with the development of METRO's Goods Movement Plan. The goods movement sector has collaborated for many years at the federal, State, and regional level, and has already identified needs and projects. Hence, a minimal amount of time needs to be spent on this plan development. Additionally, a few to several critical, high priority projects should be earmarked initially, as done with numerous other Measure M projects as part of the approved ordinance. The Ports, SCAG, and METRO have collaborated for many years on such</p>	

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
				<p>priority projects, and identified them via numerous studies. Such projects include then Ports of Los Angeles/Long Beach rail projects that reduce truck trips throughout the region, as a few interchange projects on I-110 and SR 47.</p>	
2	Jess Romo	Long Beach Airport	Provider	N/A	
3	KeAndra Dodds	Enterprise Community Partners	Consumer		<p>Local Return: TOC Investments (Revised Guidelines Pg. 85) - While I appreciate the attempt by Metro staff to respond to our comments, the changes did provide more clarity. The new reference to Metro's Transit Oriented Communities Program is not helpful because there is no program with that title. There is a TOC Demonstration Program, TOC Planning Grants, Joint Development Program, the MATCH program, and affordable housing policies, all of which relate to TOCs, but none which clearly delineate specific activities or investments that will be considered TOC investments, and thus eligible for local return. We recognize the need to not be overly prescriptive and to allow for innovation, but there must be clearer guidance on what types of investments are eligible. Given Metro's Board adopted policies and programs, we recommend that eligible investments include those that: 1. Support the development and preservation of affordable housing, as defined in Metro's joint development policy, in TOCs; 2. Support the inclusion of small businesses in mixed use buildings in TOCs; 3. Help remove land use barriers to transit-oriented development; 4. Implement best practices and policies for sustainable and transit-supportive land uses across a variety of neighborhood typologies; and 5. Otherwise ensure inclusive and equitable transit-oriented communities for those at all income levels.</p>

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
4	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Thank you for the timeline, and we'd like to see item XIX be advanced to 6 months consistent with item IX-XII.	
5	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Page 7, No. 5 Stated the addition of "Subregional funding reductions". What does this mean? Please clarify.	
6	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Regarding Contingency Subfund creations, it's not clear how these can be established if the minimum revenues are not achieved. Will the contingency be funded by % similar to the other subfunds?	
7	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Although advancing MSP projects is mentioned, using metro bonding as a tool is not specific to this section.	
8	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Now that the TFP has been removed as the funds forecasting methodology, what cash flow determination will be used?
9	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		The I-5 has been determined to be a local project yet self financing is not an option. This doesn't appear to be feasible. Please clarify the potential options outside of advancing the project via Metro Bonding or outside leveraged funds.
10	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		In order to ensure that betterments are including by the 30% final design it's imperative that jurisdictions be credited for work done in advance, to be prepared and have the items incorporated into the appropriate documents (EIR, design plan etc.). Retroactive work by the jurisdictions that gets incorporated into the Final 30% design should count as 3%.
11	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		There has not been any changes to the SC transit projects to provide relief for the 3% contribution, as these projects aren't attributed to our subregion. These projects should be Exempt from 3% local contribution. Additionally, if exemption of 3% is denied, and there are savings on the project, it's not

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					clear that the savings, if 3% is collected, that it won't go to a different subregion.
12	Seleta Reynolds	Los Angeles Department of Transportation	Jurisdiction (City or COG)	<p>1. The guidelines are still missing either a) performance metrics for each program or b) a clear direction to sub-regional entities to develop their own. It is important to be able to measure and communicate back to the voters whether or not the investments they agreed to are successful and how we plan to measure success.</p> <p>2. The guidelines must align better with the Office of Planning and Research's direction to incorporate Vehicle Miles Traveled either instead of or in addition to Level of Service as an evaluation methodology for highway projects. The highway program in particular (p. 35) references roadway widening as a tool to improve Level of Service, a notion that has been debunked repeatedly. As cities in Los Angeles County work to comply with OPR's deadline for changing the analysis methodology and mitigations for transportation projects, Metro's guidelines will create confusion and potentially legal uncertainty.</p> <p>3. (At the request of the Mayor's office) All mentions of green infrastructure and green streets (pg. 42 and 78) only refer to stormwater management benefits and leave out important urban heat island (UHI) mitigation / cooling benefits, which really should be addressed in our built streetscape environment, since asphalt is such a large contributor to the UHI effect. Instead, these definitions should be expanded to include shade and highly-reflective / less-heat-radiating materials to at least create the opportunity for investments that could make active transportation and waiting for the bus more appealing.</p>	

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13	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Page 30 under MSP Highway (Construction Activities), the last sentence states "It is expected that local jurisdictions will contribute to total project costs", which isn't mandatory per the Ordinance. Please remove the statement or change the language to "encourage".
14	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Regarding HOT Lanes and the Tier Funding, the issue requires further clarification of how the project will pay for them.	
15	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Regarding the removal of eligible projects within the Highway MSP specifically Two-Way left turns or right turn lanes, and intersection and street widening. The removal of these options within the guidelines are limiting options to improve safety and traffic flow. Street widenings specifically are capacity enhancements that have a direct nexus to freeway operations. It appears that arterials are being eliminated from eligibility altogether. In many cases safety and traffic improvements are necessary to improve access to freeways. These removals need to be placed back into the guidelines, and need to be eligible uses, as options for congestion relieve need to be maximized and not limited.
16	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Add I-5 JPA to Eligible Recipients as part of the 2% System Connectivity Projects (Highway), as other agencies including ACE Authority are eligible.
17	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Language needs to be softened, removed or suggested as an example (verses in alignment) regarding City of LA policies for Streetscape Enhancements and Great Streets. It's seems inappropriate for subregions to conform with the City of LA policy.	
18	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Regarding the definition of Active Transportation, "rolling modes" should be detailed or more definitive as there are many new mainstream modes such as e-	

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				bikes, Segway's, skateboards, motorized wheelchairs, scooters, etc. Please expand the definition.	
19	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	Clarification is still required regarding if MSP's and Major projects assigned to a subregion are eligible for the 2% SC Project (HWY Subfund) competition?	
20	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Regarding Visionary Project Seed Funding, the 40% match isn't reasonable. A 20% and/or In-Kind match should be considered.
21	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Regarding Subregional Equity Program, the considerations should mirror the funds availability dates accorded to the SFV.
22	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)		Regarding the SEP, the statement regarding funds available "if any" is concerning, and these funds should be bonded against, as the SFV is going to be funded ASAP. The Board added the funds, so the subregions should receive it, verses leaving an "if any" option.
23	Yvette Kirrin	GCCOG	Jurisdiction (City or COG)	2% ADA Paratransit Eligible Recipients should be broadened to be any transportation agency providing ADA services, including local operators, such as dial a rides.	

24	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
	Hilary Norton	FAST	Consumer	<p>Page 6 - Project Acceleration, Third Bullet, "Elements that determine eligibility of matching funds from available federal/state discretionary funding sources.</p> <p>Page 22 - Eligible Fund Contributions, End of section paragraph, add language "...amount by the conclusion of thirty percent (30%) of final design, Asset management portfolios, Performance Incentive Grants."</p> <p>Page 37 – Intelligent Transportation Systems, Eligible uses category Add Bullet "Coordinate with Countywide BRT program to optimize on time performance and improved bus speed operations"</p>	<p>Page 10 - Performance Metrics definition. Need clarity on the definition of performance metrics. Does that reflect the December 2015 Performance Metrics for the Mobility Matrix or will these be a new set of Metrics? Will the PAC be advised on how to define them or will that be up to the Metro Board? Does this mean transit and highway programs will have performance on whether or not they are moving more people or are they moving more goods that essential to the consumer driven sales tax receipts which fund our Measure M program? For example, according to LAEDC, 78% of the volume and 64% of the value of the Regions goods move through our streets and highways so should one project be jeopardized over a subjective definition. With this aspect of Performance Metrics, please consider the following definitions as this is consistent with the Mobility Matrix has now been replaced with the Multi-Year Subregional Program (MSP) Project Development process;</p> <ul style="list-style-type: none"> <li>• Projects with the broadest economic benefit that increases sales tax revenue receipts;</li> <li>• That leverage current and future sources of state and federal funding (and must be timely in their request for matching funds);</li> <li>• Based on project readiness;</li> <li>• Projects that optimize opportunities for TOCs/TODs;</li> <li>• Consider communities with the highest need;</li> <li>• Project prioritization should be made in the context that we are expecting an economic downturn and must optimize the revenue that we collect, while being able to most effectively leverage private and public resources in a manner that would expedite major projects to meet or exceed timelines promised to Measure M voters.</li> </ul> <p>Page 21 - 3% Local Contribution Need Clarity How</p>



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					<p>does this definition reflect new stations that intersect existing lines, an example would be the Northern Crenshaw Extension with the Purple Line on Wilshire. Would that be considered a retrofit of an existing or the building of something new? The goal should be to incentivize ridership increases through Multi-modal connectivity so outside of Active Transportation if a local jurisdiction uses and encourages private funding to construct a transit center or Mobility Hub adjacent to a rail station, Does that count towards a city's 3% match?</p> <p>Page 47 – Metro Active Transportation, Reporting requirements, typo? "Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M system connectivity projects (Highway construction) (replace with Active Transportation) funds are contributing to accomplishing the program and strategic plan objectives."</p> <p>Page 55 – Countywide BRT, Eligible projects first paragraph, language amended "...potential for ridership increases including station amenities, restrooms for health, safety and quality of life,"</p> <p>Page 57 in Subregional Equity Funds. Need Clarity. A detailed explanation should identify where this fund is located relative to the Measure M pie slice, as we recall back in the June 2016 Board meeting through a motion by Director John Fasana, this Subregional Equity pot was to be incorporated as part of the 2% system connectivity, Is this still true?</p> <p>Page 67 – 20% Transit Operations, Eligible uses category. Last sentence "Metro will develop policies that will define and establish criteria for implementing pilot programs that increases ridership and improves operational reliability" Page 67 – 20% Transit</p>

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					<p>Operations, Maintenance of effort. Second sentence (add language) In addition to implementing new transit services programs that improve headways and hours of operation, eligible recipients may use Measure M 20% funds...</p> <p>Page 72 – ADA Add Bullet: "C) Community outreach to identify and ensure that performance metrics as outlined per contract for this program fund are adhered to and are followed."</p> <p>Page 74 – State of Good Repair Add Bullet: Station improvements that increase ridership and transit system capacity to handle more riders</p> <p>Page 92 – Local Return, Audit Requirements, First Sentence A financial and compliance audit will be conducted annually as part of Metro's Consolidated Audit Program to verify adherence to the Measure M guidelines and be subject to review by the Independent Taxpayer Oversight Committee.</p> <p>Pages 98 and 99. Appendix A - Potential 3% jurisdictions. There are examples per the Measure M ordinance and Expenditure plan, where the project explicitly does not assume a specific mode or technology of corridor (LRT vs HRT) that has not had a proper vetting through an environmental impact report. The problem with such assumption is that it prejudices the Environmental Review Process and could place Metro in a litigious pickle albeit innocently. Those examples include on the list: East San Fernando Valley Transit Corridor, Sepulveda Pass Corridor, Vermont Corridor, Lincoln Blvd Corridor. All specific technological (LRT or HRT) references should be removed from the list and simply explained "All 3% corridors are all assumed (funding permitted) as rail corridors. Whereas past or currently under environmental review planned definitions, distinction</p>

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					<p>of phasing or branching or logical extensions of existing Metro Rail lines or under constructed corridors to establish a consistency in definition Examples are; West Santa Ana Corridor, Eastside Phase 2 (SR 60 or Washington Blvd), Green Line extension to Torrance or Orange Line Conversion to Rail where there is specific language included in both the expenditure plan and attachment explanation.</p>

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25	KeAndra Dodds	Enterprise Community Partners	Consumer	<p>While the guidelines reference alignment with "Vision Zero" or equivalent policies, Metro does not have its own Vision Zero policy to guide investments. We recommend investing in the development and adoption of regional Metro Vision Zero guidance (policy, toolkit or framework) simultaneous to developing sub-guidelines for the 2% Active Transportation category. While specific investments and Vision Zero policies will likely be implemented by local jurisdictions rather than Metro, a regional Vision Zero policy would encourage local jurisdictions to adopt their own policy or provide guidance in the absence of such local policy.</p>	
26	KeAndra Dodds	Enterprise Community Partners	Consumer		<p>The final guidelines should anticipate a transportation equity policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance social equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs. While there were some changes to address this, the revised guidelines still do not include explicit mention of social equity nor the recognition that social equity will be considered in the implementation of Measure M once the LRTP is adopted. It makes the most sense to add it to the administration and oversight section.</p>

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27	Jacki Bacharach	South Bay Cities Council of Governments	Jurisdiction (City or COG)		<p>Page 7 – At the bottom of Page 7, #5 – Sub-regional funding reductions should come from the sub-region in which the shortfall is happening. It is not clear in the document. Sub-regional funding should be used only with the concurrence of the responsible “sub-regional entities”.</p> <p>Acceleration of projects must not: 1) Reduce the potential funding available for addressing cost containment using the methods listed on page 7; or 2) delay current regional and sub-regional projects due to redirecting funding for acceleration.</p> <p>Page 10 – 1) Sub-regional entities should be consulted before the Metro Board is asked to approve all performance metrics through its 5-year assessment process in consultation with the Measure M Independent Taxpayer Oversight Committee. Particularly with respect to the sub-regional program and project criteria, the sub-regional entities should also be consulted. 2) Requiring approval only during the 5-year assessment may delay project readiness. There should be a process to accelerate approval changes more often than every 5 years.</p> <p>Page 11 – Any change in subregional boundaries should only be made with consensus of all the sub-regional entities affected.</p> <p>Page 12 – In 2nd group of bullets – the new one re: Changes in Technology should also include better service to the customer/consumer. Bottom of page 12 – The guidelines allow the Metro Board to amend the “Schedule of Funds Available” to accelerate an Expenditure Plan Major Project at any time but changes in commitments to current projects will only be evaluated every 10 years. The two policies are in conflict. Funds from a project that is completed with cost savings or a project that is no longer viable should</p>

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					<p>be available for re-programming in the following fiscal year.</p> <p>Page 16 – 2nd paragraph from the bottom –Metro should request notice from the responsible sub-regional entity which will compile the 5-year MSPs on behalf of the project sponsors. Sponsors should not be allowed to bypass the sub-regional planning process where there is one.</p> <p>Page 17 – MSP borrowing needs to be approved by the sub-regional entity.</p> <p>Page 26 – Metro allowed .5% of the annual cost of the sub-regional programs to be drawn from the MSP.</p> <p>Sub-regional entities and local jurisdictions should be explicitly eligible for these funds.</p> <p>Page 26 – Parameters from the Mobility Matrices should be developed with concurrence of sub-regional entities. In the 2nd sentence referring to the Mobility Matrices, the word ‘using’ should be replaced with the word ‘considering’.</p> <p>Page 30, 31, 33, 34 – Highway Operational Improvement project funding begins with the Project Identification Document rather than program development. To be consistent with Page 29, this guideline should not preclude use of funding from this category to prepare the project development matrix described on page 26.</p> <p>Page 30, 31, 33, 34 – Metro added a provision that is in Measure R SBHP guidelines that requires Intersection or street widening/improvements to be “on a State Conventional Highway or within one mile of a state highway.” This restriction should be eliminated from the Measure M guidelines to allow projects to be implemented in areas like the Palos Verdes Peninsula that are not within 1 mile of a state highway and yet have major arterials.</p>

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					<p>Page 30, 31, 33, 34 – Signal synchronization and other intelligent transportation system improvements are not included as eligible projects in any of the Highway MSP categories. They should be explicitly included in the respective lists even though they are generally eligible in their own section beginning on page 37.</p> <p>Page 37 – The guidelines do not currently include broadband or fiber-optic projects as eligible expenditures. Inter-city, sub-regional fiber-optic and broadband projects should be included in the ITS section and justified as a TSM strategy.</p> <p>Page 42 – 1st/last mile should acknowledge eliminating travel through travel demand management strategies or projects. These types of projects should be eligible in the ITS section. The Greenway project category should be broadened slow speed electric transportation.</p> <p>Page 44, 55 – BRT Capital improvements – Metro staff told the PAC that municipal operators would be included, but the guidelines do not yet reflect the change. Included and Municipal Operators and Metro should be explicitly eligible as lead agencies for BRT funded projects within a BRT program coordinated by Metro.</p> <p>Page 48 – Allocation Methodology – It is unclear whether Metro taking an additional .5% here for administration from subregional programs over and above what they are already getting off the top. To avoid Metro double dipping, it should be clarified that Metro's administrative costs do not exceed the %0.05 that taken off the top.</p> <p>Page 53 – Visionary Seed Funding eligibility is still restricted to transit in the revised guidelines. It should be available for other mobility and sustainability ideas beyond transit. The eligible applicants should include</p>

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					<p>transit operators and other entities rather than relegating others to "partners" for visionary seed funding applications that do not include transit operators.</p> <p>Page 79 – Fiber optic installations are limited to "signal-related electrical system and/or fiber-optic in the roadway." Consistent with the comments on page 37, fiber-optic and broadband programs should be eligible as a transportation demand management projects and should not be limited to installations in the roadway since use of existing utility poles and underground conduits outside the roadway might be more cost-effective.</p> <p>Page 102, 103 – Refocused Taxi Element – Although the guidelines are more inclusive in earlier sections of the document, this section should be expanded to include options to taxi operators such as car sharing and ride sharing providers and autonomous vehicle fleets.</p> <p>Page 103 – Implementation Timeline – On the 4th line, in addition to taxi service, the timeline should include comparable options that exist or may emerge.</p>



	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
28	Moises Cisneros	Los Angeles Latino Chamber of Commerce	Consumer		<p>Pulling from the business and small business recommendations, I am concerned that our recommended Business Interruption Fund for small businesses was not addressed. Small businesses in the path of construction have been known to go bankrupt due to the loss of pedestrians and foot traffic caused by construction chokeholds. Find below our original recommendation: <b>INCREASE LOCAL JOB AND ENTREPRENEURSHIP OPPORTUNITIES, AND MITIGATE TRANSIT CONSTRUCTION IMPACTS FOR SMALL BUSINESS</b> .... "We also recommend that the Business Interruption Fund, to assist businesses impacted due to Metro construction, be implemented for all transit, major highway and arterial projects. Beyond the Business Interruption Fund, Metro should provide small businesses with economic tools to help offset economic losses or assist in overcoming loss of clientele due to construction obstructions. These tools can be provided by Jurisdictions or third party providers of small business advisory services" ....</p>

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
29	Moises Cisneros	Los Angeles Latino Chamber of Commerce	Consumer		<p>Two major issues that are of concern include: 1. No procurement goals or statement for a specific minimum is highlighted for Small Business Enterprises, Disadvantaged Business Enterprises. It's not enough to simply say there will be a goal. That goal needs to be reflective of the surrounding community and capacity for providing a service. 2. Disabled Veteran Business Enterprises are not mentioned at all for procurement goals. We strongly recommend Metro considers the following statement from both the business and small business community represented: "Measure M can be a turning point for the economic empowerment of small business in Los Angeles County. Metro has done a very good job of inviting small and local businesses to do business with Metro but more can be done to expand small business opportunities in Measure M. We recommend that Metro follow the example of the Port of LA to include local businesses in all projects, and report to the Metro Board regularly as to how those goals are being met. For Major projects and Local Return funds, we recommend guidelines of: 25% SBE, 17% DBE/MBE/WBE and 10% DVBE. We recommend prioritizing local small business and retail entrepreneurship opportunities in each Transit Oriented Community/Development, including support and preservation of businesses impacted by Metro project construction. In cases where jurisdictions do not have the capacity to implement the above percentage goals, we recommend that Metro administers the program on behalf of the jurisdiction."</p>

30	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
	Bryn Lindblad	Climate Resolve	Consumer	<p>1.) Administrative development for multi-year subregional programs -- especially highway subfunds - needs to include performance criteria that ensure investments are in alignment with climate goals, multi-modal safety and equitable accessibility priorities. This important process can go a long way in preventing Measure M dollars from doing more harm than good to EJ communities in particular, and should not be rushed through in a non-meaningful way. The 6-month timeline that is currently proposed may be too rushed and should potentially be lengthened to 12 months to create more of an opportunity for developing performance criteria mechanisms that ensure Measure M dollars achieve results that are better than the historical business as usual.</p> <p>2.) Will the supplemental funds provision trigger the State ATP restrictions that do not allow urban greenery to be funded in active transportation projects? If so, this remains a critical gap, that instead Measure M funds should try to fill.</p>	<p>1.) In defining eligible expenditures in the highway subfund, (on pg. 35) the 'Traffic Congestion Relief Investments' program description should not include the outdated level of service (LOS) metric nor misguided road widening as a method to relieve congestion. Instead, it should be replaced with a VMT-reduction metric, as instructed by SB743.</p> <p>2.) "Green", as referred to in the terms 'green infrastructure' and 'green streets' (on pgs. 42 and 78), should not be limited to only describing the stormwater management benefits that come from natural project elements. The definition should be expanded to include urban heat island mitigation / cooling benefits brought about by shade and innovative materials that radiate less heat.</p> <p>Incorporating cooling into transportation infrastructure not only delivers public health benefits, but it also makes active transportation and waiting for the bus more viable options for people who are otherwise deterred from doing so.</p> <p>3.) Operations subfunds (including Metro Rail Operations, pgs. 63-5 and Transit Operations, pgs. 66-9) should include eligibility for: a.) maintenance of green infrastructure, to ensure full life-cycle benefits are achieved. (Often funding for this maintenance piece is overlooked, and doing so in Measure M guidelines could similarly prevent intended environmental and community outcomes.) b) recreational transit service to open space. (This is an important social determinant of health, which Metro is currently studying, and should have an opportunity to receive adequate Measure M funding.) Currently, this is only listed as an eligible expense in the Local Return section, but it should also be in these other categories that support transit service expansion.</p>

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31	Thomas Yee	LA THRIVES/ Low Income Investment Fund	Consumer	<p>Section 3: The addition of performance metrics is a good step, however the timing of the approval of metrics (as well as evaluation areas and criteria) need to be adopted in advance of the new MSP project development process, and the timeline should be specified in Section 3.</p> <p>Section 8. The Consumer perspective should be explicitly referenced in the introduction. The rationale for the contribution should include language setting forth a goal to maximize multimodal access to all transit stations in every jurisdiction.</p> <p>Section 14. The reference to Vision Zero in Section 14 (page 46) already states "Projects funded with Measure M funds, including Active Transportation 2%. should support the protection of pedestrian and bicycle safety in line with "Vision Zero" or equivalent policies. Since this is to be globally applied, it is more appropriate to be placed in either Section 1, 3, or 9 so that it is clearly a global policy goal, and not just limited to 2% ATP. In addition, in the absence of a Metro Vision Zero policy, the guidelines should allow for the development of Metro Vision Zero guidance as part of administrative and performance procedures. 25.</p> <p>pg 85 - The revision to TOC needs some additional clean-up language. The memo to the PAC refers to a "TOC manual", whereas the revised guidelines refer to the Transit Oriented Communities Program". Neither of these are discrete Metro policy documents. We recommend language that clarifies this reference, and suggest the following: "as described in Metro's Transit Oriented Communities Policy. In the absence of official Policy, jurisdictions should refer to the TOC Demonstration Program." Additionally, the revised guidelines introduce new language on page 93 requiring adherence to expend funds "for</p>	<p>Section 10. The Policy Considerations listed in Section 12, which have been revised to "shall comply with the" ATSP, Complete Streets Policy, CSPP, First/Last Mile Strategic Plan , etc, is more appropriate to be placed in Section 10 covering all of the MSP programs, and should be either moved in entirety into that section. All of the approved MSP categories would include relevant infrastructure improvements that should comply, not just the programs listed in section 12.</p>

		Commenter Name		Organization		Role on the PAC		MINOR Concern	<p>transportation purposes, as defined by these guidelines." Because TOC by definition extends the definition of traditional transportation purposes, this creates uncertainty around expending funds for TOC activities. Clarifying language should be included on either page 85 or 93 clearly stating that all TOC activities described by TOC policy (or Demonstration Program) are included in the definition of transportation purposes. Attachment D. The phrase "including performance metrics" in Section XVIII should be mirrored in other MSP sections, specifically IX-XII, XIII, XIV, XV, XVI, XVII, and XIX</p>	MAJOR CONCERN	

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
32	Jessica Meaney	Investing in Place	Consumer		<p>The revised guidelines still lack an affirmative statement that Metro's Complete Streets Policy applies to all funding programs. This leaves project sponsors and stakeholders uncertain as to which policies will apply to what projects, with differing interpretations potentially subjecting projects to administrative and political delays unless the issue is resolved. Metro's Complete Streets Policy itself is clear about its application to all projects and all programs, yet the guidelines only reference the policy under the active transportation programs, which are--by definition--in compliance with complete streets. The revised guidelines include a Metro-administered eligibility screen for all projects funded by the Multiyear Subregional Programs. This is the appropriate place for Metro to evaluate each project's compliance with its Complete Streets Policy, including the local jurisdiction mandate. The final guidelines should be revised to include this requirement unambiguously. The revised guidelines did not change the objectives for any of the highway programs. Traffic safety is still not integrated into the core purpose of investments in the street and freeway system and no specific procedures are proposed to make safety analysis a routine part of highway program administration.</p> <p>The revised guidelines continue to consider state of good repair, maintenance, and beautification projects ineligible for highway program funding, without clearly defining these terms to ensure that complete streets improvements are not inadvertently excluded. The revised guidelines continue to hold projects on city streets to the same objectives as freeway projects. The application of Metro's Complete Streets Policy to these programs remains unclear, despite these programs being the one of the primary funding programs for</p>

		Commenter Name		Organization		Role on the PAC		MINOR Concern		MAJOR CONCERN	street improvements in Los Angeles County moving forward.

	Commenter Name	Organization	Role on the PAC	MINOR Concern	MAJOR CONCERN
33	Joana Hankamer	City of West Hollywood	Jurisdiction (City or COG)	<p>The voters approved Measure M based on promoted programs and projects to be funded by the sales tax; however, many capital projects listed on the Expenditure Plan are not fully funded and many projects were also under-estimated for probable cost*. Metro is therefore urged to engage the Policy Advisory Council (PAC) in discussions about filling the funding gaps in Measure M in order to fulfil the promises of Measure M; and engage the PAC in the development of a comprehensive action plan focused on:</p> <ol style="list-style-type: none"> <li>1. updating the Expenditure Plan based on accurate cost assumptions,</li> <li>2. competing effectively and successfully in Sacramento for SB 1 funds, and</li> <li>3. accessing other non-Measure M revenue sources, including federal funds and private sector revenues</li> </ol> <p>*For example, the Northern Extension of the Crenshaw/LAX Line was assigned a project cost of \$2.3 billion in the Expenditure Plan based the shortest alignment only, thereby under-estimating all but one alternative before any study has been done to identify a locally preferred alignment. Such insufficient cost estimate assumptions in Measure M create unanticipated budget shortfalls and unrealistic expectations for projects approved by the voters in Measure M. (In 2010 Metro identified more than four possible alignments for the Northern Extension of the Crenshaw/LAX Line, varying in length between 6 and 10 miles).</p> <p>The Draft Guidelines contain many references to the necessity to leverage the revenues generated from the Measure M program. One of the significant leveraging opportunities available to Metro is the recent</p>	



		Commenter Name		Organization		Role on the PAC		MINOR Concern	<p>enactment of "The Road Repair and Accountability Act of 2017", SB 1 (Beall, Chapter 5, Statutes of 2017). The State has projected that over the next 10 years this new funding program will provide an estimated \$50.0 billion supporting both competitive and formula based transportation programs. Eligible expenditures include, among other activities, transit development, intercity rail, active transportation, local streets, freight projects, local planning, and work force development. For example, Metro has projected that approximately \$260.0 million annually will be available to Los Angeles County jurisdictions for improvements to local streets including "complete streets." One of the key objectives in pursuing SB 1 generated funds is to access the maximum of new state funds to leverage Measure M revenues and accelerate the implementation of "Shovel Ready Projects."</p>	MAJOR CONCERN	



**MEASURE M**

~~**DRAFT**~~

**FINAL**

**GUIDELINES**

## Introduction

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*On June 23, 2016, the Metro Board of Directors approved the Los Angeles County Traffic Improvement Plan Ordinance (#16-01, the “Ordinance”). This Ordinance, known as Measure M, was approved by more than 71% of voters at the November 8, 2016 general election. As a result, the projects and programs in the Expenditure Plan of the Ordinance have been approved and must now be implemented accordingly.*

*Measure M is far more comprehensive and ambitious than Measure R. The Guidelines must address all aspects of administering and overseeing Measure M. For this reason the oversight of Measure M is also more complex. The attached master guidance was prepared for a comprehensive and balanced approach for all elements of Measure M. Primary topics include: Administration and Oversight; Audits; Assessments and Amendments; Cashflow; Transit Operations and Other Designated Operational Funding; Multi-year Subregional Programs; Local Return; and State of Good Repair.*

*The success of Measure M will be built upon the diverse and committed coalition that supported its passage, and efficacy of the Measure M plan provisions as they impact our various constituencies. The Metro Board and its staff are ultimately accountable to the people of Los Angeles County. It is with this consideration, that we present these Measure M Guidelines.*

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## I. ADMINISTRATION & OVERSIGHT

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### **Evolving framework**

As master guidance, this document provides the overarching framework for the management and oversight of Measure M and its component elements. In several cases, more detailed processes and/or procedures will need to be developed for the actual administration of the program elements, and timelines for those details are noted throughout. Those detailed processes/procedures will be developed and revised ~~amended~~ separately, as required to adjust to changing circumstances over time.

The Guidelines recognize the potential cross benefits and synergies between the different funding programs and will encourage a comprehensive approach to project development and delivery to ensure maximum benefits.

### **Ordinance background**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance #16-01.

### **OVERSIGHT**

Metro staff developed a Selection Process to address the Measure M Ordinance requirements for the Independent Taxpayer Oversight Committee, comprised of seven voting members representing the following areas of expertise:

- A. A retired federal or state judge.
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews.
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Additional information is available on the Metro website.

## TIMELY USE OF FUNDS

Given the objective of Measure M to improve transportation, transit service and ease traffic congestion in the region, the timely use of funds is a foundational principle throughout these Guidelines. It is the fiscal responsibility of Metro to ensure that Measure M sales tax revenues are spent according to the requirements of the Ordinance as quickly as possible to realize the benefits of the Measure M Expenditure Plan as promised for the people of Los Angeles County.

### Project Readiness

Part of Metro's obligation to ensure timely use of Measure M funds is to define and encourage project readiness in order to move projects forward in a timely manner. Because sales tax revenues are accrued over time, the capacity to fund multiple projects and programs necessitates sequencing over multiple years. This sequencing is reflected in the project and programs lists that comprise the Measure M Expenditure Plan.

That said, individual projects will need to move forward within a managed cashflow process as outlined in the Cashflow Management section of these Guidelines. Part of that process is built on an assumption that projects or programs will obligate Measure M funds at the time they are ready to use them. As a result, "project readiness" criteria have been established for several Measure M programs, and are noted as such in the Guidelines.

~~The most direct way to incorporate **additional** acceleration to deliver projects more quickly relates to Metro's "Operation Shovel Ready," detailed in January 2016. As part of this program, Metro will aggressively move forward in bringing transit, highway and regional rail projects closer to the implementation stage. Bringing these projects to a "shovel ready" state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stages sooner rather than later. As stated in the report to the Board:~~

~~*"Operation Shovel Ready" potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel-ready state, Metro may not be able to take advantage of future, unexpected opportunities. Moving these projects closer to a shovel-ready state does not necessarily mean that they will all move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly."*~~

### Lapsing Requirements

Once funds are obligated, they need to be expended for the purposes assigned. Recipients must comply with specific lapsing requirements, like those set forth in the Local Return Guidelines. When not specifically set forth in the Guidelines, fund-lapsing rules will be adopted by the Metro Board hereafter. Processes for lapsing will also include an option for extensions

on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request. .

## PROJECT ACCELERATION

The Ordinance allows for project acceleration. As compared to projects that are delayed due to unavailable funding, environmental clearance issues, litigation, or other considerations ~~Project acceleration can be considered by the Metro Board based upon~~ may consider project acceleration ~~considerations, as compared to projects that are delayed due to funding, environmental clearance issues, litigation, or other considerations which, include~~ based on, but not limited to the following:

- Available local funding such as supplemental local sales tax ballot measure, local toll/farebox revenues or special district tax increment financing;
- Available private investment when funding assumes such P3 investment;
- Elements that determine use of available federal/state discretionary funding;
- Opportunity to combine two or more projects to achieve economy of scale and minimize impacts of multiple back-to-back construction over a long period of time;
- ; and
- Ease of property acquisition or use due to available rights-of-way and/or municipal or Metro-owned properties.

Additional acceleration, discussed hereinafter, requires the approval by 2/3 vote of the Metro Board and cannot delay any other Expenditure Plan project or program beyond the dates contained in the Expenditure Plan.

The most direct way to incorporate **additional** acceleration to deliver projects more quickly than the schedules listed in the Ordinance Attachment A relates to Metro's "Operation Shovel Ready," detailed in January 2016. As part of this program, Metro will aggressively move forward in bringing major transit and highway projects closer to the implementation stage. Bringing these projects to a "shovel-ready" state allows Metro to take advantage of potential opportunities that may develop and allow the projects to advance into the design and construction stages sooner rather than later. As stated in the report to the Board:

*"Operation Shovel Ready' potential opportunities may include those related to funding, grants, private sector participation and local community support. If these projects are not advanced to a shovel-ready state, Metro may not be able to take advantage of future, unexpected opportunities. Moving these projects closer to a shovel-ready state does not necessarily mean that they will all move immediately into the construction stage. However, they will get done sooner when funding becomes available and are ready to start quickly."*

This concept will also be used as part of these Measure M Guidelines.

## **COST CONTAINMENT POLICY FOR EXPENDITURE PLAN MAJOR PROJECTS**

It is essential that costs be managed and controlled to ensure delivery of Measure M Major Projects. It is expected that all Major Projects are managed to the approved budget and schedule within the Expenditure Plan.

The objective of the cost management policy and process is to ensure the prompt development and consideration of project cost alternatives that genuinely address the cost controls necessary to successfully deliver all Measure M transit and highway Major Projects. First and foremost is that no project will receive Measure M funds over and above the amount listed in the expenditure plan except under the following circumstances:

- A) The cost is related to inflationary pressures, and meets the requirements for the Inflation related Contingency Fund provisions provided under the Ordinance. These are addressed in the Contingency Fund Guidelines Section VII.
- B) Additional Measure M funds are provided for and consistent with amendments permitted in tandem with the Ten-Year Comprehensive Program Assessment permitted under the Ordinance. This process is addressed in the Comprehensive Program Assessment Process & Amendments Section III.
- C) Redirection of Measure M subregional funds aligned with the project's location, so long as the project satisfies all subregional program eligibilities and procedures consistent with these guidelines, and with the agreement of jurisdictions otherwise eligible for those subregional funds.

In all of these cases, a specific Metro Board action is required to address the shortfall prior to the project proceeding.

When the aforementioned processes are not appropriate or applicable, according to these Guidelines, the shortfall will then first be addressed at the project level prior to evaluation for any additional, non-Measure M resources using these methods in this order:

1. Value Engineering/Scope Reductions—these must be consistent with any prior related requirements or limitations attached to the project scope;
2. New Local Agency Funding Sources;
3. Shorter Segmentation—these must be consistent with any prior related requirements or limitations attached to the project scope;
4. Corridor Cost Reductions;
5. Subregional funding reductions from the affected subregion; and then
6. Countywide Cost Reductions.

If recommended sources involve any funds that are not from locally controlled sources, the planned reduction must conform to the priorities of the Long Range Transportation Plan (LRTP).



## **AUDIT REQUIREMENTS**

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

## **MEASURE M RECOGNITION**

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

## **SMALL BUSINESS ENTERPRISE PROGRAM**

Measure M projects and programs are encouraged to comply with the Metro Board adopted Small Business Enterprise (SBE) Program and the Prohibition against Discrimination or Preferential Treatment by State and Other Public Entities.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## II. AUDITS

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### **Annual Financial and Compliance Audit and Independent Audit Firm Solicitation**

Per the Measure M Ordinance, Metro shall contract for an annual audit, to be completed within six (6) months after the end of the fiscal year being audited, for the purpose of determining compliance by Metro with the provisions of the Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. The audit should include a determination as to whether recipients of Net Revenues allocated from these Subfunds have complied with the Ordinance and any additional guidelines developed by Metro for these Subfunds.

### **Annual Audit Workshop**

Metro will facilitate an annual collaborative audit workshop that will be attended by the selected independent audit firms and fund recipients for the purpose of providing insight into the audit process, documentation requirements and important audit due dates. The workshop will give attendees a chance to meet representatives from the CPA Firms conducting the audits, who will provide an overview of the audit process and timelines. In addition, pertinent Metro staff will provide background information on the various funding programs included in the annual audit.

### **Review of Annual Audit Results and Public Hearing**

Results of the annual financial and compliance audits will be presented to the Independent Taxpayer Oversight Committee which will make findings as to whether Metro is in compliance with the terms of the Ordinance. Such findings shall include a determination as to whether recipients of Net Revenues allocated and funds were expended for all the Subfunds (outlined in the Expenditure Plan) and have complied with this Ordinance and any additional guidelines developed by Metro. Audit results will also be available on the Independent Taxpayer Oversight Committee webpage which is linked to the Measure M website.

The Independent Taxpayer Oversight Committee will cause a summary of each audit to be available and accessible to the public (through various types of media) prior to the public hearing and upon request. The Independent Taxpayer Oversight Committee shall hold an annual public hearing to obtain the public's input on the audit results. All Independent Taxpayer Oversight Committee meetings shall be in accordance with the Ralph M. Brown Act.

### III. COMPREHENSIVE PROGRAM ASSESSMENT PROCESS & AMENDMENTS

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#### Five-Year Assessment

Commencing in calendar year 2022, and every five (5) years thereafter, the Metro Board of Directors shall adopt a Five-Year Comprehensive Program Assessment. These assessments shall be coordinated with Metro's Short Range Transportation Plan (SRTP) and/or the Long Range Transportation Plan (LRTP) and provide a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan to evaluate the performance of the overall program and make recommendations to include, but not be limited to:

- Improvements on current practices;
- Best practices; and
- Organizational changes to improve coordination.

Specific evaluation areas, performance metrics and criteria of the Five-Year Comprehensive Program Assessment will be approved by the Metro Board of Directors in consultation with the Measure M Independent Taxpayer Oversight Committee.

Prior to adoption, the Measure M Independent Taxpayer Oversight committee shall review the Five-Year Comprehensive Program Assessment and make findings and/or provide recommendations for improving the program. The results of the Committee's review shall be presented to the Metro Board of Directors as part of the adoption of the Comprehensive Program Assessment.

#### Ten-Year Assessment

Commencing in calendar year 2027, and every ten (10) years thereafter, the Metro Board of Directors shall adopt a Ten-Year Comprehensive Program Assessment. These assessments shall be coordinated with Metro's Long Range Transportation Plan (LRTP) updates, including LRTP performance metrics, and provide a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan to evaluate not only all areas of the Five-Year Comprehensive Program Assessment, but those impacting the ability to amend the Measure M Ordinance and Expenditure Plan. These evaluation areas include, but are not limited to:

- Projects/programs completed;
- Projects/programs anticipated for completion in the next ten years; and
- Changes in circumstances affecting the delivery of projects/programs within their schedules as identified in the Measure M Expenditure Plan.

Specific evaluation areas, performance indicators for project delivery, and criteria of the Ten-Year Comprehensive Program Assessment will be developed by the Metro Board of Directors

through the Long Range Transportation Plan in consultation with the Measure M Independent Taxpayer Oversight Committee.

### Amendment Opportunities

As part of its approval of the Ten-Year Comprehensive Program Assessment the Metro Board of Directors may adopt amendments to the Measure M Ordinance and Expenditure Plan to: (1) add Major Projects and/or Multi-Year Subregional Programs; (2) transfer funds between capital project/program subfunds; and (3) change subregional boundaries (limited to no earlier than 2047 by the Measure M Ordinance). The Measure M Independent Taxpayer Oversight Committee shall review and provide comment on the assessment to the Metro Board of Directors. Prior to action on any amendment the Metro Board of Directors shall hold a public meeting on proposed amendments. Notice of the public meeting shall be provided at least 60 days in advance of the meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall include a copy of the proposed amendments. All amendments must be passed by a 2/3 vote of the Metro Board of Directors.

1. Add Major Projects and/or Multi-Year Subregional Programs – “Expenditure Plan Major Projects” and “Multi-Year Subregional Programs” may be added to the Expenditure Plan provided that such additions do not delay the “Groundbreaking Start Date,” “Expected Opening Date,” or amount of “Measure M Funding 2015\$” of any other “Expenditure Plan Major Projects” or “Multi-Year Subregional Program.” Changes in circumstances affecting the delivery of projects/programs will be evaluated through the Ten-Year Comprehensive Program Assessment to confirm and update actual project delivery schedules.
2. Transfer Funds Between Capital Project/Program Subfunds – The Metro Board of Directors may adopt an amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. The Metro Board of Directors shall not adopt any amendment to the Measure M Ordinance or Expenditure Plan that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund.
3. Change Subregional Boundaries – Not sooner than 2047, the Metro Board of Directors may amend the boundaries of the subregional planning areas as identified in Attachment B of the Measure M Ordinance.

#### IV. MAJOR PROJECT ACCELERATION AMENDMENTS

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The Metro Board of Directors may consider an amendment of the “Schedule of Funds Available” to accelerate an “Expenditure Plan Major Project” at any time over the Measure M program provided that such amendment shall not:

- Reduce the amount of funds assigned to any other project or program as shown in the “Measure M Funding 2015\$” column of the Measure M Expenditure Plan;
- Delay the “Schedule of Funds Available” for any other project or program; or
- Negatively impact Metro ability to meet FTA requirements for maintaining existing service levels.

Acceleration is defined as advancing major projects ahead of the identified “Groundbreaking Start Date” identified in the Measure M Expenditure Plan. Acceleration of projects may be triggered by events including, but not limited to:

- Unsolicited proposals from the private sector deemed to have technical or financial merit;
- Changes in technology that reduce project costs and improves project delivery;
- Unforeseen state and/or federal funding opportunities; and
- Unanticipated, unmitigated, and unavoidable delays in other project/program delivery schedules.

The Metro Board of Directors shall perform an assessment of any major project acceleration proposal, including financial feasibility and other performance metrics. Major projects proposed for acceleration can be considered “Shovel Ready” such that they:

- Have attained all required state and federal environmental clearances as applicable; and
- Have attained 30% design plans if to be delivered under design-build procurement; or
- Have attained 100% design plans, permits essential to begin construction, and all right-of-way clearances\* if to be delivered under design-bid-build procurement; or
- Have a full funding plan, including an appropriate contingency, of committed/reasonably assumed funds consistent with the proposed acceleration schedule.

\*Right-of-way clearance includes right-of-way work-arounds during construction as certified by the California Department of Transportation.

Changes in circumstances affecting the delivery of other projects/programs will be evaluated through the Ten-year Comprehensive Program Assessment to confirm and update actual project delivery schedules.

The Measure M Independent Taxpayer Oversight Committee shall review and provide comment on the Ten-year Comprehensive Program Assessment to the Metro Board of Directors. Prior to action on any amendment the Metro Board of Directors shall hold a public meeting on proposed amendments. Notice of the public meeting shall be provided at least 60 days in advance of the meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall include a copy of the proposed amendments. All amendments must be passed by a 2/3 vote of the Metro Board of Directors.

### **General Amendments**

The Metro Board of Directors shall develop procedures for general amendments to the Measure M Ordinance and Expenditure Plan in consultation with the Measure M Independent Taxpayer Oversight Committee, and will be included as an addendum to these Guidelines within one year of adoption of these Guidelines. The procedures will cover all other areas of amendments beyond those identified in the 2017 Measure M Guidelines and be added to the 2017 Measure M Guidelines by adoption of the Metro Board of Directors. These areas include, but are not limited to:

- Timing of amendments;
- Exclusions – Ordinance provisions that cannot be amended without vote of the public;
- Exceptions – Ordinance provisions that change without amendment requirements; and
- Metro Board action requirements, including public outreach and Measure M Independent Taxpayer Oversight Committee involvement.

## V. DEBT POLICY

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### **INTRODUCTION**

In April 2015, the Metro Board adopted Metro's Debt Policy, incorporating affordability policy limits, types of financing products, structural features and the debt issuance process at Metro. This policy covers local sales taxes and debt related to Proposition A, Proposition C, and Measure R.

### **PROGRAM OBJECTIVES**

The guidelines for Measure M debt will be included in the next iteration of Metro's Debt Policy which is scheduled for 2017. Once completed, the 2017 Metro Debt Policy will provide formal guidance for debt issuance under Measure M.

### **PROGRAM AMOUNT AND ALLOCATION PERIOD**

The debt guidelines and affordability targets for Measure M will be developed by Finance/Treasury with input from Planning as part of the 2017 update for the Metro Debt Policy and various guidelines related to Measure M. Debt issued will determine cashflow priorities according to bond covenant requirements. No language set forth in these Guidelines is meant to circumvent bond obligations related to these funds.

### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how funds associated with the Measure M debt are contributing to accomplishing the program objectives.

### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable federal, state and local laws. Metro will retain all documents and records related to this program and the use of funds according to Metro's records and disposition policies in force at the time of the debt issuance.

### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors, including by adoption of future revisions to Metro's Debt Policy.

## VI. CASHFLOW MANAGEMENT

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### INTRODUCTION

The purpose of the Cashflow Management Guidelines is to identify the forecasted five-year cashflow availability and needs for operating and capital uses on an annual basis. ~~This will be done through the Transportation Finance Plan (TFP) Model, originally developed to support the LRTP and SRTP.~~ The annual needs for all operating and capital uses are determined in coordination with the Metro Office of Management and Budget, Metro Program Management and Construction, Caltrans, and other project sponsors and service providers as appropriate. The TFP model is Cashflow determinations will consider a comprehensive forecast for the duration of the Long Range Transportation Plan period. ~~This model forecasts all revenue sources available to Metro needed to finance the costs of operating and maintaining the transit system, as well as the capital program and project commitments made over that period, including all voter approved expenditure plans. The TFP directly supports and satisfies the analytical requirements imposed by the Federal Transit Administration for full funding grant agreements. It also supports the Southern California Association of Governments (SCAG) Regional Transportation Plan and similar requirements from the State of California.~~

### PROGRAM OBJECTIVES

On an annual basis, Metro will develop a five-year forecast to identify how much revenue will be generated from Measure M tax receipts. Measure M receipts can be calculated for funding Transit Operating & Maintenance, and the Local Return/Regional Rail subfund as a percentage of this revenue number, net of administration (1.5%). Surplus or deficit amounts will be adjusted based on financial year actual receipts as reported in Metro's Comprehensive Annual Financial Report (CAFR). Cashflow needs for the project and program purposes included within the Transit and Highway Capital Subfunds defined in the Ordinance programs will be forecast identified in the Long Range Transportation Plan, Program Management Plan, Annual Budget, or other appropriate processes. ~~Cashflow in the TFP Model, and~~ may include funding from other local, state, federal sources, including revenue from debt issuance instruments.

### PROGRAM AMOUNT AND ALLOCATION PERIOD

~~The TFP Model outputs identify annual programmed funding for the LRTP period, as defined above.~~ Cashflow will be identified to fund these projects and programs within those capacities after allocations to the Transit Operating & Maintenance, and the Local Return/Regional Rail subfunds, per the Ordinance. All Highway and Transit Capital projects and programs will be funded based on the schedules established in the Measure M Expenditure Plan as supported by the Program Management Plan and Ten-Year Capital and annual Metro budget processes. If Measure M cash receipts for capital projects or programs are insufficient based on the annual receipts then bond proceeds may be used to maintain the schedule set forth in the Expenditure Plan. If bond proceeds are insufficient to maintain the Expenditure Plan schedule, then other local, state, and federal funding may be programmed for project completion ~~in the TFP Model.~~ The Expected Opening Date identified in the Expenditure Plan



represents the first year of a three-year window, so Measure M funding may extend beyond the Expected Opening Date.

### **ALLOCATION METHODOLOGY**

Shortages in the cashflows will need to be addressed by borrowing (i.e., debt issuance) or delaying capital projects to later in their three-year opening date range permitted by the Ordinance. Other cashflow shortages will be addressed at the project level and will require Board approval as appropriate. Surpluses in the cashflow profile may be used to fund the Highway and Transit Contingency subfund or any other uses permitted by the Ordinance, and consistent with the TFP Model forecast developed for use with the LRTP and other long-term capital planning needs.

### **RESERVE/CARRYOVER REQUIREMENTS**

Given the objective of the program to identify cashflow needs, Metro encourages capital projects to draw down these funds in a timely manner for transportation improvements and services for the traveling public. However, Metro may reserve or carryover any excess surplus to the next fiscal year, provided such carryover is coordinated and consistent ~~with the TFP Model,~~ with the purposes of achieving its Long Range Transportation Plan goals.

### **ADVANCING MULTI-YEAR SUBREGIONAL PROGRAM PROJECTS WITH LOCAL FUNDS**

One of the major challenges in accessing the Multi-Year Subregional Measure M funding is that the Measure M Expenditure Plan identifies the availability of these funds (“Groundbreaking Start Date”) broadly over the first 40 years. Across all nine subregions, there are 45 Multi-Year Subregional Programs covering multiple categories/modes of transportation investments. In many cases the “Groundbreaking Start Date” and “Expected Opening Dates” stretch from 2018 to 2057; and the “Groundbreaking Start Date” can vary from as early as fiscal year 2018 to as late as fiscal year 2048.

Multi-Year Subregional projects will be identified in a five year plan, pursuant to Section IX. At the start of each year included in the 5 year plan, Metro will request notice from Multi-Year Subregional Program (MSP) project sponsors seeking funding to identify project readiness together with funding requests, no less than four months prior to the beginning of each Metro fiscal year. When notice is not provided, project sponsors will be “subject to a first-come, first-served” fund availability requirement within each fiscal year.

However, where funds may not yet be available, and to support the immediate delivery of high priority projects within the Multi-Year Subregional Programs, the Metro Board of Directors will consider various tools to promote delivery of these projects as quickly as possible, including, but not limited to subregional requests for a Letter of No Prejudice (LONP), allowing the local project sponsor to move forward with the delivery of the project using other local funds while requesting eligibility for future reimbursement of Measure M funds when such funding is available.

Another available tool will allow subregional project sponsors to elect to borrow from one MSP fund amount to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires Metro Board approval and consent by the affected subregion(s). The process for this, as well as the process for requesting funds will be developed within ~~one year~~ six months of the adoption of these Guidelines. The process will include criteria for resolving conflicting requests for funding in any given fiscal year.

### **REPORTING REQUIREMENTS**

Metro will provide as needed reports to the Measure M Independent Taxpayer Oversight Committee describing how cashflow management is contributing to accomplishing the overall program objectives. Measure M funds may be used to supplement existing state, federal and local transit funds in order to maintain the provision of the existing highway and transit services in the event of a current or projected funding shortfall.

### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## VII. CONTINGENCY SUBFUNDS

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### INTRODUCTION

The Measure M contingency subfunds are established to help identify resources necessary to accommodate the requirements of the Transit and Highway Contingency Subfunds as identified in the Measure M Ordinance. Specifically, the Ordinance states:

**Section 7 (2) A:**

*Metro may expend funds from the Contingency Subfunds for inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure M Funding 2015\$" column has been expended prior to the first day of Fiscal Year 2027. Such expenditures shall be deducted from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount of inflation since 2015 as determined by an index selected by the Metro Board of Directors.*

### PROGRAM OBJECTIVES

The contingency subfund is designed to allow greater funding flexibility for projects that are programmed later in the Expenditure Plan (i.e., after FY2026). Qualifying Major Projects have a super-majority (more than 2/3) of their funding programmed after FY2026 and Multi-Year Programs that extend past FY2026. The post FY2026 Projects and Programs can use contingency funds to help pay for cost increases due to inflation. The Cashflow Management guidance in Section VI provides additional details regarding the methodology for determining how much money should be set aside for the contingency subfund each year.

### PROGRAM AMOUNT AND ALLOCATION PERIOD

~~Projects that occur in the first 10 years are to be identified in the Transportation Finance Plan (TFP) Model. The TFP Model with annual updates and five year forecasts will be used to make contingency fund eligibility determinations described herein.~~ The Expenditure Plan identifies the following Major Projects that may be eligible for contingency funding in the first 10 years, in so far as their projected Measure M funding needs in the first 10 years are equivalent to 1/3 or less of the amounts listed in the Expenditure Plan:

#### Major Projects

- SR-57/SR-60 Interchange Improvements
- Green Line Extension to Crenshaw Boulevard in Torrance

- I-710 South Corridor Project (Phase 1)
- I-105 Express Lane from I-405 to I-605
- Sepulveda Pass Transit Corridor (Phase 2)

For the first 10 years of Measure M, projects eligible for contingency will be reassessed with annual cashflow forecasts and as part of the five-year assessments~~updates of the TFP Model~~.

All other Major Projects are eligible for contingency funds based on the Schedule of Funds Available timeline identified in the Expenditure Plan. Major Projects that are accelerated for any reason may risk access to the contingency funds if more than 2/3 of the project funding is advanced prior to FY2027.

### **Multi-Year Programs**

Projects funded from All Multi-Year Programs in the Expenditure Plan are eligible for contingency funds starting in FY2027. Exceptions include: (1) Street Car and Circulator Projects; (2) North San Fernando Valley Bus Rapid Transit Improvements; and (3) Countywide BRT Projects Phase 1, since their programming allocations end prior to FY2027 as identified in the Expenditure Plan. Within the Contingency Subfunds no money is available for inflation until after FY2026 at which time funds for inflation may be available. Metro Planning and Finance staff will identify the escalation amount associated with construction costs annually using an index which is to be approved by the Metro Board of Directors. The Expenditure Plan identifies the following Multi-Year Programs whose projects may be eligible for contingency funding in the first 10 years:

### **Multi-Year Programs**

- Metro Active Transportation, Transit 1st/Last Mile Program
- Visionary Project Seed Funding
- Street Car and Circulator Projects
- Transportation System and Mobility Improvement Projects
- Active Transportation 1st/Last Mile Connections Program
- Active Transportation Program (nc)
- Active Transportation Program (Including Greenway Projects)
- Active Transportation, 1st/Last Mile, & Mobility Hubs
- Active Transportation, Transit, and Technology Program
- Highway Efficiency Program
- Bus System Improvement Program
- First/Last Mile and Complete Streets
- Highway Demand Based Program (HOV Extention & Connection)
- I-605 Corridor "Hot Spot" Interchange Improvements
- Modal Connectivity and Complete Streets Projects
- South Bay Highway Operational Improvements
- Transit Program (nc)

- Transit Projects (av)
- Transportation System and Mobility Improvement Program

~~Note: Additional projects funded from these multi-year programs that draw down funds in advance of 2027 will not be eligible to utilize contingency funds.~~

#### **RESERVE/CARRYOVER REQUIREMENTS**

Given the objective of the program to address capital needs, Metro intends to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year or to pay down other debts related to Measure M project delivery.

#### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Contingency Funds are contributing to accomplishing the program objectives.

#### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws.

#### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors. Details about how these Contingency Subfund accounts will be created and accessed will be further developed and adopted within one year of the adoption of these Guidelines.

## VIII. 3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

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### INTRODUCTION

The Measure M Ordinance includes a provision for 3% local contribution to major rail transit capital projects. The rationale for the contribution is that local communities with a ~~fixed guideway~~ rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to the County as a whole. Countywide, the 3% local funding contribution represents approximately \$1 billion in funding to support the project delivery identified in the Expenditure Plan. The 3% local funding contribution is a critical element of a full funding plan for these rail transit projects. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro, and a default penalty if such an agreement cannot be reached. The agreements shall be in accordance with these guidelines.

### PROGRAM METHODOLOGY

The Ordinance calculates the local contribution based on the centerline track miles within a local jurisdiction with a new station in those jurisdictions. These guidelines reflect the nexus between mobility benefits provided to a jurisdiction based on the location and proximity of a new station. The local contribution will be calculated by dividing 3% of the project's total cost, estimated after the conclusion of ~~preliminary engineering (30% plans)~~ thirty percent (30%) of final design, by the number of new rail stations constructed on the line. For purposes of this section, determination of the local jurisdiction borders will be a new station located within one-half mile of the jurisdiction. Building on the Metro Board adopted First/Last Mile policy in 2016, which defines the "walk-shed" around each station as a half-mile radius, the 3% local contribution requirement will be proportionately shared by all local agencies based upon the local agency's land area within a one-half mile radius of a new station. Other arrangements agreed upon by every local jurisdiction in a project corridor with a local contribution obligation are also acceptable, provided that the total of all jurisdictions' contributions equals 3% of the estimated project cost. A list of jurisdictions that may be affected, subject to changes determined by the environmental process, is included as Appendix A.

An agreement approved by both Metro and the governing body of the jurisdiction shall specify the total project cost as determined at the conclusion of ~~preliminary engineering (30% plans)~~ thirty percent (30%) of final design, the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases. ~~The jurisdiction may request a betterment for a project. The jurisdiction, however, shall incur the full cost of any such betterment without credit towards the required 3% local contribution. A betterment is defined as a change that will improve the level of service and/or capacity, capability, appearance, efficiency or function over that which is required by the Metro Design Criteria and the environmental document at the time the project is advertised for any construction related bid. This definition can be revised by the Metro Board through revisions to these Guidelines.~~

## Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from non-Metro competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. In-kind contributions eligible to satisfy 3% local contribution include, but not limited to, project specific right-of-way and waiver of permitting fees, local agency staff time (incurred and forecast) if, those costs are specifically included calculated in the project cost and contribution amount by the conclusion of thirty percent (30%) of final design.

## Betterments

Betterments are defined consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects ( October 2013). A “betterment” is defined “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction’s eligible contribution. However, they may be included in the project scope if carried at the jurisdiction’s expense.

## Active Transportation Capital Improvement Contributions

These guidelines reflect provisions adopted by the Board that allow for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile investments that are included in the project scope and cost estimate at the conclusion of ~~preliminary engineering (30% plans)~~ thirty percent (30%) of final design. All local first/last improvements must be consistent with station area plans that will be developed by Metro in coordination with the affected jurisdiction(s). The criteria for local first/last mile investments for first/last mile contributions are being developed by Metro, specifically to carry out integration of first/last mile within transit capital projects. First/Last mile improvements consistent with this section and included in project scope at conclusion of 30% of final design will not be considered “betterments” for the purposes of these Guidelines, and are eligible for local contribution obligations.

## Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of ~~preliminary engineering (30% plans)~~ thirty percent (30%) of

final design. Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of ~~preliminary engineering (30% plans)~~ thirty percent (30%) of final design. Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board at the completion of thirty percent (30%) of final design ~~30% engineering.~~

Contributions for calculations assigned to the County of Los Angeles are to be determined by the County; this may include assignment of this obligation to the Supervisorial District in which the project is located.

#### Opt-Out Option

Metro will withhold up to 15 years of Measure M Local Return Funds for local agencies that fail to reach a timely agreement with Metro on their 3% contribution prior to the award of any contract authorizing construction of the project within the borders of that jurisdiction. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. In some cases, principally in smaller cities, the default withholding of 15 years of local return from only Measure M Local Return Funds will be less than a formal 3% contribution. In these cases, the cities which default on making their full 3% contribution will suffer no further impact.

#### **AUDIT REQUIREMENTS**

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

#### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

#### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.



## IX. MULTI-YEAR SUBREGIONAL PROGRAMS

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### INTRODUCTION

Multi-Year Subregional Programs are included in Measure M on page 3 of Attachment A, known as the Expenditure Plan. Measure M requires Guidelines for the Multi-Year Subregional Programs (MSP), including definitions for specific types of these projects, pursuant to Section 7c of the Ordinance. Projects submitted for these programs are subject to these definitions, which are provided in these Guidelines. All of the Multi-Year Subregional Program funds are limited to capital projects.

### READINESS

~~Given the objective of the Measure M to improve transportation, transit service and ease traffic congestion in the region, the timely use of funds is a foundational principle throughout these Guidelines. As previously stated, it is the fiscal responsibility of Metro to ensure that the taxpayer funds are spent according to the requirements of the Ordinance, but also as quickly as possible to realize the benefits of the Measure M Expenditure Plan as promised for the people of Los Angeles County.~~

~~The Timely Use of Funds principle also applies to the Multi-Year Subregional Programs, where amounts vary over a series of years, depending on sequencing in the Expenditure Plan. They are subject to Measure M Cashflow parameters, and require establishing project readiness to be able to access program funds. In general, project funds can be requested for pre-construction and construction phase of a project. Criteria that will indicate project readiness include:~~

~~For both the pre-construction and construction phase:~~

- ~~○ Project Location/Physical limits – enumeration of the exact intersections, street or other appropriate locations in which work will be performed. The pre-construction phase may include exploratory examinations of such, if applicable and appropriate.~~
- ~~○ Project description – description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and identification of the relevant parties or jurisdictions involved in the project.~~
- ~~○ Funding plan – funds to complete the project including phases that will be funded by Measure M funds and those that will be funded by any other fund sources to complete the project.~~
- ~~○ Community/Council Support – Inclusion in a current local agency adopted CIP or equivalent. Documentation must be provided.~~

For the Construction Phase, the following additional criteria will also apply:

- ~~○ Have attained all required state and federal environmental clearances as applicable; and~~
- ~~○ Have attained 30% design plans if to be delivered under design-build procurement; or~~
- ~~○ Have attained 100% design plans, permits essential to begin construction, and all right-of-way clearances\* if to be delivered under design-bid-build procurement; or~~
- ~~○ Schedule – list of phases completed, and proposed schedule for funded phases.~~

~~Procedures for determining project readiness will be established within one year of the adoption of these Guidelines. Procedures will include a requirement that project sponsors notify Metro by last day of February of each year of the amount of Measure M subregional funding they plan to use, by project, in the subsequent fiscal year, which for Metro begins July 1 each year. When notice is not provided, fund availability will be on a first-come, first-served basis in the subsequent fiscal year.~~

#### **USE OF MEASURE M FUNDS**

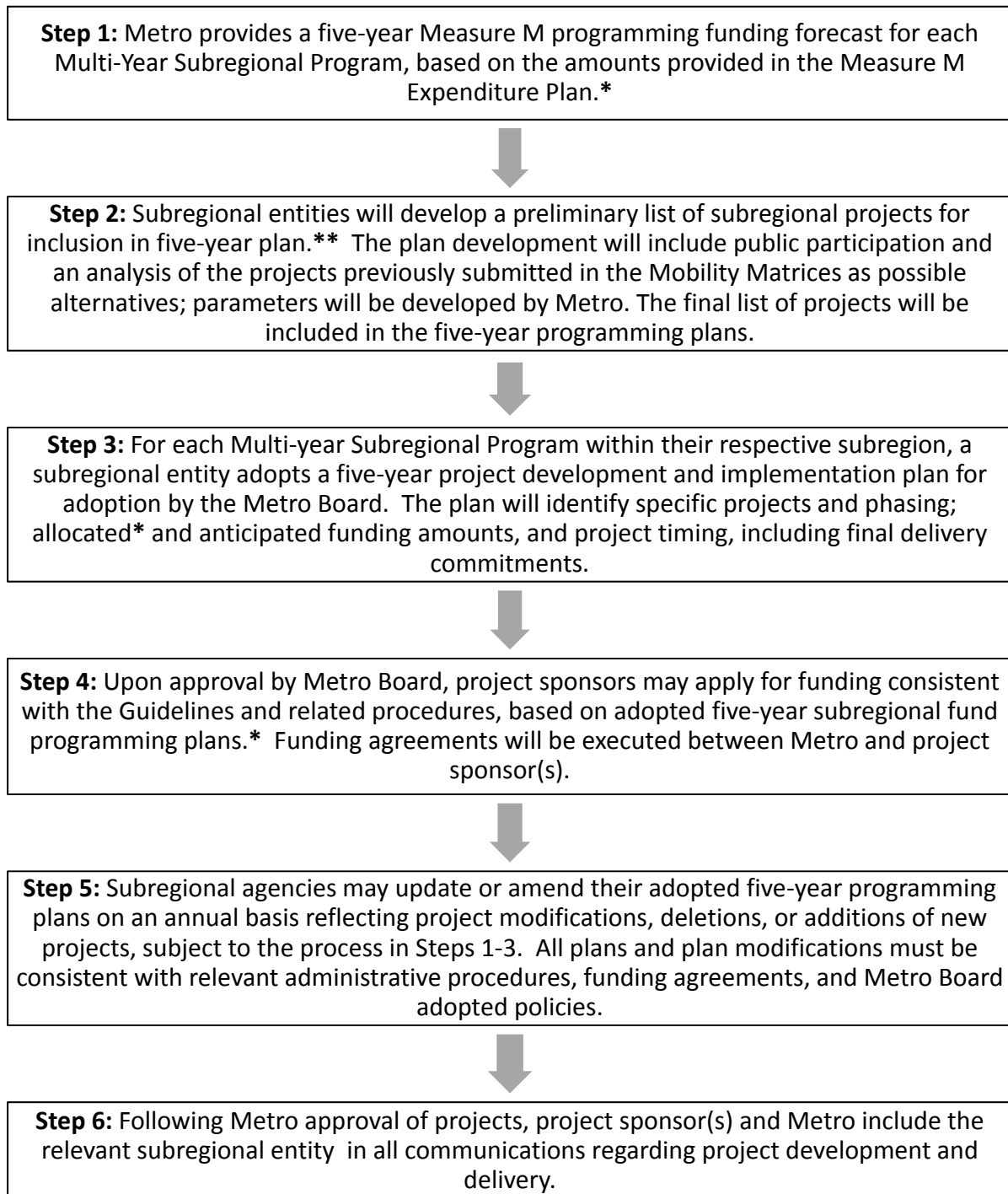
~~The subregional funds within the MSP are subject to the cashflow parameters within these Guidelines. Per the Cashflow provisions in Section \_\_\_\_, Metro Board will consider tools that allow for expediting projects within and among subregional programs. Subregional project sponsors can elect to borrow from one MSP fund amount to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires approval from Metro and the affected subregion(s).~~

The Multi-year Subregional Programs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M. Those projects submitted to the Mobility Matrix process are still ~~considered~~ foundational considerations to the Multi-year Subregional Program. Specifically, the projects submitted to the Mobility Matrices are eligible, and the subregions or jurisdictions within the subregions are considered eligible project sponsors. MSP funds can be used to supplement Local Return allocations to support smaller cities subject to the eligibility, process, and availability of funds as described hereafter.

#### **Process**

Unless otherwise indicated in these Guidelines, any Multi-year Subregional Program not coded “SC” in Measure M on page 3 of the Expenditure Plan will go through a subregional program development process. The administrative and procedural details for the process will be developed within six months of the adoption of these Guidelines, and will be included with other MSP administrative requirements, including “Readiness” detailed hereafter. However, generally, the development process will follow the steps provided in the following table:

**Table IX: Multi-Year Subregional Program (MSP) Project Development Process**



*\*Actual funds disbursement will be based on cashflow policy in the Guidelines. Fund estimates may be adjusted annually by Metro for accuracy. \*\* Coordination with Metro staff is required to ensure project eligibility in each category. Administrative review procedures will be developed specific to each MSP program area (e.g., Highways, Active Transportation, Transit, etc.), to include plan requirements and eligible use of funds within each MSP program area.*

The plans will:

- Build on prior Mobility Matrix projects as a foundation; with provisions to reconsider the relevance and performance of existing Matrix projects, and the addition of new ones;
- Include meaningful public outreach, which is essential to the success of Multi-year Subregional program development; Metro will develop baseline parameters for effective community engagement; and
- Be adopted by the Metro Board, with provisions for periodic updates/modifications.

Resources to support the steps listed in Table IX can be drawn from MSP funds, not to exceed 0.5% of the amounts for any single year determined in Step 1 of Table IX. Any additional resources to support the steps in Table IX must be drawn from resources under the control of the subregion or its constituent cities.

### **Supplemental Funds Requirements**

If project sponsors are able to fully fund use the Multi-Year Subregional Program funds for projects identified in their 5 year plans, consistent with procedures established within these Guidelines a Mobility Matrix project that is within the available planned funding, and matches the definitions within these Guidelines, then with MSP funds, the project sponsor may proceed to request disbursement of those funds with the project. However, if the project requires supplemental Metro support or funding, including Metro staff resources, then the project must comply with all requirements attached to Metro-sponsored or controlled fund sources and policies, as appropriate. For example, if a project using Measure M subregional funds is matched with discretionary fund programs managed by Metro, the project is subject to all evaluation criteria, reporting requirements or other provisions of that discretionary program. This includes any Metro-sponsored Measure M programs identified in these Guidelines (coded as "SC"), as set forth herein. There is no minimal amount of additional Metro investment that would prevent additional Measure M policy requirements. The only exception to this rule is use of Local Return funding from Measures A, C, R or M. Once the Metro supplemental funding request is made, staff will notify project sponsors of policy implications.

As an example an illustration, subregional Active Transportation Programs projects that would request supplemental funds from a Metro managed ATP eligible funding source would need to be consistent with board-adopted/approved policies in mobility, accessibility, safety, community, and sustainability. These include:

- Complete Streets Policy
- Active Transportation Strategic Plan (ATSP)
- First/Last Mile Strategic Plan (FLMSP)
- Urban Greening Plan

Projects and programs utilizing additional assistance or funding are encouraged to comply with the Metro Board adopted Small Business Enterprise (SBE) Program and the Prohibition against Discrimination or Preferential Treatment by State and Other Public Entities.

## **READINESS**

The merits and priority of any project funded by the Multi-year Subregional Program funds not coded “sc” will be determined by the process outlined in Table IX. However, the timing of the actual availability of funds will be determined based on project readiness. The Timely Use of Funds principle applies to the Multi-Year Subregional Programs, where amounts vary over a series of years, depending on sequencing in the Expenditure Plan. They are subject to Measure M Cashflow parameters, and require establishing project readiness to be able to access program funds.

Project readiness will apply to separate phases of a project. Readiness thresholds will be determined for planning, environmental, right of way, and construction, and will be defined as appropriate for each funding category (i.e., Highway, Transit, Active Transportation, etc.). Administrative procedures for determining project readiness will be established within six months of the adoption of these Guidelines.

## **PROGRAM MANAGEMENT CONSIDERATIONS**

The subregional funds within the MSP are subject to the cashflow parameters within these Guidelines. Procedures will include a requirement that project sponsors notify Metro by last day of February of each year of the amount of Measure M subregional funding they plan to use, by project, in the subsequent fiscal year, which for Metro begins July 1 each year. When notice is not provided, fund availability will be on a first-come, first-served basis in the subsequent fiscal year.

Per the Cashflow provisions in Section VI, Metro Board will consider tools that allow for expediting projects within and among subregional programs. Subregional project sponsors can elect to borrow from one MSP fund amount to accelerate a project in another MSP fund of a different type that may not be available until a later year. This type of inter-program borrowing within the MSP requires approval from Metro and the affected subregion(s).

All MSP program areas are subject to the following requirements: Audit(s); Measure M Recognition; Reporting; and Revision of Program Guidelines.

## **AUDIT REQUIREMENTS**

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

## **MEASURE M RECOGNITION**

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, signs at projects sites and/or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

## **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors at any time.

## X. MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

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~~Multi-Year Highway Subfund Program categories of The Measure M Ordinance under Section 7.c. (Page 13, Lines 13 through 24), identified in the Expenditure Plan (Attachment A to the Ordinance), directs the Metro Board of Directors to “adopt guidelines regarding Multi-Year Subregional Programs identified in Attachment A.” Pertinant to the purposes attached to the Highway Subfund, this section provides detailed definitions for the categories below: The guidelines shall, at a minimum, specify definitions.” for the categories below~~

Highway Subfund Program	Subregion
Highway Efficiency and Operational Improvements	AV, SG, LVM NC, SB
Highway Demand-Based programs (such as HOV connections/extensions)	SG
Multi-Modal Connectivity Projects	AV
Freeway Interchange Improvements	CC
Arterial Street Improvements	NC
Transportation System and Mobility Improvements	SB

~~Detailed definitions are provided in this section. There are several overlapping themes within the Multi-Year Subregional Programs (MSP) and individual projects are not defined in the Ordinance. The Guidelines assign a uniform eligible project definition when applicable to MSP programs with consistent or similar themes. The following activities will need to be undertaken to better define the scope and schedule of future Measure M projects, and must be incorporated into the 5 year plan detailed in Section IX:~~

~~**Pre-construction activities** such as preliminary studies, project initiation documents, environmental clearance, design and right of way, to define the purpose and need, project limits and actual total project cost. In the case of highway projects, preliminary/planning studies are limited to development of Project Initiation Documents (PID) for focused projects with the intent to complete the subsequent phases: PAED, PS&E, and complete construction.~~

~~**Construction-activities** derived from completed pre-construction activities. In many cases, total project costs will not be covered by the allocated multi-year subregional program amounts. There may also be insufficient financial resources identified in the expenditure plan to fund all the needs of the proposed subregional improvements. It is expected that local jurisdictions will contribute to total project costs.~~

~~Subfunds can be used for both pre-construction and construction activities. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Section IX, and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.~~

### **Submittal, review, and approval of projects**

All MSP projects (not coded “sc” in the Ordinance Attachment A) funded from the Highway Subfund must be included in the 5 year plans to be developed under the process in Section IX.

In order to conform to project readiness requirements under the Timely Use of Funds provisions of these Guidelines, information will be sought in the following areas prior to programming funds from the Highway Subfund.

- Project sponsor must define the following:
  - Project Location/Physical limits - enumeration of the exact intersections, street or other appropriate locations in which work will be performed.
  - Project description - description of deficiency or issue the project will address, including work to be performed, existing constraints to be addressed and what relevant parties or jurisdictions will be involved in the project.
  - Funding plan – funds to complete the project include phases that will be funded by Measure M funds and those that will be funded by any other fund sources to complete the project.
  - Community/Council Support – Inclusion in a current local agency-adopted CIP or equivalent. Documentation must be provided.
  - Schedule – list of phases completed, and proposed schedule for funded phases.
- ~~Project must have been included on the subregions mobility matrix ; or~~
- ~~If not included on the Mobility Matrix, council of government must adopt the project as a subregional project eligible for Measure M funding;~~
- Metro will review the project application and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities.

A. “Highway Efficiency and Operational Improvements” definition:

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways, which achieve these same objectives, within one mile of a State Highway, are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Section IX, and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

#### **Example of Eligible Projects:**

- System and local interchange modifications
- Ramp modifications/improvements



- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements on a State Conventional Highway or within one mile of a state highway
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements that reduce incident delay
- Freeway bypass/freeway to freeway connections facilitating providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes

B. “Highway Demand-Based programs” definition:

Highway Demand-Based programs (such as HOV connections/extensions) include managed-lane projects, which once implemented, would improve regional mobility and enhance safety on the Freeway system. Managed lane projects include high-occupancy vehicle (HOV) lanes, access control or special use lanes, direct access ramps, and high occupancy toll (HOT) lanes, Active Traffic Management (ATM) projects such as Dynamic Lane Control, Hard Shoulder Running, Junction Control, Queue Warning, and related strategies as defined by FHWA. “Managed lanes” are defined as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changes in traffic/demand conditions. Managed-lane projects should provide motorist with viable travel options/solutions for mobility improvements through managed lanes concepts in congested corridors. Highway subfunds are eligible for pre-construction and construction related work project phases as referenced in Section IX, and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. ~~upon demonstrated completion of pre-construction activities.~~ State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

**Example of Eligible Projects:**

- Freeway-to-freeway HOV/HOT lane connectors
- Extension of HOV lanes on interstates or state freeways
- Access control of exit and entry points
- Grade-separated ramps
- Conversion of HOV lanes to HOT lanes

C. “Multi-Modal connectivity” definition:

Multi-Modal connectivity projects include those projects, which upon implementation, would improve regional mobility, network performance, provide network connections, reduce congestion, queuing or user conflicts and encourage ridesharing. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed

safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restriction outlines under “Pre-Construction Activities” title under Readiness in Section IX. ~~upon demonstrated completion of pre-construction activities~~ State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

**Example of Eligible Projects:**

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- New mode and access accommodations

D. “Freeway Interchange Improvements” definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility, system performance, enhance safety by reducing conflicts, improve traffic flow, trip reliability, travel times, and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives, within one mile of the State Highway, are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restriction outlines under “Pre-Construction Activities” title under Readiness in Section IX. ~~upon demonstrated completion of pre-construction activities.~~ State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

**Example of Eligible Projects:**

- Interchange modification/improvements
- Ramp modifications
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- ~~Two way left turn or right turn lanes~~
- ~~Intersection and street widening~~
- Turnouts
- Shoulder widening/improvements
- Safety improvements that reduce incident delay

E. “Arterial Street Improvements” definition:

Arterial Street improvements include those projects, which upon implemented, would improve regional mobility, system performance, enhance safety by reducing conflicts, improve traffic flow, trip reliability, travel times, and reduce recurring congestion and operational deficiencies. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s),

accommodates trips entering exiting the jurisdiction, serves intra-area travel) and adopted in the City's general plan. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restriction outlines under "Pre-Construction Activities" title under Readiness in Section IX. ~~upon demonstrated completion of pre-construction activities.~~ State of good repair, maintenance improvements and/or beautification projects are not eligible for Highway subfunds.

**Example of Eligible Projects:**

- Intersection or street widening
- Two-way left-turn or right turn lanes
- Curve Sight distance corrections/improve alignment
- ~~Two-way left turn or right turn lanes~~
- Turnouts
- Safety improvements that reduce incident delay
- Network connectivity multiple modes

F. **"Transportation System and Mobility Improvements"**

Transportation System and Mobility Improvements include those projects that once implemented, would improve regional mobility, enhance trip reliability, system performance, and network connectivity between modes, reduce user conflicts, and encourage ridesharing. Projects must be located on a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering exiting the jurisdiction, serves intra-area travel) and adopted in the City's general plan. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Section IX, and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds.

Additional definitions required by the Ordinance for the Guidelines include:

**Safe routes to schools:** Projects that remove the barriers that currently prevent children from walking or bicycling to school. Those barriers include, but are not limited to, lack of infrastructure (sidewalks, safe passageways), unsafe infrastructure, lack of crosswalks, lack of signalized intersections at or near schools that would provide for safe crossing, and similar deficiencies. There is a State-legislated program referred to as SR2S and a Federal Program referred to as SRTS.

**Highway and transit noise mitigations**

Highway noise mitigations: Planning, engineering and construction of retrofit noise barriers/soundwalls along the freeways through residential areas to reduce the level of freeway traffic noise exceeding the State and federal thresholds that impact the adjacent properties deemed eligible for soundwalls by Caltrans and federal policies and guidelines.

Transit noise mitigations: similar noise barriers as highway, but along fixed-transit guideway routes.

**Streetscape Enhancements and Great Streets:** Great Streets concept was initiated by the City of Los Angeles to: 1) Build strong partnerships between communities and the City of Los Angeles; 2) Design streets with a community's vision of how to improve neighborhoods for all people; and 3) Implement projects that transform streets into safe, accessible, and vibrant public spaces in alignment with adopted City of Los Angeles policies.

**Traffic Congestion Relief Improvements:** Transportation projects that would relieve congestion, improve mobility/level of service, and result in operational improvements along the State Highway System and arterial roadways. These projects include but are not limited to roadway widening, geometric corrections, substantial signal synchronization, carpool lanes, park and ride facilities near freeways served by commuter transit service, dedicated right- and left-turn lanes at major signalized intersections, and other projects with verifiable benefits.

**Other Highway Efficiency Program and Traffic Congestion Relief Programs definition may include:**

**ExpressLanes:** LA County's High Occupancy Managed Lanes or priced-managed lanes where HOV lanes are converted to HOT lanes enabling Solo drivers to ride in the lanes by paying a toll while HOVs with the appropriate vehicle occupancy travel free of charge.

Eligibility for ExpressLanes:

All aspects of ExpressLanes projects including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Metro Countywide ExpressLanes Strategic Plan are eligible. The Strategic Plan may be updated on an ongoing basis to reflect changes including project acceleration and funding availability. Proposed projects must be coordinated with Metro's Congestion Reduction Department. Once constructed, the ExpressLanes will be operated by Metro based on adopted business rules.

All freeway-to-freeway interchange projects and major freeway improvement project initiation documents and PAEDs funded through Measure M must consider an ExpressLanes alternative for corridors identified in the Metro Countywide ExpressLanes Strategic Plan.

**Freeway Service Patrol (FSP)** - This is a congestion mitigation program with roving tow and service trucks which assist and/or remove disabled vehicles off the freeway to a designated safe location. The program maximizes safety by reducing the incidence of secondary accidents and minimizes delay through quick removal of disabled vehicles.

Eligibility: Freeway Service Patrol

- Expansion of the Freeway Service Patrol (regular and big rig) programs beyond current corridors and hours of operation.
- Provision of FSP services within corridors under construction to facilitate safety.

**~~I-605 CORRIDOR HOT SPOT INTERCHANGE IMPROVEMENTS (GATEWAY COG)  
I-605/I-10 INTERCHANGE (SAN GABRIEL VALLEY COG) OR SOUTH BAY HIGHWAY  
OPERATIONAL IMPROVEMENTS~~**

**Definitions may include:**

~~ExpressLanes – LA County’s High Occupancy Managed Lanes or priced managed lanes where HOV lanes are converted to HOT lanes enabling Solo drivers to ride in the lanes by paying a toll while HOVs with the appropriate vehicle occupancy travel free of charge.~~

**Eligibility for ExpressLanes:**

~~All aspects of ExpressLanes projects including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Metro Countywide ExpressLanes Strategic Plan are eligible. The Strategic Plan may be updated on an ongoing basis to reflect changes including project acceleration and funding availability. Proposed projects must be coordinated with Metro’s Congestion Reduction Department. Once constructed, the ExpressLanes will be operated by Metro based on adopted business rules.~~

~~All freeway to freeway interchange projects and major freeway improvement project initiation documents and PAEDs funded through Measure M must consider an ExpressLanes alternative for corridors identified in the Metro Countywide ExpressLanes Strategic Plan.~~

## XI. INTELLIGENT TRANSPORTATION SYSTEMS AND TRANSPORTATION TECHNOLOGY IMPROVEMENTS

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The following are Policy and Procedure guidelines for Intelligent Transportation Systems (ITS) and Transportation Technology Improvements listed under Section 7.c (Page 13, Lines 13 through 24) and Multi-Year Subregional Program #84 (ITS/Transportation Technology – San Gabriel Valley) in Attachment A of the Measure M - Los Angeles County Traffic Improvement Plan.

### **Definition:**

ITS elements provide a set of strategies that include technology systems, communications, and information technology applications to the transportation system for alleviating traffic congestion, improving transit operations, enhancing safety, improving mobility, and promoting environmental sustainability. ITS elements are often installed on vehicles (e.g., passenger car, transit, freight/commercial trucks), arterials/highways (infrastructure), and/or provided to individuals through handheld devices. [Note: Since the Ordinance does not clearly stipulate a difference between ITS and Transportation Technology projects, they will be viewed similarly and the requirements for each category will be the same.]

The National ITS Architecture provides best practice guidance on ITS projects, and also identifies a set of eight bundled user services for ITS strategies (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advanced vehicle safety systems, information management, and maintenance and construction management).

### **Requirements:**

ITS and Transportation Technology projects will be eligible for funding under multiple transit and highway multi-year subregional programs, and therefore, must also conform to the general Highway and Transit Subregional Programs Measure M policies and procedures as well as any additional specific guidelines developed to support Measure M (Attachment A).

### **Eligible Projects**

Examples of eligible ITS and Transportation Technology projects include:

- Multi-agency/jurisdiction system integration to improve coordination and responsiveness, and promote information sharing for highway/arterial and/or transit systems;
- Advanced Traveler Information Systems (ATIS) that increase efficiency of the transportation network through congestion management, driver/person information, freight optimization, or public transportation management;

- Integrated Corridor Management (ICM) deployment (e.g., changeable message signs, CCTV, communications) to improve multi-agency coordination and responsiveness, promote information sharing, and enhance operations in the event of incidents;
- Transportation technology applications/solutions/systems for passenger cars, transit, freight/goods movement, infrastructure, and persons to enhance the transportation network;
- Connected vehicle concepts (Vehicle to vehicle [V2V], vehicle to infrastructure [V2I], vehicle to person [V2P]) to enhance mobility, safety, and operations of the highway/arterial and/or transit system;
- ITS or Transportation Technology projects consistent with the National ITS Architecture (travel and traffic management, public transportation management, electronic payment, commercial vehicle operation, emergency management, advanced vehicle safety systems, information management, and maintenance and construction management);
- Other ITS or Transportation Technology projects deemed qualified by Metro; and
- Pilot/demonstration projects that promote innovative and advanced technology on the highway/arterial system and/or transit reviewed and approved by Metro on a case-by-case basis.

All ITS and Transportation Technology projects shall comply with the latest version of the Los Angeles County Regional ITS Architecture to ensure institutional agreement and maximize technical integration opportunities. In addition, all Connected Vehicle projects shall reference the latest version of Connected Vehicle Reference Implementation Architecture (CVRIA) for industry standards.

### **Project Initiation and Delivery Requirements**

ITS and Transportation Technology projects shall conform to the following requirements to ensure consistency with regional/state/national ITS policy and guidelines and industry standards and procedures.

- All projects shall be delivered using a generally accepted systems engineering approach to maintain the integrity and quality of completed projects.
- Operations and maintenance plans shall be developed for all ITS projects. For multi-jurisdictional projects, multi-agency agreements shall be executed committing to the long-term operations and maintenance of shared project elements.
- Data derived from ITS system projects shall be shared through the Regional Integration of ITS (RIITS) network to support regional transportation planning and operations.
- Projects shall adhere to existing Metro guidelines for specific subprograms as applicable.
- Traffic control projects shall connect to the Los Angeles County Information Exchange Network (IEN) to facilitate multi-jurisdictional traffic management and coordination.
- Projects will be coordinated through the Arterial ITS Committee, the Coalition for Transportation Technology, the Regional Integration of ITS Configuration Management Committee, and/or other appropriate and recognized forums to ensure consistency with local, subregional and regional ITS plans.

- Through the implementation process and upon completion of projects funded by Measure M funds, project sponsors will work with Metro to document project delivery risks, design and implementation challenges, institutional requirements, and lessons learned to enhance project implementation success countywide.
- ITS and Transportation Technology pilot projects implementing new and innovative concepts will be closely monitored by Metro and will require a “Before and After” study to assess overall benefits achieved.



XII. ACTIVE TRANSPORTATION (NORTH COUNTY, GATEWAY CITIES, LAS VIRGENES, MALIBU)

**FIRST/LAST MILE (WESTSIDE AND SAN GABRIEL VALLEY SUBREGIONS)**

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**GREENWAY PROJECTS (SAN GABRIEL VALLEY)**

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**GREAT STREETS**

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**POLICY CONSIDERATIONS**

The subregional programs were based, in part, on projects identified during the Mobility Matrix process prior to the passage of Measure M. Those projects submitted to the Mobility Matrix process are still considered foundational to the Multi-year Subregional Program. Specifically, the projects submitted to the Mobility Matrix are eligible, and the subregions or jurisdictions within the subregions are considered eligible project sponsors.

~~Metro encourages the~~ The above-referenced Subregional Programs ~~to consider~~ shall comply with the Metro Policies listed below. Note especially that the Supplemental Fund provisions listed on page \_\_\_ apply to these MSP funds.

Metro Board Policy or Plan	Relevance	Date Approved/ Adopted
Active Transportation Strategic Plan (ATSP)	Defines Regional Active Transportation Network. Provides data and tools for planning, project identification, and implementation. Commits regional support programs including metrics.	May 2016
Complete Streets Policy	Creates requirement for local Complete Streets policies applicable capital grant programs. Establishes Complete Streets commitments and planning process for Metro. Provides for Metro training of local agencies.	Oct 2014
Countywide Sustainability Planning Policy (CSPP)	Defines sustainability principles and priorities, key concepts, planning framework, and evaluation metrics. Requires Sustainable Design Plan for Call for Projects recipients.	Dec 2012
First/Last Mile Strategic Plan	Describe rationale, benefits for First/Last Mile improvements. Establishes planning methodology, case	Apr 2014

Metro Board Policy or Plan	Relevance	Date Approved/ Adopted
	studies, toolkit of improvements.	
Motion 14.1 (First/Last Mile)	Designates streets within the Active Transportation Strategic Plan's (ATSP) 661 transit station areas as the Countywide First/Last Mile Priority Network. Directs Metro activity for First/Last Mile planning and implementation.	May 2016
Motion 14.2 (First/Last Mile)	Allows locally funded First/Last Mile improvements to be counted toward 3% match requirement, subject to executed agreements, a Metro-prepared plan, and subsequent Guidelines governing integration of first/last mile in transit capital projects.	June 2016
Motion 22.1 Next Steps for Implementing the Countywide Bikeshare Program	Creates criteria for funding of local bikeshare programs focused on inter-operability.	
Urban Greening Plan and Implementation Action Plan	Provides tools/best practices for pursuing urban greening and place-making improvements at or near transit stations. Accompanied by Implementation Action Plan committing further planning tools and demonstration projects.	Implementation Action Plan Approved Jan 2016

**DEFINITIONS**

**Active Transportation:** non-motorized transportation via walking, bicycling, or rolling modes.

**Eligible Projects**

Capital improvements that further the goals outlined in the Metro Board-adopted Active Transportation Strategic Plan:

- Improve access to transit;
- Establish active transportation as integral elements of the countywide transportation system;

- Enhance safety, remove barriers to access or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity;
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions and improve air quality; and
- Improve public health through traffic safety, reduced exposure to pollutants, design infrastructure that encourage residents to use active transportation as a way to integrate physical activity in their daily lives.

**First/Last Mile (FLM):** Infrastructure, systems and modes of travel used by transit riders to start or end their transit trips. This includes, but is not limited, to infrastructure for walking, rolling, and biking (e.g., bike lanes, bike parking, sidewalks, and crosswalks), shared-use services (e.g., bike share and car share), facilities for making modal connections (e.g., kiss and ride and bus/rail interface), signage and wayfinding, and information and technology that eases travel (e.g., information kiosks and mobile apps).

### **Eligible Projects**

Improvements include, but are not limited to: ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, signage/wayfinding, crossing enhancements and connections, safety and comfort, allocation of street space, and plug-in components.

**Green Streets:** Urban transportation rights-of-way integrated with stormwater treatment techniques that use natural processes and landscaping. Quantitatively demonstrate that they capture and treat stormwater runoff from their tributary watershed through infiltration or other means, and are included within the respective Enhanced Watershed Management Plan.

### **Eligible Projects**

Green Infrastructure includes: Cost-effective, resilient approach to managing wet-weather impacts that provides many community benefits. Reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

**Greenway:** A pedestrian and bicycle, nonmotorized vehicle transportation, and recreational travel corridor.

### **Eligible Projects**

Examples meet the following requirements:

- Includes landscaping that improves rivers and streams, provides flood protection benefits, and incorporates the significance and value of natural, historical, and cultural resources, as documented in the local agency's applicable planning document.
- Is separated and protected from shared roadways and is adjacent to an urban waterway, with an array of amenities.
- Is located on public lands or private lands, or a combination of both, with public access to those lands for greenway purposes.

- Reflects design standards that are applicable for each affected local agency, as documented in the local agency’s applicable planning document.
- May incorporate appropriate lighting, public amenities, art, and other features that are consistent with a local agency’s planning document.
- For purposes of these Guidelines, Greenway further refers to facilities that are planned as part of a network for a multi-jurisdictional subregional area, that are primarily off-street.

**Mobility Hub:** Provides services that bridge the distance between a transit station and an individual’s origin or destination by providing mobility options at major transit stations and stops. Mobility hubs provide “on-demand” transportation services to address first/last mile connections to public transit.

**Eligible Projects**

Once operational, these mobility hubs offer an integrated menu of options for customers, which can include secure bicycle storage facilities, bike share, car share, personal lockers, electric vehicle charging stations, bicycle repair stations, electronic signage of real-time transit arrival information, and departure transit information.

**Great Streets:** Definition and eligibility shall be defines as part of the administrative procedures development, and must be consistent with Metro policy and the policies of the project(s) project sponsor.

### **XIII. TRANSIT MULTI-YEAR SUBREGIONAL PROGRAMS**

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#### **INTRODUCTION**

These following four categories of Multi-Year Subregional Program (MSP) are Transit: Street Car Circulator Projects (SC/Metro Administered); Bus System Improvements (SG); Bus Rapid Transit Capital Improvements (SFV); and Public Transit State of Good Repair (CC). These four programs are only distinguished from the other MSP project types in previous sections by the fund source, specifically transit fund versus highway fund. All general MSP policies, including but not limited to those detailed in Section IX, from these Guidelines apply equally to both Transit MSP and Highway MSP. All MSP funds are for capital projects.

#### **STREET CAR CIRCULATOR PROJECTS (SC)**

These funds will be competitive countywide for capital projects. The project funds will not be used for operational expenses, and will not be used on any projects with incomplete funding plans. Definition of street car and circulator projects, as well as eligibility criteria will be determined as part of establishing the competitive process. The details and criteria for such a process will be drafted within one year of the adoption of these Measure M Guidelines.

#### **BUS SYSTEM IMPROVEMENTS (SG)**

These funds are for bus system improvements. Consistent with provisions for other MSP projects, these improvements should be previously identified in the Mobility Matrix, and will be subject to Fund Restriction/Supplemental Fund provisions. The project will be subject to readiness requirements as noted in Sections I and IX and cashflow availability per Section VI. Additionally, eligibility applies to direct costs (excluding administration) associated with purchased transportation services needed to support a capital project.

#### **BUS RAPID TRANSIT CAPITAL IMPROVEMENT**

The ordinance requires a definition for this term, but currently there is no program listed as such in the Multi-year Subregional Program portion of the Expenditure Plan. These funds are for bus rapid transit (BRT) capital improvements. For a description of BRT features and other criteria description, see subsequent Countywide BRT Expansion section of Guidelines. Metro will be the lead agency for this project, and it will be subject to Countywide BRT design criteria when adopted. The project(s) will be subject to readiness requirements and cashflow availability.

#### **PUBLIC TRANSIT STATE OF GOOD REPAIR (CC)**

These funds are for public transit state of good repair in the Central City Subregion. Eligible state of good repair capital investments include: Capital Asset Replacement; Capital Asset

Rehabilitation; and Capital Improvements when required by changed regulations and standards. MSP projects and improvements should be previously identified in the Mobility Matrix in order to avoid additional Metro restrictions on eligibility of projects. The project will be subject to readiness requirements and cashflow availability.

#### **AUDIT REQUIREMENTS**

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

#### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

#### **MEASURE M RECOGNITION**

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

#### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## **XIV. METRO ACTIVE TRANSPORTATION (2%)**

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### **Overarching Policies**

The following policies will be applied to administration of the Metro Active Transportation Program (2%) as part of the determination of eligibility. Specific administrative program procedures will be developed and adopted by the Metro Board within one year of the adoption of these Measure M Guidelines.

### **Active Transportation Strategic Plan**

The Active Transportation Strategic Plan identifies the Regional Active Transportation Network including specified regional corridor projects and outlines Metro's overall strategy for funding and supporting implementation of active transportation infrastructure and programs in Los Angeles County; identifies strategies to improve and grow the active transportation network, expand the reach of transit, and develop a regional active transportation network to increase travel options.

### **First/Last Mile Policies**

Metro First/Last Mile policies include the First/Last Mile Strategic Plan (2014) which describes the rationale for first/last mile improvements and proscribes an approach to plan and design improvements surrounding any transit station. Metro Board Motions 14.1 (May 2016) and 14.2 (June 2016) collectively designate locations studied in the ATSP as the First/Last Mile Priority Network and commits specific activities to implement first/last mile improvements countywide.

### **Bike Share Policies/Motion 22.1**

Board Motion 22.1 (July 2015) defines next steps for implementation of the regional bike share system.

### **Design for Safety/Vision Zero**

Projects funded with Measure M funds, including Active Transportation 2%, should support the protection of pedestrian and bicycle safety in line with "Vision Zero" or equivalent policies. The Active Transportation 2% program will include as eligible projects local road/arterial improvements that are expressly designed to enhance safety for pedestrians and bicyclists.

## **Funding Availability**

Funding availability will be determined by the Cashflow policy, ~~as well as the projections of the TFP.~~ Criteria will be brought forth within one year of the adoption of these Guidelines, to establish a competitive process and fund schedule for award projects within this program.

The LA River Waterway and System Bikepath project is to be funded with the Active Transportation 2% funding. Any future funding in this program will include calculations based on this commitment.

## **RESERVE/CARRYOVER REQUIREMENTS**

Metro's goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

## **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M System Active Transportation ~~Connectivity Projects (Highway Construction (2%)~~ funds are contributing to accomplishing the program objectives.

## **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.



## **XV. 2% SYSTEM CONNECTIVITY PROJECTS (HIGHWAY CONSTRUCTION SUBFUND)**

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### **INTRODUCTION**

These guidelines summarize the funding policies and administrative procedures for Measure M 2% System Connectivity Projects (Highway Construction) for the Los Angeles County Metropolitan Transportation Authority (Metro).

### **PROGRAM OBJECTIVES**

The Measure M Ordinance references the System Connectivity Projects as part of the overall 17% Highway Construction Program. In the Measure M Ordinance the System Connectivity Projects category includes “Ports, Highway Congestion Programs, [and] Goods Movement.”

The purpose of this Measure M System Connectivity Projects (Highway Construction) program is as follows:

- A. Provide a funding opportunity for cost-effective projects that are included in the Metro Goods Movement Strategic Plan with the goal of improving the movement of goods throughout the Los Angeles County transportation network, with additional consideration focused on the mitigation of environmental and highway congestion impacts associated with goods movement.
- B. Leverage additional private sector, local, state, or federal dollars for the purposes of implementing goods movement-related projects.
- C. Because these funds are coded “SC” in the Ordinance and are under the allocation purview of Metro, the Guidelines are assigning priority to goods movement related investments, and “highway congestion programs” must have a nexus thereto.

### **ALLOCATION METHODOLOGY**

Funds will be allocated to Metro for administration, and Metro shall determine on a five-year basis, based on cashflow~~and the TFP~~, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

### **Funding Availability**

Funding availability for the Highway Systemwide Connectivity 2% program will be determined by the Cashflow policy~~including the projections of the TFP~~. Criteria will be brought forth within one year of the adoption of these Guidelines to establish a competitive process and fund schedule for award projects within this program. The Measure M Expenditure Plan already includes the I-710 South Phase 1 and 2, and the I-105 ExpressLane Projects which are to be

funded with the Highway 2% System Connectivity program. Any future funding in this program will include the calculations necessary to meet these Expenditure Plan commitments.

### **ELIGIBLE RECIPIENTS**

All implementing public agencies are eligible to apply for available funding, including but not limited to the following:

- Port of Long Beach
- Port of Los Angeles
- Alameda Corridor-East Construction Authority
- Los Angeles County
- Cities in Los Angeles County
- Metro
- Airports

### **ELIGIBLE USES**

Metro is preparing a Goods Movement Strategic Plan which will, among other purposes, provide the foundation for a competitive program for this System Connectivity funding. Projects and programs must be included in the Metro Goods Movement Strategic Plan to be considered eligible to receive funding from the System Connectivity Projects (Highway Construction) Program. Administrative procedures for the competitive funding program will be developed within one year of adoption of the Strategic Plan.

Eligible expenses include, but are not limited to, the implementation and/or construction of the following:

- Highway or rail projects with a clearly identified goods movement purpose
- System connectivity projects linking the regional transportation system to goods movement facilities (seaports, airports, distribution/logistics centers, etc.)
- Technology or innovation projects designed to improve the movement of goods and air quality associated with goods movement
- Highway/rail-grade separation projects
- Projects on Port-owned facilities that will improve the efficiency and capacity for the movement of freight through Los Angeles County
- Projects that promote sustainable freight practices
- Studies designed to identify challenges to, trends within, and strategic planning efforts associated with the movement of goods within Los Angeles County

- Regional Integration of Intelligent Transportation Systems (RIITS) related system improvements, integrations, platforms and connections (e.g., Metro’s video wall or Southern California 511 Traveler Information Systems)
- ExpressLanes projects, where HOV lanes are converted to HOT lanes, including design, planning, development, outreach, construction and implementation of ExpressLanes and connectors consistent with the Countywide ExpressLanes Strategic Plan
- Freeway Service Patrol (FSP) - a congestion-mitigation program with roving tow and service trucks which assist and/or remove disabled vehicles off the freeway

**RESERVE/CARRYOVER REQUIREMENTS**

Metro’s goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

**REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M System Connectivity Projects (Highway Construction) funds are contributing to accomplishing the program objectives.

**AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

**MEASURE M RECOGNITION**

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

**REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## **XVI. 2% SYSTEM CONNECTIVITY PROJECTS (TRANSIT CONSTRUCTION SUBFUND)**

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### **INTRODUCTION**

These guidelines summarize the funding policies and administrative procedures for Measure M 2% System Connectivity Projects (Transit Construction) for the Los Angeles County Metropolitan Transportation Authority (Metro).

### **PROGRAM OBJECTIVES**

The Measure M Ordinance references the System Connectivity Projects as part of the overall 35% Transit Construction Program. In the Measure M Ordinance the System Connectivity Projects category includes “Airports, Union Station, and Countywide BRTs”.

### **ALLOCATION METHODOLOGY**

Funds will be allocated to Metro for administration, and Metro shall determine on a five-year basis, based on cashflow ~~and the TFP~~, how much funding will be made available for this program, and through an application process to eligible recipients. Funding commitments may be programmed and allocated over multiple years if necessary.

#### **Funding Availability**

Funding availability for the Transit Systemwide Connectivity 2% program will be determined by the Cashflow policy ~~including the projections of the TFP~~. Criteria will be brought forth within one year of the adoption of these Guidelines to establish a competitive process and fund schedule for award projects within this program. The Measure M Expenditure Plan already includes the Airport Metro Connector, Crenshaw/LAX Track Enhancements (cap over tracks at LAX runway), North San Fernando Valley Bus Rapid Transit Improvements and the Countywide BRT Expansion projects, which are to be funded with the Transit 2% System Connectivity program. Any future funding in this program will include the calculations necessary to meet these Expenditure Plan commitments.

### **ELIGIBLE USES**

Eligible uses, evaluation criteria, and procedures for the competitive funding program will be developed within two years of adoption of the Guidelines.

### **RESERVE/CARRYOVER REQUIREMENTS**

Metro’s goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

## **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M System Connectivity Projects (Highway Construction) funds are contributing to accomplishing the program objectives.

## **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## **XVII. VISIONARY PROJECT SEED FUNDING**

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Measure M makes \$20 million available over 40 years (FY2018-FY2057) to be used for “Visionary Project Seed Funding.” This document provides a set of guidelines for how that funding will be distributed.

### **Summary**

Mobility is changing rapidly. Every day there are new solutions to old transportation challenges, new innovative business models to facilitate improved services, and new technological approaches designed to improve the equity and access of mobility.

LA Metro’s Visionary Project program is aimed at identifying and testing those solutions in Los Angeles County. The Visionary Project program seeks to identify the most cutting-edge, research-based mobility solutions to our specific challenges, and to use Los Angeles County as a test-bed to prove those concepts. LA Metro is specifically interested in projects that include developing, testing, and deploying new mobility approaches and new technologies.

### **Available Funding**

LA Metro will make \$1.5 million available every three years through a competitive grant process.

### **Eligible Applicants**

LA Metro, Municipal Operators, and Local Operators are all eligible for consideration for this award. Eligible applicants should identify one or more research partner(s) to ensure rigorous analytics are applied. Applicants are also encouraged to consider additional project partners with substantial interest and involvement in the project. Eligible partners under this program may include, but are not limited to:

- Private for-profit and not-for-profit organizations
- Operators of transportation services
- State or local government entities
- Academic institutions

### **Eligible Projects**

Generally, eligibility is broad, beyond the requirement that projects be visionary and innovative. Specific eligibilities will be defined as part of the project selection criteria and process. Project concepts should be developed in partnership with local research institutions but targeted towards the development and deployment of pioneering transportation solutions. Research-based solutions should address at least one of the following transportation goals:

- Safety or security improvements
- Substantial improvements in travel time and customer experience

- Major reductions in emissions or other environmental externalities
- Improvements in access for disadvantaged populations

### **Selection Criteria**

Criteria and selection process will be developed and adopted within one year of the adoption of these Guidelines. Criteria may consider, but is not limited to, the following:

- 1. Impact and Outcomes.** Applicants may be expected to identify goals that their project seeks to achieve for Los Angeles County.
- 2. Project Approach.** Applicants may be expected to define the scope and approach of their proposed pilot project and research.
- 3. Team Capacity and Commitment.** Applicants may be expected to detail the team and its capacity to complete the project. LA Metro will also expect a letter of commitment from participating research institutions.
- 4. Business Model Designed to Scale.** Applications should include information on how the applicant agency seeks to scale the project upon the pilot's success.

### **Cost Sharing or Matching**

The grant funded share of this project is limited to 60 percent. The transportation operator in partnership with the affiliated research institution will be expected to identify sources for a local share of net project cost in cash or in-kind.

### **RESERVE/CARRYOVER REQUIREMENTS**

Metro's goal will be to spend or allocate these funds in a timely manner. However, Metro may reserve or carryover some or all of its allocation to the next fiscal year if necessary.

### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M Visionary Project Seed funds are contributing to accomplishing the program objectives.

### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## XVIII. COUNTYWIDE BRT EXPANSION

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In December 2013, Metro completed the Los Angeles County Bus Rapid Transit (BRT) and Street Improvement Study. BRT has the potential to increase transit access, improve regional mobility, reduce transportation costs and ease commutes. Key BRT features include, but are not limited to, the following:

- More frequent service with limited stops;
- Peak-period or full-time dedicated bus lanes;
- Transit signal priority;
- Branded vehicles/stations;
- Customer friendly stations/stops;
- Real-time bus arrival information; and
- All-door boarding.

Metro will revisit the proposed BRT corridors identified in the 2013 in an updated study to be completed within 24 months of the adoption of the Measure M Guidelines. The updated study will also evaluate additional corridors throughout Los Angeles County from the Mobility Matrix process and/or any potential corridors that may fill any missing gaps in the countywide BRT network, excluding those already funded.

### **Eligible Projects**

These funds are eligible for BRT projects in Los Angeles County, including non-Metro transit providers. The updated BRT study will establish metrics for BRT system performance, including, but not limited to, corridor travel time savings, improved bus speeds, potential for ridership increases, and reduced dwell times. The study will also establish a proposed sequencing or prioritization of BRT projects based on performance, regional balance, and available funding. Metro will also establish a set of standard design guidelines/criteria as well as performance metrics. Subsequent to the completion of the updated study, Metro will adopt a Phase 1 and Phase 2 prioritized BRT project sequence list based on performance metrics, regional balance, and available funding. ~~As part of the Phase 1 and Phase 2 list adoption, Metro will establish design guidelines and additional BRT criteria.~~ Once finalized, the BRT study and its elements will provide the foundation for the assignment of Measure M funds made available for this program. Procedures for that assignment will be amended by reference to the Guidelines once adopted. The procedures will also include the definition of “Bus Rapid Transit (BRT) Capital” under Measure M.

### **RESERVE/CARRYOVER REQUIREMENTS**

Metro’s goal will be to spend or allocate these funds in a timely manner, once allocations are made. However, Metro may reserve or carry over some or all of its allocation to the next fiscal year if necessary.



## **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M Countywide BRT Expansion funds are contributing to accomplishing the program objectives.

## **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## XIX. SUBREGIONAL EQUITY PROGRAM

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### INTRODUCTION

At the June 2016 Board Meeting, Director Fasana introduced an amendment to the expenditure plan to provide funding to all subregions equivalent to the allocation approved by the Board for the San Fernando Valley Transit project. The San Fernando Valley project was identified as \$180 million (FY15\$).

*“FASANA AMENDMENT to Motion 49.2 (June 23, 2016): To provide equivalent funding based on the original allocation of funding (i.e., \$180 million is 13% of such funding based on the San Fernando Valley’s share) to each of the other subregions to assure and maintain equitable funding (i.e., Subregional Equity Program).”*

The funding for programs in other sub-regions outside of San Fernando Valley are now collectively referred to as the Subregional Equity Program. Footnote “s” from the Measure M Ordinance provides guidance as identified below:

*“ This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV\* \$96,000; W\* \$160,000; CC\* \$235,000; NC\* \$115,000; LVM\* \$17,000; GC\* \$244,000; SG\* \$199,000; and SB\* \$130,000.”*

Considerations for developing this Program:

1. Funding will be identified from either Measure M or other available sources as soon as available.
2. The Subregional Program Process outlined in Section IX will incorporate the Subregional Equity Program.
3. Other funds can be used to satisfy funding requirements with concurrence by the subregion.

### ALLOCATION METHODOLOGY

Funding for this program will be identified as part of the Cashflow Management evaluation. The funds identified may be any combination of federal, state, or Metro controlled funds including, but not limited to, Measure M. Prior to each five-year review Countywide Planning will provide a forecast of the amount of funding, if any, that is forecasted to be available for this program over the subsequent five-years. Once funding is identified, each subregion will be afforded an opportunity to submit their project to Metro staff for evaluation based on project readiness provisions outlined in these Guidelines. ~~In the interim, projects will be considered on a first-~~

~~come, first-served basis provided the sponsor can prove the project is ready to go to construction.~~

### **REPORTING REQUIREMENTS**

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Subregional Equity Program funds are contributing to accomplishing the program objectives.

### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

### **MEASURE M RECOGNITION**

Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the recipient agency.

### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## **XX. 1%-2% REGIONAL RAIL**

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### **INTRODUCTION**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 1% Regional Rail program, including the required metrics to increase the allocation from 1% to 2% beginning in 2039. These funds shall not be eligible for Los Angeles County Metropolitan Transportation Authority (Metro) operated bus, light rail, or heavy rail transit services.

### **PROGRAM OBJECTIVES**

As defined in Section 3 of the Measure M Ordinance, Regional Rail “means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.”

Regional commuter rail services in Los Angeles County are currently provided on behalf of Metro by the Southern California Regional Rail Authority (SCRRA) under the brand name Metrolink. The SCRRA is a Joint Powers Authority (JPA) representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties in which Metro is a Member Agency. Metrolink trains operate across a six-county network, which includes a portion of northern San Diego County.

### **PROGRAM AMOUNT AND ALLOCATION PERIOD**

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 1% of all net revenues derived from the tax for investment in regional commuter rail activities.

### **ALLOCATION METHODOLOGY**

Funds will be allocated annually at the discretion of, and in amounts determined by, the Metro Board of Directors.

### **ELIGIBLE RECIPIENTS**

The Los Angeles County Metropolitan Transportation Authority for Commuter Rail Investments in or benefitting Los Angeles County, and the Southern California Regional Rail Authority, or its successor.

## ELIGIBLE USES

Eligible expenses include the costs of regional commuter rail operations and services for Los Angeles County. Examples of eligible expenses include operations, maintenance, system expansion, state of good repair, capital projects, feasibility studies and any other expenses that will contribute to meet the program objectives.

## FUNDING EXPANSION

Section 7 of the Measure M Ordinance includes the provision that, “no earlier than July 1, 2039, the Metro Board of Directors shall increase the percentage of Net Revenues allocated to the Regional Rail program from 1% to 2% provided that the recipients satisfy certain performance criteria, which shall be adopted by the Metro Board of Directors.”

Performance criteria shall be periodically reviewed by the Board. This review will include the evaluation of Operating, Cost Containment, and Investment criteria outlined belowgoals.

Operating goals shall include the ongoing evaluation attainment of the following standards:

- Service Reliability and On-Time-Performance (OTP): The operator of regional commuter rail services in Los Angeles County shall maintain an average OTP of not less than 90% of scheduled operations measured on a rolling 24 month average.
- ~~Achievement of less than 20 train delays per month due to Mechanical Issues as defined in the SCRRA’s adopted Strategic Plan.~~
- ~~Grow~~ The growth and retention of retain ridership based on three (3) year average ridership changes. As a comparable industry benchmark, the Board shall consider that are at or above the average of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index, or other alternative benchmarks as identified by the Metro Board.
- To ensure a safe operating environment, the Board shall consider the rate of by reducing train accidents and passenger and employee injuries as measured by incidents per 100,000 train miles. The data shall be compiled and conform to standards as required by the Federal Railroad Administration (FRA) or its successor agency. at or above of the top 10 commuter rail operators as measured in the National Transit Database (NTD) or its successor index.

Cost Containment goals shall include the ongoing attainment evaluation of the following standards:

- To ensure the efficient use of agency resources, the Board shall consider the growth in operating costs per revenue train mile and changes in the required Metro financial

contribution for the provision of commuter rail services in Los Angeles County. These values shall be reported and measured annually and on a rolling 3 year basis. As a comparable industry benchmark, the Board shall consider ~~shall not exceed~~ the average costs per revenue train mile ~~increase~~ of the top 10 commuter rail operators as measured by the National Transit Database (NTD) or its successor index, or other index as identified by the Metro Board.

- The Board shall also consider Total Revenue Recovery, including Fares and other Operating Revenues, and their relation to total ~~shall meet or exceed 50%~~ of operating costs on an annual basis as measured on a 3 year rolling average.

Investment goals shall include and be measured by the following standards:

The SCRRA, successor agency, or agency providing regional commuter rail services for LA County, shall provide Metro a detailed asset management plan (State of Good Repair) for Metro owned or shared commuter rail assets that reflects both a fiscally constrained 5-year plan of proposed actions as well as a 10-year unconstrained plan to identify Right-Of-Way (ROW), revenue equipment, capital projects, and other asset maintenance requirements. This plan shall be updated, at minimum, on a biannual basis.

As referenced above, the ten largest commuter rail operators shall be measured on the basis of total operating costs for the provision of commuter rail services as reported through the National Transit Database (NTD).

## **FUND DISBURSEMENT**

Funds will be disbursed after:

- A Memorandum of Understanding (MOU) between the recipient and Metro has been executed; or
- After approval by the Metro Board of Directors and applied towards an approved program of Regional Rail investment and subject to all Metro policies and procedures.

## **LAPSING REQUIREMENT**

Given the objective of the program to improve transit service, recipients are encouraged to spend these funds in a timely manner.

Recipients have four years, which is the year of allocation plus three years, to spend the funds allocated through this program. All invoices must be submitted no later than one year after the four year program. Metro staff may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request.

## **REPORTING REQUIREMENTS**

Eligible recipients will provide an annual report to Metro describing how uses of Measure M funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance criteria outlined above. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.

## **AUDIT REQUIREMENTS**

Use of these funds will be audited as part of the annual audit of each recipient. Any organization receiving and utilizing these funds will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

## **MEASURE M RECOGNITION**

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

## **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## **XXI. 5% METRO RAIL OPERATIONS**

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### **INTRODUCTION**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M Metro Rail Operations for the Los Angeles County Metropolitan Transportation Authority (Metro).

### **PROGRAM OBJECTIVES**

As defined in Section 3 of the Measure M Ordinance, Metro Rail Operations “means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.” Metro State of Good Repair “means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.”

### **PROGRAM AMOUNT AND ALLOCATION PERIOD**

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 5% of all net revenues derived from the tax solely for Metro Rail Operations.

### **ALLOCATION METHODOLOGY**

Funds will be allocated to Metro exclusively for Metro Rail Operations. In addition, Metro may expend some portion or all of these funds for Metro State of Good Repair. Allocations and uses for Metro State of Good Repair are further defined in the “Program Guidelines for 2% Metro State of Good Repair.”

### **ELIGIBLE RECIPIENTS**

Metro shall be the sole recipient of Metro Rail Operations funds, as defined in the Measure M Ordinance.

### **ELIGIBLE USES**

Eligible expenses include operating, regular and preventative maintenance for existing and new Metro Rail Lines, as well as the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:



- Rail transit operations, exclusive of bus bridges required for capital projects or disruptions in service
- Rail transit maintenance, including daily check-ups, cleaning, and repairs
- Rail transit communications, signals, power, controls, and track systems and engineering operations and upkeep
- Rail vehicle overhaul, midlife, and acquisition
- Maintenance and component replacement of rail communications, signals, power, controls, and track systems and engineering
- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, and lighting
- Fare collection system and equipment

### **RESERVE/CARRYOVER REQUIREMENTS**

Given the objective of the program to address Metro Rail Operations, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

### **REPORTING REQUIREMENTS**

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 5% Metro Rail Operations funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

### **MEASURE M RECOGNITION**

Projects and services funded by the Measure M Metro Rail Operations program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

#### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

**XXII. 20% TRANSIT OPERATIONS**  
**(Metro and Included and Eligible Municipal Providers)**

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**INTRODUCTION**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 20% Transit Operations program for the Los Angeles County Metropolitan Transportation Authority (Metro) and Municipal Operators.

**PROGRAM OBJECTIVES**

As defined in Section 3 of the Measure M Ordinance, Transit Operations “means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).” The purpose of the Measure M 20% Transit Operations program is to improve countywide transit service operations, maintenance, and expansion. The intent of Measure M is to increase revenues available for the public transit system. The program is flexible to allow each operator to determine how best to accomplish making public transportation more convenient, affordable, and improve quality of life.

**PROGRAM AMOUNT AND ALLOCATION PERIOD**

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 20% of all net revenues derived from the tax for transit operations to all existing eligible and included municipal transit operators in the County of Los Angeles and to Metro.

**ALLOCATION METHODOLOGY**

Funds will be allocated among the included and eligible municipal operators according to the shares calculated by the Formula Allocation Procedure (FAP) for the year in which funds are allocated. The allocations to the eligible and included municipal operators and Metro for this program shall be made solely from the revenues derived from the Measure M 20% funds, and not from other local discretionary sources. Measure M 20% services will not be included in the Foothill Mitigation Calculation.

**ELIGIBLE RECIPIENTS**

All included and eligible municipal operators and Metro participating in the FAP are eligible to receive these funds. Eligible recipients are those operators that were in existence when the

Measure M program was approved by the voters of Los Angeles County (California) and include the following:

- City of Arcadia
- City of Claremont
- City of Commerce
- City of Culver City
- Foothill Transit
- City of Gardena
- City of La Mirada
- Long Beach Transit
- City of Montebello
- City of Norwalk
- City of Redondo Beach
- City of Santa Monica
- City of Torrance
- Antelope Valley Transit Authority
- City of Santa Clarita
- Los Angeles Department of Transportation
- Los Angeles County Metropolitan Transportation Authority – Operations

#### **ELIGIBLE USES**

Eligible expenses include operations for transit service, maintenance, and expansion, and any other operating expenses that will contribute to meet the above program purpose and/or objectives. For Metro, these funds are also eligible to be used for Metro Rail operations, and as secondary Metro Rail State of Good Repair and pilot programs for new transit services. Metro will develop policies that will define and establish criteria for implementing pilot programs.

#### **MAINTENANCE OF EFFORT**

Senate Bill No. 767 (De Leon) states that funds allocated by Metro to eligible and included municipal operators shall be used for transit operations and shall not supplant any funds authorized by other provisions of law and allocated by Metro to the eligible and included municipal operators for public transit. In addition to implementing new transit services and programs, eligible recipients may use Measure M 20% funds to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Metro staff reserves the right to request appropriate documentation from eligible recipients to support the existence of a funding shortfall.

For Metro, Senate Bill No. 767 (De Leon) states that funds allocated by Metro to itself shall be used for transit operations and shall not supplant funds from any other source allocated by Metro to itself for public transit operations (Attachment B – Senate Bill No. 767).

Measure M funds shall not supplant any local return fund contributions made toward the operations of a transit system.

### **FUND DISBURSEMENT**

Funds will be disbursed after a Memorandum of Understanding (MOU) between the operator and Metro has been executed and the operator has submitted to Metro a Measure M 20% Improvement Plan showing the assignment of that fiscal year's funds. The Measure M 20% Improvement Plan should include a description of how these funds will be spent. The plan should explain how these services will meet the program objective and benefit transit users. The Measure M 20% Improvement Plan may be amended by the operator in coordination with Metro's Local Programming staff. Funds for operating purposes will be disbursed monthly in equal portions of an operator's allocation once an invoice for the annual allocation amount is received from that operator.

All interest accrued on the Measure M 20% transit operations fund will be reallocated annually through the FAP and according to these guidelines.

### **RESERVE/CARRYOVER REQUIREMENTS**

An operator may reserve or carryover its allocation to the next fiscal year; however, the funds will retain their original year of allocation for the purpose of applying the lapsing requirement.

An operator may assign its funds for a given fiscal year to another operator that is able to use them according to the program, purpose, and objectives and within the lapsing requirement timeframe. Fund trade will not be allowed using Measure M 20% funds.

### **LAPSING REQUIREMENT**

Given the objective of the program to improve transit service, operators are encouraged to spend these funds in a timely manner.

Operators have three years, which is the year of allocation plus two years, to spend the funds allocated through this program. Metro may grant extensions on a case-by-case basis, accompanied by adequate documentation of justification of the need for the extension request. The appeal of any lapsing funds will be submitted to Metro, in consultation with Bus Operations Subcommittee (BOS), and subject to approval by the Metro Board of Directors, with any lapsed funds reverting back to the Measure M 20% fund for reallocation to eligible recipients.

## **REPORTING REQUIREMENTS**

Operators will provide quarterly reports to Metro describing how uses of Measure M 20% funds are contributing to accomplishing the program objectives. Metro will compile the operators' quarterly reports into a regional Measure M 20% Program update for the Metro Board and the Measure M Independent Taxpayer Oversight Committee. The quarterly reports are in addition to the annual Improvement Plan. All service funded with Measure M 20% Transit Operations proceeds will be included in the FAP, and reported separately on the Transportation Performance Measurement forms. Measure M Funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall. Measure M 20% Funds used for expansion may only be included in the FAP if there is an overall service level increase (as evidenced in the National Transit Database Report).

## **AUDIT REQUIREMENTS**

Use of these funds will be audited as part of the annual audit of each municipal operator. Those operators that perform their own audit shall consult with Metro for a scope of work, which covers the Measure M 20% audit requirement. The audit shall include in the scope of work compliance with the Maintenance of Effort provision and exceptions to that provision will be reported as a finding. Operators will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

## **MEASURE M RECOGNITION**

All operators are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each operator.

## **REVISIONS TO PROGRAM GUIDELINES**

These guidelines cannot be changed without consensus from the eligible recipients, as defined in these guidelines, and upon approval of the Metro Board of Directors.

## **XXIII. 2% ADA PARATRANSIT FOR THE DISABLED; METRO DISCOUNTS FOR SENIORS AND STUDENTS**

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### **INTRODUCTION**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for the Measure M 2% program for:

- A) ADA paratransit for people with disabilities; and
- B) Los Angeles County Metropolitan Transportation Authority (Metro) discounts for seniors and students.

### **PROGRAM OBJECTIVES**

The purpose of this Measure M 2% program is:

- A) To maintain and improve the service performance of ADA paratransit services for people with disabilities in Los Angeles County. As defined in Section 3 of the Measure M Ordinance, ADA paratransit “means paratransit service for the disabled as provided or by the Americans with Disabilities Act;” and
- B) To fund Metro discounts for seniors and students.

In addition, this program will aim to bridge the mobility gap for older adults by designing programs to provide older adults and people with disabilities with the knowledge, practice and confidence to safely and independently travel on public transportation.

### **PROGRAM AMOUNT AND ALLOCATION PERIOD**

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax to the program objectives set out above.

### **ALLOCATION METHODOLOGY**

The program funds will be allocated annually based on budgetary needs, with ADA as a priority, for a maximum of 75% for ADA paratransit, and a minimum of 25% for Metro discounts for seniors and students. Any unused funds will revert back to the 2% ADA Paratransit for the Disabled and Metro Discounts for Seniors and Students pool of funds to be redistributed in the following fiscal year.

## ELIGIBLE RECIPIENTS

- A) For the ADA paratransit portion, any transportation agency that provides ADA paratransit services on behalf of Los Angeles County fixed route transit operators and Metro are eligible to receive the program funds. In Los Angeles County, ADA paratransit is currently provided by Access Services on behalf of fixed-route transit operators countywide. If there are any changes to eligible ADA paratransit providers, the content of these guidelines should be revisited.
- B) For the Metro discounts for seniors and students portion, all funds will be allocated to Metro to fund the fare subsidy program described in Appendix B/~~Attachment A~~.

## ELIGIBLE USES

- A) For the ADA paratransit portion, eligible uses include ADA paratransit operating expenses, capital ~~expenses~~ expenses (including innovative technology), and activities to enhance ADA paratransit services provided by the eligible recipients as described above. Up to 10% of the ADA paratransit funds (maximum of 75% for ADA paratransit) may also be used for activities that encourage the use of other transportation options (besides ADA paratransit) by older adults and people with disabilities, such as Travel Training and other innovative programs in coordination with Metro.
- B) For the Metro discounts for seniors and students portion, funds will be allocated to the fare subsidy program described in Appendix B/~~Attachment A~~.

## FUND DISBURSEMENT

- A) For the ADA paratransit portion, funds will be disbursed after a Memorandum of Understanding (MOU) between each eligible ADA paratransit provider and Metro has been executed.
- B) For the Metro discounts for seniors and students portion, Metro will be the sole recipient, and all such monies will be used to fund the discounts as described in Attachment A.

## REPORTING REQUIREMENTS

- A) Eligible recipients will provide an annual report to Metro describing how uses of Measure M 2% funds are contributing to accomplishing the program objectives. In addition, eligible recipients will be required to prepare quarterly reports on the status of performance metrics as specified in the MOU. These quarterly reports shall be submitted to Metro for review by the Independent Taxpayer Oversight Committee.



- B) Metro will be required to report quarterly to the Independent Taxpayer Oversight Committee on the status and utilization of the fare subsidy program described in Attachment A.

**AUDIT REQUIREMENTS**

- A) Use of these funds by ADA paratransit providers will be audited as part of Metro’s Consolidated Audit program.
- B) Use of these funds for Metro discounts for seniors and students will be audited as part of Metro’s Consolidated Audit program.

**MEASURE M RECOGNITION**

All recipients are encouraged to recognize projects and services that are funded using Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each recipient.

**REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors. Future Board-adopted changes to the fare subsidy program described in Appendix B/~~Attachment A~~ shall automatically append these guidelines.

## **XXIV. 2% METRO STATE OF GOOD REPAIR**

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### **INTRODUCTION**

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion consistent with the Measure M Ordinance. These guidelines summarize the funding policies and administrative procedures for Measure M 2% Metro State of Good Repair for the Los Angeles County Metropolitan Transportation Authority (Metro).

### **PROGRAM OBJECTIVES**

As defined in Section 3 of the Measure M Ordinance, Metro State of Good Repair “means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.” This definition is will also apply to Measure M funding categories that are Metro State of Good Repair eligible: 5% Metro Rail Operations and 20% Transit Operations.

### **PROGRAM AMOUNT AND ALLOCATION PERIOD**

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year Metro shall allocate 2% of all net revenues derived from the tax solely for Metro State of Good Repair.

### **ALLOCATION METHODOLOGY**

Funds will be allocated to Metro exclusively for Metro State of Good Repair.

### **ELIGIBLE RECIPIENTS**

Metro shall be the sole recipient of Metro State of Good Repair funds for rail, as defined in the Measure M Ordinance.

### **ELIGIBLE USES**

Eligible expenses include the repair, replacement, and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems and engineering, and stations. Examples of eligible expenses include, but are not limited to, the following:

- Rail vehicle overhaul, midlife, acquisition, and maintenance
- Maintenance, component replacement, and upkeep of rail communications, signals, power, controls, and track systems and engineering; and,

- Rail station upkeep, repairs, and maintenance, including, but not limited to, fare gates, ticket vending machines (TVMs), transit passenger information system (TPIS) systems, ~~and~~ lighting, and public art restoration
- Fare collection system and equipment
- Systems, software and services to assess, prioritize and report on state of good repair projects

### **RESERVE/CARRYOVER REQUIREMENTS**

Given the objective of the program to address Metro State of Good Repair, Metro is encouraged to spend these funds in a timely manner. However, Metro may reserve or carryover its allocation to the next fiscal year.

### **REPORTING REQUIREMENTS**

Metro will provide quarterly reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M 2% Metro State of Good Repair funds are contributing to accomplishing the program objectives.

Measure M funds may be used to supplement existing state, federal, and local transit funds in order to maintain the provision of the existing transit services in the event of a current or projected funding shortfall.

### **AUDIT REQUIREMENTS**

Use of these funds will be subject to audit and oversight as determined by Measure M and all other applicable state and local laws. Metro will retain all documents and records related to this program and the use of funds for a period of three years after the year in which the funds are expended.

### **MEASURE M RECOGNITION**

Projects and services funded by the Measure M Metro State of Good Repair program will recognize the use of Measure M funds. Examples include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of Metro.

### **REVISIONS TO PROGRAM GUIDELINES**

These program guidelines may be revised by the Metro Board of Directors.

## XXV. LOCAL RETURN

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### INTRODUCTION

Measure M was approved by the voters of Los Angeles County on November 8, 2016 to improve transportation and ease traffic congestion. Consistent with the Measure M Ordinance, these guidelines summarize the funding policies and administrative procedures for the Measure M Local Return (LR) program.

### PROGRAM OBJECTIVES

The Measure M Ordinance specifies that LR funds are to be used for transportation purposes. No net revenues distributed to cities and the County of Los Angeles (Jurisdictions) may be used for purposes other than transportation purposes. The Measure M Ordinance directs the Los Angeles County Metropolitan Transportation Authority (Metro) to develop LR Guidelines, including administrative requirements. The projects included herein further define those transportation purposes for which Measure M LR revenues may be used.

### PROGRAM AMOUNT AND ALLOCATION PERIOD

This is a program funded by the Measure M sales tax with no sunset, beginning on July 1, 2017. Every year, Metro shall allocate 17% of all net revenues to the LR Program. This amount shall increase to 20% on July 1, 2039.

### ALLOCATION METHODOLOGY

Metro will require that Jurisdictions submit Assurances and Understandings agreements before participating in the LR Program. The Measure M Ordinance specifies that 17% of its revenues be allocated to Jurisdictions on a per capita basis. After administrative costs are deducted, apportionments are made to all Jurisdictions within the Los Angeles County, currently 88 cities and the County of Los Angeles (for unincorporated areas). The Jurisdictions' allocations are based on the population shares from the projected populations as derived from annual estimates made by the California State Department of Finance. The projected populations are revised annually in the Transit Fund Allocations and approved by the Metro Board.

Reallocation of Local Return distributions can be subsequently pursued at the subregional level among the cities and county areas within subregional boundaries, to support smaller cities, at the discretion of those parties.

## ELIGIBLE RECIPIENTS

The following cities and the County of Los Angeles are eligible to receive Measure M LR funds:

- Agoura Hills
- Alhambra
- Arcadia
- Artesia
- Avalon
- Azusa
- Baldwin Park
- Bell
- Bellflower
- Bell Gardens
- Beverly Hills
- Bradbury
- Burbank
- Calabasas
- Carson
- Cerritos
- Claremont
- Commerce
- Compton
- Covina
- Cudahy
- Culver City
- Diamond Bar
- Downey
- Duarte
- El Monte
- El Segundo
- Gardena
- Glendale
- Glendora
- Hawaiian Gardens
- Hawthorne
- Hermosa Beach
- Hidden Hills
- Huntington Park
- Industry
- Inglewood
- Irwindale
- La Canada Flintridge
- La Habra Heights
- Lakewood
- La Mirada
- Lancaster
- La Puente
- La Verne
- Lawndale
- Lomita
- Long Beach
- Los Angeles City
- Lynwood
- Malibu
- Manhattan Beach
- Maywood
- Monrovia
- Montebello
- Monterey Park
- Norwalk
- Palmdale
- Palos Verdes Estates
- Paramount
- Pasadena
- Pico Rivera
- Pomona
- Rancho Palos Verdes
- Redondo Beach
- Rolling Hills
- Rolling Hills Estates
- Rosemead
- San Dimas
- San Fernando
- San Gabriel
- San Marino
- Santa Clarita
- Santa Fe Springs
- Santa Monica
- Sierra Madre
- Signal Hill
- South El Monte
- South Gate
- South Pasadena
- Temple City
- Torrance
- Vernon
- Walnut
- West Covina
- West Hollywood
- Westlake Village
- Whittier
- Unincorporated Los Angeles County

## ELIGIBLE USES

Following are listings of eligible projects for which Measure M LR funds can be used.

1. Streets and Roads. Planning, right-of-way and utility acquisition, engineering and design, administration, construction, improvement, maintenance, and operation of public streets and roads, bridges, highways and exclusive public mass transit guideways, and their related public facilities for non-motorized traffic, including the mitigation of their environmental effects, improvements to capture, convey, infiltrate, and/or treat urban runoff and stormwater, and all costs associated with property acquisition for such purposes.

Streets and Roads improvements may consist of, but are not limited to, the following:

- Repair and maintenance of public roadways, pavement maintenance, slurry and rubberized seals, chip seals, pot-hole repair, pavement rehabilitation, or other pavement preservation treatments, roadway construction or reconstruction, utility undergrounding, curb, gutter, sidewalk, trees, roadway signage, median and parkway improvements, and storm drain systems in connection with any roadway improvements
- Cape seals, or other pavement preservation treatments, slope maintenance to preserve the operation of the public right of way
- Capacity enhancements, street widenings, pavement marking and striping or restriping
- Exclusive bike or bus lanes
- Roadway safety improvements such as sound walls, roadway lighting, traffic signals, raised median or roadway striping and signage, railroad crossings, erosion/sediment controls for hillside roads, and guardrails
- Street improvements to meet Americans with Disabilities Act (“ADA”) requirements

### Complete Streets

As defined in Section 3 of the Measure M Ordinance, “Complete Streets” means a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclist, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

Specific aspects of a complete street are dependent on the context in which the roadway is located (urban, suburban, rural, heavy traffic volume, numerous pedestrian destinations, etc.).

### Green Streets

As defined in Section 3 of the Measure M Ordinance, “Green Streets” means urban transportation rights-of-way integrated with stormwater treatment techniques that use natural processes and landscaping and quantitatively demonstrate that they capture and treat stormwater runoff from their tributary watershed through infiltration or other means and are included within the respective Enhanced Watershed Management Plan.

Green Streets are a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems, such as permeable pavements, to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Enhanced Watershed Management Programs may include, but are not limited to, any Watershed Management Plan and/or Program approved by the California Regional Water Quality Control Board, Los Angeles Region, or its successors. Projects that integrate urban runoff stormwater capture, infiltration, and/or treatment techniques that are not included within a watershed management plan or program may still be eligible for Measure M LR funds as part of other eligible project categories.

Per Ordinance, no more than 33 1/3% of LR funds received may be spent on Green Streets projects in any fiscal year.

### Storm Drains

Storm drains are drains designed to remove excess rain and groundwater from impervious surfaces such as paved streets, parking lots, bikepaths, and sidewalks. Most storm drainage systems are designed to drain the water, untreated and unfiltered, into channels and water bodies.

2. Traffic Control Measures. Signal Synchronization, Transportation Demand Management (“TDM”), Transportation Systems Management (“TSM”), Intelligent Transportation System (“ITS”), new traffic signals, traffic signal modification, signalization of turns, traffic management center, and traffic safety.
  - a. Signal Synchronization. The research, planning, design, engineering, administration, construction, improvement, maintenance, and operation of traffic signals and traffic signal improvement projects, in particular those

improvements required to install and maintain traffic signal synchronization and coordinated traffic signal timing across jurisdictions.

Signal Synchronization Improvements may consist of, but are not limited to, the following:

- Installation of new traffic signal
- Installation of left-turn or right-turn phasing
- Maintenance, repair, replacement and/or upgrade of traffic and pedestrian signal equipment
- Installation, repair and maintenance of vehicle detection system which may include operation as a fully traffic-actuated signal
- Installation of time-based coordination; installation and maintenance of traffic signal coordination timing
- Traffic Management Center (TMC) establishment or modification for management of traffic signals
- Installation of signal-related electrical system and/or fiber optic in the roadway

- b. TDM projects are defined as strategies/actions intended to influence how people commute, resulting in minimizing the number of vehicle trips made and vehicle miles traveled during peak travel periods.

TDM projects must be made available to all employers and/or residents within the Jurisdiction boundaries.

TDM-eligible project expenditures may consist of, but are not limited to, the following:

- Vanpool and/or vanpool incentive programs, and carpool and biking incentive programs. Community-based shuttles for employees, if such services complement existing transit service
- Parking management incentive programs, including parking cash-outs or parking pricing strategies
- Employer or citizen ride-matching programs and subsidies
- Transportation Management Organization's ("TMO") insurance costs or individual employer's vanpool programs under the umbrella vehicle insurance policy of the Jurisdiction
- Matching funds for LR-eligible projects such as Safe Routes to School projects, Call for Projects, and highway improvement safety projects
- Car-sharing programs
- Bike-sharing programs



- Guaranteed Ride Home Programs, Telework Incentives, Ride-hailing incentives
  - First/last mile transit connectivity strategies including shared mobility services (mobility hubs, secure bike parking, bike-share, car-share, universal reservation payment systems, etc.
  - Safe routes for Seniors
  - Safe routes to school
  - Autonomous and/or Connected Shared Vehicle Technology
- c. TSM-eligible project expenditures include those for relatively low-cost, non-capacity-enhancing traffic control measures that improve vehicular flow and/or increase safety within an existing right-of-way. TSM projects may consist of, but are not limited to, the following:
- Reserved bus lanes (no physical separation) on surface arterials
  - Contra-flow lanes (reversible lanes during peak travel periods)
  - Ramp meter by-pass (regulated access with bus/carpool unrestricted entry)
  - Traffic signal priority for buses (to allow approaching transit vehicles to extend green phase or change traffic signal from red to green)
  - Preferential turning lanes for buses
  - Other traffic signal improvements that facilitate traffic movement

#### Traffic Control Measures - Eligibility Restrictions

LR funds may not be used to alter system/signal timing that was implemented under a traffic forum project/grant, unless coordinated with all affected Jurisdictions in the corridor. If a LR-funded project is or has an ITS component, it must be consistent with the Regional ITS Architecture. ITS projects must comply with the Countywide ITS Policy and Procedures that the Metro Board has adopted.

3. Active Transportation. Active transportation is any non-motorized, human-powered mode of transportation, such as walking, bicycling, rolling, skating or scooting. Complete Streets projects are intended to facilitate and encourage the use of active transportation modes.

Bikeway and pedestrian improvements are for public uses and should follow ADA and California Title 24 specifications for accessibility requirements. Bikeways and pedestrian improvements may consist of, but are not limited to, the following:

- Construction and maintenance of bike/pedestrian facilities, sidewalks, related lighting, and cycle track operation and maintenance of off-street bike and pedestrian facilities, shared use paths, bike/pedestrian trails and trail connections
- Installation, repair, and maintenance of street furniture, such as seating and parklets
- Signage, information/safety programs
- Lighting for bike and pedestrian safety, including ongoing energy and maintenance costs
- Bike signal, bike detection, bike valet, bike lane and bike parking/storage
- ADA improvements, streetscapes, crossings and curb cuts
- Bike sharing
- Pedestrian, bike safety and bike education and studies
- Pedestrian plans
- Demonstration, pilot, or temporary staging projects to show the public a project and test the project's feasibility
- Improve first and last mile access to transit
- Bicycle center and supportive secure parking, and repair services for city owned bike share program
- Open street events to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, 2) to encourage future mode shift to more sustainable transportation modes, and 3) for civic engagement to foster the development of multi-modal policies and infrastructure at the city/community level
- Non-profit and private organization consultant services that can offer their expertise in outreach, planning, cost estimation, grant writing, design, environmental review, implementation, and maintenance

4. Public Transit Services. Proposed new or expanded transit or paratransit services to address unmet transit needs must be coordinated with Metro and other affected existing regional bus transit systems to determine the proposed service's compatibility with the existing service(s). Metro may request that the proposed service be modified. Proposed services must also meet the criteria outlined under "Non-Exclusive School Service" and "Specialized Transit." Emergency Medical Transportation is not an eligible use of LR funds. Public transit service expenditures may include, but are not limited to, the following:

- New fixed-route, paratransit (Elderly and Disabled and/or General Public) or Flexible Destination bus service
- Extension or augmentation of an existing bus route(s) and coordination of existing paratransit service

- Contracting with a transit operator or private provider for transportation services
- Contracting with transit operator in an adjacent county to provide transportation services within Los Angeles County
- Operating subsidy to existing municipal or regional bus operator
- Service enhancements related to bus/rail interface
- Shuttle service between activity centers
- Fare subsidy, subsidized taxi or similar service for residents
- Taxi or similar service coupon/voucher programs used to provide paratransit systems for senior and disabled patrons
- ADA related improvements to fixed route or paratransit operations
- Transit security operations
- Recreational transit
- Software or technology for collecting, reporting, and analyzing real-time operations, performance, or fare collection data
- Support existing levels of transit operations

Public Transit Services - Eligibility Restrictions

- a. **Non-Exclusive School Service** which includes fixed-route bus services or demand-responsive services available to the general public, which also provide school trips, are eligible for LR funding. Exclusive school bus services are not eligible. Projects must meet the following conditions:
- The vehicles utilized cannot be marked "School Bus" or feature graphics that in any way indicate they are not available to the general public. Yellow paint schemes should not be for the specific purpose of meeting the vehicle code definition of a school bus.
  - The bus head sign is to display its route designation by street intersection, geographic area, or other landmark/destination description and cannot denote "School Trip" or "Special." In cases where the service includes an alternate rush-hour trip to provide service by a school location, the dashboard sign is to indicate the line termination without indicating the school name.
  - Timetables for such services which will be made available to the general public, shall provide the given schedule and route but must not be labeled "school service."

- Drivers must be instructed that such service is available to the general public and board and alight all passengers as required at designated stops.
  - The same fare payment options must be made available to all users.
  - The overall transportation service provided in the Jurisdiction must not be for school-hour service only.
- b. **Specialized Public Transit**, special-user group service or social service transit may be eligible where it can be incorporated into the existing local transit or paratransit program. Jurisdictions must demonstrate that existing services cannot be modified to meet the identified user need. Projects must meet the following conditions:
- The special-user group identified does not discriminate on the basis of race, religion, sex, disability or ethnicity.
  - Service shall be available to all members of the general public having that specialized need and not be restricted to a specific group or program.
  - Service shall be advertised to the general public.
  - Metro may require, as a condition of approval, inter-jurisdictional project coordination and consolidation.
  - LR funds may only be used for the transportation component of the special user group program, i.e., direct, clearly identifiable and auditable transportation costs, excluding salaries for specialized escorts or other program aides.

- The designated vehicle(s) used must be made available for coordination with other paratransit programs if space permits.

- c. **Recreational Transit Services** are eligible for travel within a 300 mile radius of the designated point of departure within the Jurisdiction. All eligible trips must be made within California, and eligibility restricts the use to day trips (no overnight trips). Trips may be limited to certain general age groups (e.g., children under 18, senior citizens, persons with disabilities); however, trips must be made available to all individuals within that designated group. Special events or destinations may be served; however, all members of the general public including individuals with disabilities must be allowed to use the service.

LR funds may not be used to pay the salaries of recreation leaders or escorts involved in recreational transit projects. All recreational transit trips must be advertised to the public, such as through newspapers, flyers, posters, and/or websites. Jurisdictions must submit a Recreational Transit Service Form (Appendix C) on or before October 15<sup>th</sup> after the fiscal year the service was made available, to certify that all conditions were met.

5. **Public Transit Capital**. Bus/rail improvements, maintenance, and transit capital. Jurisdictions must coordinate bus stop improvements with affected transit operators. Public Transit Capital projects may consist of, but are not limited to, the following:

- Improvements to bus stops or rail stations (including street improvements)
- Transit Infrastructure
- Vehicles (new, replacement, and/or maintenance)
- Transit facilities
- Maintenance of facilities/state of good repair
- Transportation Enhancements (“TE”), park-and-ride lots
- Right-of-way improvements
- Improvements to rail crossing(s)
- Farebox systems and related improvements
- Transit Access Pass (“TAP”)
- Universal Fare System (“UFS”), plan development or projects
- Passenger counting systems, Automated Passenger Counter
- Purchase and installations of bus stop/station amenities and signage

- Parking facilities that support public transit use
- Transportation technical systems
- Transit security capital

6. Transit Oriented Community Investments (TOC). ~~Transit-oriented development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable and bikeable neighborhood and located within a half-mile of quality public transportation.~~

Measure M’s intent goes beyond traditional transit oriented development TOD to focus on the creation of “transit-oriented communities” (TOC). TOCs represent a comprehensive approach to creating compact, walkable and bikeable places in a community context, rather than focusing on a single development site, particularly around transit, ~~as described in Metro’s Transit Oriented Communities Program as defined in Metro’s TOC Policy to be developed and approved by the Metro Board.~~

Measure M funds must leverage private and other public funds to create TOC. Jurisdictions are encouraged to publicize that Measure M funding was used to fund the project.

7. Transportation Marketing. If promotional signage, literature, or other project marketing material is distributed or displayed as part of a Measure M project outreach or marketing activity, Jurisdictions are encouraged to include a notation indicating that Measure M funding was used to fund the project.

Marketing projects may consist of, but are not limited to, the following:

- Transportation kiosks and/or transit pass sales centers
- Transportation information amenities such as maps, brochures, transportation signage
- Transportation user subsidy programs
- Promotions and events
- GIS mapping of bikeways and other bikeway information

8. Planning, Engineering and/or Study, Congestion Management Program (“CMP”). Planning, coordination, engineering and design costs incurred toward implementing an eligible LR project are eligible when the following conditions are met:

- Projects being planned (designed, coordinated, etc.) are LR eligible. Coordination includes: Jurisdictions’ start-up costs or dues for Councils of Governments (“COGs”) and Transportation Management Associations (“TMAs”); advocacy; and funding for Joint Powers Authorities (“JPAs”) by Jurisdictions or (“COGs”). If some activities are LR eligible and some are not, partial payment of dues must be made proportionally to the organization’s budget for LR-eligible projects.
- TDM-related activities as required by the CMP. CMP projects may consist of, but are not limited to the following:
  - a. preparation of TDM ordinances
  - b. administration and implementation of transit or TDM-related projects pursuant to CMP deficiency plans
  - c. monitoring of transit standards by transit operators

9. Transportation Administration. Expenditures for those administrative costs associated with and incurred for the aforementioned eligible projects/programs.

Direct administration include those fully burdened costs that are directly associated with administering LR program or projects, salaries and benefits, office supplies and equipment, and other overhead costs. All costs must be associated with developing, maintaining, monitoring, coordinating, reporting and budgeting specific LR project(s). Expenditures must be reasonable and appropriate to the activities undertaken by the locality. The administrative expenditures for any year shall not exceed twenty percent (20%) of the total LR annual expenditures.

10. Local Funding Contributions. Measure M LR funds may be used as matching funds for other federal, state, or local sources that may be used to fund transportation projects as listed herein in this section.

The Measure M Ordinance requires a three percent (3%) local funding contribution for designated projects. LR funds may be used to provide these local funding contributions. The 3% Local Contribution to Major Transit Projects guidelines are included in Attachment A.

**MAINTENANCE OF EFFORT (“MOE”)**

Measure M LR Program funds are to be used to augment, not supplant, existing local revenues being used for transportation purposes. Jurisdictions must maintain their individual existing local commitment of funds, for current transportation projects and services.

In addition to implementing new Measure M eligible projects and programs, Jurisdictions may use Measure M LR funds to supplement existing Measure M eligible projects and programs should current grant funding that supports the operations of a program sunset, or if there is a current or projected funding shortfall. Metro reserves the right to request appropriate documentation from a Jurisdiction to support the existence of grant funding schedules and/or a funding shortfall.

#### COORDINATION APPROACH

Jurisdictions are encouraged to coordinate and use their Measure M LR-funded projects as follows:

1. More corridor-based projects, specifically projects that support other Measure M rail, bus and highway corridors
2. Coordination on arterials
3. Land use policies to support rail and bus transit
4. Bike connectivity between Jurisdictions
5. Bicycle and pedestrian access to support transit stations and rail stations
6. Rapid bus service implementation
7. Street improvements to support coordinated signal synchronization across jurisdictions
8. Complete streets, green measures
9. Improve first and last mile access to transit network

#### PROMOTE SUSTAINABILITY

Jurisdictions are encouraged to use Measure M LR funds for projects that will foster a more sustainable countywide transportation system by improving the efficiency and operation of streets and roads and/or increasing alternative transportation choices. Jurisdictions should also consider sustainability in the development of each project by incorporating design elements that reduce construction-related and long-term environmental impacts.



Sustainable design elements should aim to reduce energy, water, waste and air pollutants that occur throughout the lifecycle of a project, including its construction, maintenance, and operations.

## **ADMINISTRATIVE**

### **AGREEMENT**

Prior to receiving disbursements, a Jurisdiction must submit an executed Assurances and Understandings (legal agreement), a sample of which is shown in Attachment C.1. Funds are then automatically disbursed on a monthly basis from the net received revenues, on a per capita basis, to the Jurisdiction.

### **REPORTING REQUIREMENTS**

#### Expenditure Plan (Form M-One)

To maintain legal eligibility and meet Measure M LR program compliance requirements, Jurisdictions shall submit to Metro an Expenditure Plan (Form M-One), annually, by August 1 of each year. A sample of Form M-One is shown in Attachment C.2.

Form M-One provides a listing of projects funded with Measure M LR funds along with estimated expenditures for the year. For both operation and capital projects, Part I is to be filled out. Part II is to be filled out for capital projects (projects over \$250,000). Metro will provide LR funds to a capital project or program sponsor who submits the required expenditure plan containing the following:

1. The estimated total cost for each project and/or program activity;
2. Funds other than Measure M that will be expended on the projects and/or program activity;
3. The active funding schedule for each project and/or program activity; and
4. The expected completion dates for each project and/or program activity.

#### Expenditure Report (Form M-Two)

The submittal of an Expenditure Report (Form M-Two) is also required to maintain legal eligibility and meet Measure M LR program compliance requirements. Jurisdictions shall submit a Form M-

Two, to Metro annually, by October 15<sup>th</sup> (following the conclusion of the fiscal year). The Expenditure Report serves to notify Metro of previous year LR fund receipts and expenditures. Jurisdictions are required to specify administration charges to Direct Administration in order to verify compliance of the 20% cap on administration costs. A sample of Form M-Two is shown in Attachment C.3.

Recreational Transit Form

Jurisdictions that use their Measure M LR funds for recreational transit services must fill out, sign and submit this form no later than October 15<sup>th</sup> after the fiscal year in which the services were rendered. A sample Recreational Transit Form is shown in Attachment C.4.

Form Submission Timeline

<u>FORM</u>	<u>DETERMINATION</u>	<u>ANNUAL DUE DATE</u>
Expenditure Plan (Form M-One)	New, amended, ongoing and carryover projects; Capital projects require additional information	August 1
Expenditure Report (Form M-Two)	All projects	October 15
Recreational Transit Form	Recreational Transit only	October 15

FINANCE

Establishing a Separate Account

Jurisdictions are required to establish a separate account, or sub-account (line item), and deposit all Measure M LR revenues, interest earnings received and other income earned (such as fare revenues, revenue from advertising, etc.) in that account.

Pooling of Funds

Metro will allow Jurisdictions to pool Measure M LR funds in order to obtain maximum return on investments. Such investment earnings must be reported and expended consistent with

these guidelines. As in fund exchanges or transfers, Jurisdictions involved in such arrangement should keep adequate records of such transactions in order to allow for subsequent audits.

### Unexpended Project Funds

All unexpended project funds remaining upon completion of an approved project must be re-programmed.

### Reimbursement

Measure M LR funds may be used to advance a project which will subsequently be reimbursed by federal, state, or local grant funding, or private funds, if the project itself is eligible under these guidelines. The reimbursement must be returned to the Measure M LR account.

A jurisdiction may advance an approved Measure M LR project using City/County/State funds, to be subsequently reimbursed by Measure M LR funds.

### Fund Exchange: Trade, Loan, Gift

Jurisdictions involved with fund exchanges are required to obtain Metro approval and keep all related documents on file.

1. Trading of Measure M LR funds are restricted to other dedicated transportation funds/revenues (except for Proposition C funds which are not allowed).
2. Jurisdictions may arrange a mutually acceptable temporary transfer or loan from one Jurisdiction to another in order to meet short-term project financing needs while allowing for multi-year payback to the lead agency. These loans are to be made on terms to be negotiated between the involved parties. The participating Jurisdictions are held mutually responsible for ensuring that the end use of Measure M is for statutorily allowed purposes.
3. Jurisdictions can gift its Measure M LR funds to another Jurisdiction for the implementation of a mutual project, providing that the funds are used for eligible transportation purposes as listed herein. Jurisdictions giving the funds away cannot accept an exchange or gift of any kind in return.

See Attachment C.5. for a sample Fund Exchange Agreement.

### Bonding

Jurisdictions may issue bonds against Measure M LR Revenue. See Appendix C .6. for bonding requirements.

### LAPSING REQUIREMENT

Measure M LR funds have five (5) years to be expended. Funds must be expended within five years of the last day of the fiscal year in which funds were originally allocated or received. For

example, funds received in FY 2017-18 are required to be expended by June 30, 2023. A First-In-First-Out (FIFO) method of calculation will be used to determine any lapsing of funds. The Measure M LR allocation, interest income and other income earned from LR projects (such as revenues from advertising) which are not expended within the allocated time, will consequently lapse, and be returned to Metro upon request, for reallocation to Jurisdictions on a per capita basis.

Metro will allow a time extension for Jurisdictions to reserve funds (see RESERVE/CARRYOVER REQUIREMENTS below).

#### RESERVE/CARRYOVER REQUIREMENTS

Jurisdictions, may set up a reserve fund account to obtain additional time (beyond the five year term limit) to expend funds. The reserve project will be accounted for in a separate account, or sub-account for audit purposes and lapse date calculation. The reserve fund process is as follows:

1. The Jurisdiction must send a letter to Metro requesting a reserve fund along with project details, including an Expenditure Plan and justification and time continuance specific to the project for which the extension is needed.
2. Metro will determine if the extension is warranted. If the project qualifies, Metro will send an approval letter for the reserve.
3. The Jurisdiction will then be required to establish a separate account, or sub-account (line item), that can be audited.

However, if a Jurisdiction finds that the reserve fund project cannot be constructed for reasons beyond the Jurisdiction's control, the Jurisdiction may submit a request to Metro to reprogram the reserve. The Jurisdiction must indicate in writing the proposed use of the accumulated reserve funds to be reprogrammed, and receive written Metro approval. If the reserve funds are reprogrammed without the approval of Metro, Metro may request that the funds be paid back to Metro for reallocation to Jurisdictions on a per capita basis through the Measure M LR allocation process.

#### AUDIT REQUIREMENTS

A financial and compliance audit will be conducted annually as part of Metro's Consolidated Audit Program to verify adherence to the Measure M Guidelines. Audits will be performed in accordance with auditing standards generally accepted in the United States of America and the Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that the audit is planned and performed to obtain reasonable assurance about whether the basic financial statements are free of material misstatement. The audit shall

include examining, on a test basis, evidence supporting the amounts and disclosures in the basic financial statements. The audit shall also include review of internal control procedures, assessing the accounting principles used, as well as evaluation of the overall basic financial presentation.

It is each Jurisdiction's responsibility to maintain proper accounting records and documentation to facilitate the performance of the audit prescribed in these guidelines. This includes proper controls that administrative charges are adequately supported (timesheets, payroll registers, labor distribution reports and other related documentation). Jurisdictions are required to retain LR records for at least four years following the year of allocation and be able to provide trial balances, financial statements, worksheets and other documentation required by the auditor. Jurisdictions are advised that they can be held accountable for excess audit costs arising from poor cooperation and inaccurate accounting records that would cause delays in the completion of the required audits.

**Note: Jurisdictions are required to expend their Measure M LR funds for transportation purposes, as defined by these guidelines. Any Jurisdiction that violates this provision must fully reimburse the Measure M LR fund, including interest thereon, for the misspent funds and may be deemed ineligible to receive Measure M LR funds for a period of three (3) years.**

Financial and Compliance Provisions

The Measure M LR Audits shall include, but not limited to, verification of adherence to the following financial and compliance provisions of this guidelines:

<b>Audit Area</b>	<b>Non-Compliance Penalty (for failure to comply with Audit Area)</b>
<p>Measure M LR funds were expended for transportation purposes (as defined by the Measure M LR Guidelines).</p>	<p>Reimbursement to the LR fund of unsupported expenditures, and possible suspension of disbursements for three (3) years. The suspended funds will be reallocated to Jurisdictions on a per capita basis.</p>
<p>Assurances and Understandings (fully executed agreement).</p>	<p>Suspension of disbursements until compliance.</p>
<p>Accounts and records have established a separate operating Measure M Local Transportation Assistance Account for LR purposes.</p>	<p>Suspension of disbursements until compliance.</p>
<p>Verification of revenues received including allocations, project generated revenues, interest income properly credited to Measure M account.</p>	<p>Suspension of disbursements until compliance.</p>
<p>Verification that funds were expended</p>	

<p>with Metro’s approval.</p> <p>Verification that funds were not substituted for property tax and are in compliance with the MOE.</p> <p>Verification that the funds are expended within five (5) years from the last day of the fiscal year in which funds were originally allocated or received (unless an approved reserve fund has been established).</p> <p>Verification that <u>administrative expenditures</u> did not exceed 20% of the total annual LR expenditures.</p> <p>Verification that the Expenditure Plan was submitted on or before August 1<sup>st</sup> at the beginning of the new fiscal year.</p> <p>Verification that the Annual Expenditure Report was submitted on or before October 15<sup>th</sup> following the end of the prior fiscal year.</p> <p>Where funds expended are reimbursable by other grants or fund sources,</p>	<p>Jurisdiction will be required to reimburse its LR account.</p> <p>Jurisdiction will be required to reimburse its LR account (Auditors will measure MOE compliance globally, not project by project).</p> <p>Lapsed funds will be returned to Metro for reallocation to Jurisdictions on a population basis.</p> <p>Jurisdictions will be required to reimburse their LR account for the amount over the 20% cap.</p> <p>Audit exception.</p> <p>Audit Exception.</p>
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<p>verification that the reimbursement is credited to the Local Return account upon receipt of reimbursement.</p> <p>Where Measure M funds were given, loaned or exchanged by one Jurisdiction to another, verification that the receiving Jurisdiction has credited its LR account with the funds received.</p> <p>Where a capital reserve has been granted, verification that a separate account for the capital reserve is established, and current status is reported in the Expenditure Plan</p>	<p>Audit exception and reimbursement received must be returned to the LR account</p> <p>Audit exception and reimbursement of affected funds to the LR account.</p> <p>Audit exception.</p>
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### Audit Deliverables

The auditor shall submit to the Jurisdictions and to Metro a Comprehensive Annual Report of Measure M LR funds no later than March 31 following the end of fiscal year. The report must, at the minimum, contain the following:

- Audited Financial Statements – Balance Sheet, Statement of Revenues and Expenditures and Changes in Fund Balances.
- Compliance Report, Summary of Exceptions, if any, and ensuing recommendations.
- Supplemental Schedules – Capital Reserves, if any; Schedule of Detailed Project Expenditures; and Capital Assets.

### Suspension or Revocation

Jurisdictions are expected to take corrective action in response to the LR financial and compliance audit. Notwithstanding the provisions of these guidelines, Metro reserves the right to suspend or revoke allocation to jurisdictions that may be found to be in gross violation of these guidelines, or repeatedly committing violations, or refusing to take corrective measures.

### **MEASURE M RECOGNITION**

All jurisdictions are encouraged to recognize projects and services that are funded using Measure M funds. Examples may include websites, car cards, schedules, other promotions and marketing materials. This will be left to the discretion of each jurisdiction.

### **REVISIONS TO PROGRAM GUIDELINES**

These guidelines shall be reviewed by a Working Group of LR jurisdictions at least every five years. Any revisions to these program guidelines shall be approved by the Metro Board of Directors.

## APPENDIX

- A. 3% Local Contribution to Major Transit Projects Guidelines
- B. Low Income Fare Subsidy Program (Measure M – Metro Discounts for Seniors and Students)
- C. Local Return Forms and Attachments (will be available within one month of adoption):  
~~The following Attachments currently under development and not included in this draft:~~
  - 1. Assurances and Understandings ~~(Sample)~~
  - 2. Form M-One ~~(Sample)~~
  - 3. Form M-Two ~~(Sample)~~
  - 4. Recreational Transit Form ~~(Sample)~~
  - 5. Fund Exchange Agreement ~~(Sample)~~
  - 6. Bonding

**APPENDIX A: POTENTIAL 3% JURISDICTIONS BY MAJOR TRANSIT PROJECT**

<b>Measure M Transit Project</b>	<b>City – Station Location</b>
<b>Crenshaw Light Rail Northern Ext to West Hollywood (LRT)</b>	City of Los Angeles
<b>Crenshaw Light Rail Northern Ext to West Hollywood (LRT)</b>	City of Los Angeles
<b>Crenshaw Light Rail Northern Ext to West Hollywood (LRT)</b>	West Hollywood
<b>East San Fernando Valley Transit Corridor (LRT)</b>	City of Los Angeles
<b>East San Fernando Valley Transit Corridor (LRT)</b>	San Fernando
<b>Gold Line Foothill Extension to Claremont Phase 2B (LRT)</b>	Pomona
<b>Gold Line Foothill Extension to Claremont Phase 2B (LRT)</b>	Glendora
<b>Gold Line Foothill Extension to Claremont Phase 2B (LRT)</b>	San Dimas
<b>Gold Line Foothill Extension to Claremont Phase 2B (LRT)</b>	La Verne
<b>Gold Line Foothill Extension to Claremont Phase 2B (LRT)</b>	Claremont
<b>Green Line to Norwalk Metrolink Station (LRT)</b>	Norwalk/Santa Fe Springs
<b>Green Line to Norwalk Metrolink Station (LRT)</b>	Norwalk
<b>Lincoln Blvd LRT</b>	Los Angeles County/City of Los Angeles
<b>Lincoln Blvd LRT</b>	Inglewood
<b>Lincoln Blvd LRT</b>	City of Los Angeles
<b>Lincoln Blvd LRT</b>	City of Los Angeles
<b>Lincoln Blvd LRT</b>	City of Los Angeles
<b>Lincoln Blvd LRT</b>	Santa Monica
<b>Gold Line Eastside Phase II [SR-60]</b>	Montebello/Monterey Park
<b>Gold Line Eastside Phase II [SR-60]</b>	Los Angeles County/Monterey Park
<b>Gold Line Eastside Phase II [SR-60]</b>	Los Angeles County
<b>Gold Line Eastside Phase II [SR-60]</b>	Monterey Park
<b>Gold Line Eastside Phase II [SR-60]</b>	South El Monte
<b>Gold Line Eastside Phase II [SR-60]</b>	Los Angeles County
<b>Gold Line Eastside Phase II [SR-60]</b>	Montebello
<b>Gold Line Eastside Phase II [SR-60]</b>	Rosemead
<b>Gold Line Eastside Phase II [SR-60]</b>	Los Angeles County
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Montebello/Monterey Park
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County/Monterey Park
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County/Whittier
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County/Santa Fe Springs
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Pico Rivera
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Whittier
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Montebello
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Commerce
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Montebello

<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Santa Fe Springs
<b>Gold Line Eastside Phase II [Washington Blvd]</b>	Los Angeles County
<b>Orange Line Conversion to Light Rail (LRT)</b>	City of Los Angeles
<b>Sepulveda Pass Corridor - Westwood to LAX (HRT)</b>	City of Los Angeles
<b>Sepulveda Pass Corridor - Westwood to LAX (HRT)</b>	City of Los Angeles
<b>Sepulveda Pass Corridor - Westwood to LAX (HRT)</b>	Culver City
<b>Sepulveda Pass Corridor - Westwood to LAX (HRT)</b>	City of Los Angeles
<b>Sepulveda Pass Corridor - Westwood to LAX (HRT)</b>	Culver City
<b>Sepulveda Pass Transit Corridor (HRT)</b>	City of Los Angeles
<b>So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd</b>	Torrance/Redondo Beach (Harbor Subdvsn 182-190 St)
<b>So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd</b>	Torrance
<b>So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd</b>	Lawndale
<b>So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd</b>	Redondo Beach
<b>So Bay Green Line Ext to Torrance Transit Cen/Crenshaw Blvd</b>	Redondo Beach
<b>Transit Connector Orange/Red Line to Gold Line (LRT)</b>	Glendale
<b>Transit Connector Orange/Red Line to Gold Line (LRT)</b>	Burbank
<b>Transit Connector Orange/Red Line to Gold Line (LRT)</b>	City of Los Angeles
<b>Transit Connector Orange/Red Line to Gold Line (LRT)</b>	Pasadena
<b>Vermont Transit Corridor (HRT)</b>	Los Angeles County/City of Los Angeles
<b>Vermont Transit Corridor (HRT)</b>	City of Los Angeles
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park/Vernon
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	South Gate/Cudahy; Metro ROW
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park/Cudahy; Metro ROW
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park/Bell
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	South Gate
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Huntington Park
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Los Angeles County
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	City of Los Angeles
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Bell
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	Downey
<b>West Santa Ana Transit Corridor (Gardendale to Downtown)</b>	South Gate/Downey
<b>West Santa Ana Transit Corridor (Pioneer to Gardendale)</b>	Bellflower
<b>West Santa Ana Transit Corridor (Pioneer to Gardendale)</b>	South Gate
<b>West Santa Ana Transit Corridor (Pioneer to Gardendale)</b>	Paramount
<b>West Santa Ana Transit Corridor (Pioneer to Gardendale)</b>	Cerritos
<b>West Santa Ana Transit Corridor (Pioneer to Gardendale)</b>	Artesia
<b>Westside Purple Line Ext to Westwood/VA Hospital (Section 3)</b>	City of Los Angeles
<b>Westside Purple Line Ext to Westwood/VA Hospital (Section 3)</b>	Los Angeles County

## APPENDIX B: LOW INCOME FARE SUBSIDY PROGRAM

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**Note: In May 2017, the Metro Board approved the Program outlined below.**

### **Measure M – Metro Discounts for Seniors and Students Summary Description of Low Income Fare Subsidy Program**

#### **BACKGROUND**

As required by the Measure M Ordinance and further described in the Measure M Guidelines for the 2% program (ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students), a minimum of 25% of the revenues generated by this program shall be allocated to fare discounts for seniors and students. This document outlines the provisions for the use of these funds.

#### **Current Fare Discounts Offered to Seniors and Students**

Within Metro's existing fare structure, there are a wide variety of discounted fare products available to seniors, K-12 students, and college/vocational students. The total effective subsidy for all reduced fare products and Metro fare subsidies currently offered is over \$100M annually. By contrast, Measure M is expected to generate \$4M annually for this purpose—an overall subsidy increase of less than 5%.

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

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

#### **LOW INCOME FARE SUBSIDY PROGRAM**

This revised fare subsidy program focused on low income riders in Los Angeles County will build upon the successes and lessons learned of the current fare subsidy programs – Immediate Needs Transportation Program (INTP) and Rider Relief Transportation Program (RRTP). The program will utilize funds from the existing programs and the additional Measure M revenues to offer additional subsidies to program participants, with a total estimated FY18 budget of \$14M - \$5M from INTP, \$5M from RRTP, and a projected \$4M in new sales tax revenue from Measure M.

The program will combine and increase benefits provided separately by each program today, while improving the customer's experience in applying for and utilizing program benefits. Projected efficiencies under the new program together with additional funds

from Measure M will fund the expansion of subsidies to program participants, allowing Metro to provide more benefits to more riders. Key elements of the new program are summarized in the following table.

<b>New Low Income Program Benefits</b> <i>(to be phased in over the next 24 months)</i>					
<b>Individual Benefits (Choice of one each month)</b>					
Pass Type	Pass Amount	New Subsidy per Month	New Subsidized Pass Price	% Off Pass Price	Total Discount *
Regular Fare 30-Day or Regular Fare 7-Day <i>(four weeks per month)</i>	\$100	\$24	\$76	24%	24%
	\$25	\$6 <i>(four times per month)</i>	\$19	24%	24%
College/Vocational Pass 30-Day	\$43	\$13	\$30	30%	70%
Student 30-Day Pass	\$24	\$10	\$14	42%	86%
Senior/Disabled 30-Day Pass	\$20	\$8	\$12	40%	88%
20 Rides <i>(per month)</i>	<i>Option available as an alternative to pass purchase. Applicable to all rider categories.</i>				
<b>Agency Benefits</b>					
<ul style="list-style-type: none"> <li>• Taxi Coupons and/or Vouchers, not counted against individual benefits above. Some short term transit benefits are anticipated as well (e.g., day passes).</li> </ul>					
<b>Total Budget</b>	\$14 million in First Year				

\*Includes: 1) reduced fare discounts already available to that rider category, and 2) an additional low income subsidy benefits.

Details on the new program, including comparison with the current fare subsidy programs, are described in further detail below.

- Consolidation of Transit Benefits for Individuals – R RTP provides a discount off a weekly or monthly pass while the INTP provides tokens for individual trips. Individuals may not participate in both programs so must choose to register in one or the other, receiving either the pass discount or tokens. The revised program will allow participants to choose which benefit meets their needs each

month. Further, very few types of trips or trip purposes qualify for tokens under the INTP program. The revised program will no longer consider trip purpose, making all trips made using transit eligible.

- Increased Subsidy Amount – RRTP provides \$10 off a full-fare pass, and \$6 off a reduced fare (senior/disabled, college/vocational, or student) pass. INTP provides an average of 10 tokens (rides) per person per month. Under the new program, pass discounts will increase to \$24 for full-fare customers and \$13, \$9, or \$8 for reduced fare; or, a monthly ride benefit of 20 rides.
- Simplify Participant Eligibility Process – Customers are required to appear in person twice a year for RRTP coupon distribution, and monthly for INTP token allocation. Under the revised program, participant eligibility will be determined once per year at any time during the year to allow the customer to receive benefits for 12 consecutive months.
- TAP Integration – Today subsidies are provided in the form of paper coupons (RRTP) and tokens (INTP). When fully implemented, the new program will provide participant benefits through a customer's enrolled TAP card, streamlining and improving the experience for customers, agencies, vendors, and Metro staff.
- New TAP Ride-Based Option – Tying customer benefits to a TAP card allows for a new ride fare product to replace the tokens issued under the INTP today. Under the revised program, the customer can choose either a discounted pass product or the TAP rides each month. This enhancement will allow the customer to receive full benefit of the Metro two hour transfer that is not supportable with the tokens used today.
- Convenient Access to Program Benefits – Customers will be able to utilize taptogo.net as well as the entire TAP vendor network for redeeming their pass or ride benefits under the revised program.
- Refocused Taxi Element – The taxi element of the revised program will focus on agencies rather than individuals, and on specific critical trip purposes. Today, individuals may receive taxi coupons from participating agencies that can be utilized at any time and for any reason. The new program will provide access to taxi services to approved agencies/organizations like hospitals and shelters to call upon on behalf of their members to provide trips categorized by mobility limitations, urgency, or safety. A member's enrollment in the transit subsidy

element of the new program will not prevent them from receiving taxi services initiated by an agency on their behalf.

### **IMPLEMENTATION TIMELINE**

The new Low Income Fare Subsidy program was approved by the Metro Board in May 2017. Implementation of the new program is anticipated to occur in two phases beginning in January 2018. The first phase will consist of program policy changes that can be implemented without TAP enhancements/modifications including taxi or similar service provision and increases to subsidy levels, culminating in the issuance of an RFP in FY19 for new third party administrators. The second phase will incorporate the remaining TAP program elements and will also begin in January 2018 but will take longer to implement as improvements to the TAP vendor network are rolled out countywide.



# Local Return

Comment (Main Points)	Response (Y/N/M/A)	Name
<b>Ride Hailing Services</b>		
<b><i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i></b>		
Include shared-ride hailing services.	(Y) Guidelines revised	South Bay Cities COG West Hollywood Westside Cities COG
<b>Oppose Local Return Floor</b>		
<b><i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i></b>		
Oppose any Local Return floor.	(Y) Guidelines revised	American Heart Association Community Health Councils Michael Hayes Investing in Place Safe Routes to School
<b>Local Return Allocation</b>		
<b><i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i></b>		
Supports the inclusion of the daytime population and employment population in the definition of population for local return allocation.	(N) Not recommended	Culver City West Hollywood Westside Cities COG
<b>Miscellaneous Comments on Local Return</b>		
The language urging the coordination of Measure M Local Return funded projects should be expanded and placed in other guidelines with incentives for inter-jurisdictional coordination.	(M) Final decision to be made by Board on 6/22.	Gateway Cities COG
Use (resident) population for calculating Local Return funding and no minimum allocation.	(Y) Guidelines revised	Las Virgenes Malibu COG
The North County believes that there should not be an "off the top" minimum funding floor for local return.	(Y) Guidelines revised	North County Transportation Coalition (NCTC)
Do not object to the Local Return proposal of \$100,000 annual minimum allocation.	(N) Not recommended	San Gabriel Valley COG
Suggests that the Metro Board of Directors encourage or incentivize entities receiving Local Return funds to spend a portion of the funding on operating and capital projects that improve access and mobility for older adults and people with disabilities.	(Y) Local Return guidelines allow for this use.	Access Services
Bellflower's estimated annual allocation is \$1.1M. Based on the recommendation being made, how will this amount be allocated to Bellflower in FY17-18?	(Y) Response provided	Bellflower
Revise Streets and Roads to include, but not limited to: Repair and maintenance of public roadways, pavement maintenance, slurry and rubberized seals, chip seals, pot-hole repair, pavement rehabilitation, or other pavement preservation treatments, roadway construction or reconstruction, utility undergrounding, curb, gutter, sidewalk, trees, roadway signage, median, parkway improvements, and storm drain systems in connection with any roadway improvements.	(Y) Guidelines revised	Downey
The definition of Active Transportation should be expanded beyond "non-motorized, human-powered mode of transportation..." described in the Local Return section. This specificity excludes other current and future "slow speed" modes and the facilities to improve the safety of their use in public rights-of-way.	(N) Other modes allowed by other sections of guidelines.	Eco Rapid Transit
The language urging the coordination of Measure M Local Return funded projects should be expanded and placed in other guidelines.	(M) Final decision to be made by Board on 6/22.	Eco Rapid Transit
There should be no required set-aside expenditure for any eligible use. The Guidelines language regarding lapsing and reserve fund provisions should reflect the fact that some local agencies will have to bank substantial Local Return funds in order to meet their 3 percent contributions to transit projects.	(N) 3% guidelines allow for default use of Local Return without the need for banking of funds	Los Angeles County Public Works
The Guidelines language regarding lapsing and reserve fund provisions should reflect the fact that some local agencies will have to bank substantial Local Return funds in order to meet their 3 percent contributions to transit projects.	(N) 3% guidelines allow for default use of Local Return without the need for banking of funds	Los Angeles County Public Works
The County does not object to a reasonable, equitable minimum floor to assist small-population cities; however, the other proposed factors would be unfairly detrimental to County unincorporated residents.	(Y) Minimums and other factors not recommended	Los Angeles County Public Works
The Guidelines should not permit sub-regions to aggregate the local return funds of jurisdictions within its boundaries and distributing funds based on a formula of the sub-regions' choice.	(N) Subregional reallocations not prohibited in guidelines	Los Angeles County Public Works
Regarding the Local Return allocation, it is the City's preference that Measure M be implemented as was voted by the people of Los Angeles County (i.e. no consideration for a minimum allocation to smaller cities). Additionally, should a minimum allocation amount be approved, it should be no greater than \$100,000.	(Y) No minimum recommended	Pomona
No objection to \$100,000 annual minimum allocation, however is not in favor of increasing this amount beyond the current recommended \$100,000 minimum.	(N) Not recommended	Santa Clarita Local Transit Systems Subcommittee (LTSS)
Consideration of a \$500,000 minimum funding level for small cities that can demonstrate: 1) they have roads classified as truck routes and bus routes; and 2) they can demonstrate that Measure M revenues collected from the city exceeds the amount it receives in local return. 3.) Cities that do not meet the criteria in A and B above receive funding based on the per-capita formula	(N) Not recommended	Signal Hill Vernon

# Local Return

Comment (Main Points)	Response (Y/N/M/A)	Name
Local return allocation for various cities in the county should be used first for locally managed light rail connections to existing metro lines. Light and heavy rail alternatives to highway travel should be the #1 focus for Metro	(N) Cities prioritize projects and programs for funding.	Alexander Barber
A floor for local return should not be set; however, there is also concern that cities will not have enough to perform projects. Therefore, rather than having a five year lapsing requirement, I would change it to five years or \$1,000,000 without Metro approval to create a capital reserve fund.	(N) Not recommended	Hank Fung
Measure M should make Transportation Network Companies eligible for local return.	(Y) If contracted by city for eligible use	Hank Fung
Clarify if new cities incorporated after 2016 are eligible to receive Local Return.	(Y) New cities would qualify	Hank Fung
Encourage Metro and local jurisdictions receiving local return funds to incorporate affordable housing into major capital projects, and to analyze concurrently with the environmental process for any project both the compatibility of the current land use regulations with the goals of the project.	(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.	Joseph Sanderson
Prefer Measure M funding to be used to support efficient, sustainable and effective forms of mobility.	(Y) At city's discretion	Michael Hayes
Since the Local Return funds are managed by the cities and unincorporated areas of Los Angeles and are most flexible in its eligible used, these jurisdictions must be held accountable to fund projects that reflect their community's priorities. We commend LA Metro for prioritizing projects that align with existing community plans and policies - such as Vision Zero and Complete Streets - which provides data-informed and community-driven models for equitable transportation planning.	(Y) At city's discretion	Advancement Project California
Draft guidelines lack clarity on how TOC is defined.	(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.	Community Health Councils
Believe the Guidelines should include strong policies to prioritize equity through Local Return in Transit-Oriented Communities, which includes preserving existing affordable housing, as well as developing more high quality affordable housing.	(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.	Community Health Councils
Provide further guidance on best management practices for delivering multi-benefit Local Return investments; establish performance metric tracking and incentivize improvements. Make sure that all local jurisdictions have sufficient access to information regarding recommended practices for making streets green and complete.	(Y) At city's discretion	EnviroMetro
Provide tools that help jurisdictions identify opportunities for multi-benefit investments, and establish a performance metric tracking system to help them monitor their progress across several indicator areas, such as urban heat and quality of pedestrian and bicycle infrastructure.	(Y) At city's discretion	EnviroMetro
The draft guidelines include eligibility for Transit-Oriented Communities in Local Return, however what this means is not clearly defined. However, Investing in Place supports this holistic approach over traditional Transit-Oriented Developments.	(Y) Guidelines revised to reference Metro TOC policy. Measure M is for transportation. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.	Investing in Place
The Guidelines should explicitly support local return investments into not just the creation but the preservation of existing affordable housing in order to ensure existing transit dependent residents can remain in TOCs.	(Y) Guidelines revised to reference Metro TOC policy. Measure M is for transportation. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.	Investing in Place

# Local Return

Comment (Main Points)	Response (Y/N/M/A)	Name
<p>We recommend that eligible TOC investments include those that:</p> <ol style="list-style-type: none"> <li>1. Support the development and preservation of affordable housing, as defined in Metro's joint development policy, in TOCs;</li> <li>2. Support the inclusion of small businesses in mixed use buildings in TOCs;</li> <li>3. Help remove land use barriers to transit oriented development;</li> <li>4. Implement best practices and policies for sustainable and transit-supportive land uses across a variety of neighborhood typologies; and</li> <li>5. Otherwise ensure inclusive and equitable transit oriented communities for those at all income levels.</li> </ol>	<p>(N) Ordinance stipulates specific eligible transportation uses which do not include housing. However, funds could be used for Transit Oriented Communities (TOC). Transportation investments (public transit, first mile/last mile, etc.) that support access to or through TOC or other affordable housing sites are eligible; also, Local Return can fund TOC planning efforts that would link housing to transportation investments.</p>	<p>LA Thrives/Enterprise</p>
<p>The guidelines for TOC local return funding should have equity and affordability as an explicit goal and expand potential TOC investments to include the preservation of existing affordable housing near transit.</p>	<p>(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.</p>	<p>Los Angeles County Bicycle Coalition</p>
<p>Provide further guidance on how cities may use multi-benefit Local Return investments, establish performance metric tracking, and require annual audits.</p>	<p>(Y) Annual audits are required.</p>	<p>Los Angeles County Bicycle Coalition Prevention Institute Valley Industry &amp; Commerce Association</p>
<p>We urge Metro to consider how to use Measure M to create and preserve transit-oriented communities and urge development that does not displace core transit riders and preserves Los Angeles' existing affordable housing while creating incentives to build new affordable housing.</p>	<p>(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.</p>	<p>Neighborhood Housing Services of Los Angeles County</p>
<p>Metro's language on TOCs does not consider housing affordability, which is an essential component of a sustainable future for Los Angeles.</p>	<p>(M) Noted. This issue of TOCs is currently being reviewed for the relationship between affordable housing and transit riders.</p>	<p>Neighborhood Housing Services of Los Angeles County</p>
<p>We encourage the board to emphasize in the Measure M guidelines the possible uses for local return funding, and that these uses include mechanisms to create and preserve affordable home opportunities. We recommend that 15% of local return funding go toward affordable transit-oriented communities.</p>	<p>(N) - Cities have requested maximum flexibility in use of funds</p>	<p>Neighborhood Housing Services of Los Angeles County</p>
<p>Local return funds are available for "street" repair but it's unclear whether the definition of street includes alleys. Please ensure that local return funds can be used for much-needed alley repair.</p>	<p>(Y) All public streets and roads, including public alleys, are eligible</p>	<p>Palms Neighborhood Council</p>
<p>Furthermore, the Guidelines should clearly articulate definitions for any use of terms like "fair" or "equitable" that are not based on advancing social equity, safety, or other policy objectives.</p>	<p>(N) Some terms can't be comprehensively defined</p>	<p>Safe Routes to School</p>
<p>Consider making the Local Return program subject to review by the Independent Tax Oversight Committee.</p>	<p>(Y) It will be</p>	<p>Valley Industry &amp; Commerce Association</p>

## ADA/Paratransit and Senior/Student Discounts

Comment (Main Points)	Response (Y/N/M/A)	Name
<b>Public Participation</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Allow for additional public participation, similar to processes proposed in various other investment categories.	(N) - The split allows for the flexibility in funding each of these programs	Advancement Project CA Investing in Place
<b>Miscellaneous Comments on ADA/Paratransit and Senior Student Discounts</b>		
Allow any operator including local dial-a-rides to access funding for ADA.	(N) - Local Dial-A-Rides are eligible for Local Return	Gateway Cities COG
Amend the Allocation Methodology section so that it is clearer what the ongoing split should be between these two worthy uses and that ADA paratransit, which is a federal civil rights mandate that must be funded by the region, is guaranteed a steady, dedicated funding source.	(N) - The split allows for the flexibility in funding each of these programs	Access Services
Add the following language: "Up to 10% of the ADA paratransit funds may also be used for activities that encourage the use of other transportation options (besides ADA paratransit) by older adults and people with disabilities, such as Travel Training and other similar programs in coordination with Metro.	(Y) - Guidelines revised to include Travel Training programs or similar programs as eligible uses	Access Services
Measure M guidelines should be clear that at least 75 percent of the 2% ADA Paratransit/METRO Discounts pot should be dedicated to support ADA paratransit in Los Angeles County.	(N) - The split allows for the flexibility in funding each of these programs	Local Transit Systems Subcommittee (LTSS)
The proposed guidelines would allocate 75% of this 2% for ADA paratransit. I strongly believe this is too much, and too lopsided a distribution. At the very least, the funding through this 2% from Measure M should be a 50-50 split (50% to ADA paratransit, 50% for students/seniors/persons with disabilities to use fixed route).	(N) - The split allows for the flexibility in funding each of these programs. The leveraging of Measure M funds with our current subsidy programs results in a 50/50 split.	Ellen Blackman
I urge Metro to use some of these funds to provide other encouragement and incentives for the use of Metro and possibly other fixed route transit, whether through transit education and training, outreach to the affected groups, and improvements to bus stops and paths of travel to and from bus stops and rail stations.	(Y) - Guidelines revised to include Travel Training programs or similar programs as eligible uses	Ellen Blackman
We recommend clarification on whether the 25 percent for fare discounts is a minimum or a maximum because the language in the proposed guidelines is not clear.	(Y) - Guidelines revised provides for a minimum of 25% for fare discounts and maximum of 75% for ADA Paratransit.	LA Thrives/Enterprise
While we generally support reforming the existing underutilized fare subsidy program to serve more riders, we recommend taking another look at the overall funding proposal, which was not vetted with interested stakeholder groups that represent the affected communities.	(Y) - Guidelines revised provides for a minimum of 25% for fare discounts and maximum of 75% for ADA Paratransit.	LA Thrives/Enterprise
We recommend allowing for up to 1 year to establish sub-guidelines for this investment category to allow for additional public participation, similar to processes proposed in various other investment categories.	(N) - Sub-guidelines are not needed.	LA Thrives/Enterprise
Reconsider the proposed split of these funds (75%/25%) between people with disabilities and seniors/student programs with further input from stakeholders.	(Y) - With the leveraging of Measure M funds, the result is a 50/50 split.	VICA

## 3% Local Contribution for Transit Projects

Comment (Main Points)	Response (Y/N/M/A)	Name
<b>First/Last Mile Projects</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
More flexibility is needed on what qualifies for the 3% set-aside for the major transit capital projects. There should be consideration for any expenditures that are accrued prior to the 30% plan completion. Additionally there should be consideration for the construction of housing or TOC development adjacent to the stations that provide direct or indirect system benefit such as: enhanced ridership, joint parking, pedestrian amenities, bicycle amenities and enhanced lighting and security.	(N) - To count towards the local contribution all first/last mile improvements must be included in the project cost estimate at 30% final design and consistent with station area plans developed by Metro in coordination with the local agency.	Gateway Cities COG Culver City LADOT Eco Rapid Transit VICA
<b>Local Contribution Cost Share</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Will there be an adjustment for the 3% contribution based upon the profile of the alignment contained within or adjacent to the jurisdiction?	(N) - To the local contribution will be 3% of the total project cost estimate at 30% final design.	Eco Rapid Transit Gateway Cities COG
<b>In-Kind Contribution</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
"In kind" local contributions should include the cost of staff time from the commencement of the environmental phase through the end of the warranty period.	(N) - The Guidelines state; "In-kind contributions are eligible to satisfy 3% local contribution...if calculated in the project cost." Staff time (e.g. plan review, inspection services...) would be eligible if those costs are specifically included in the estimated project costs at the conclusion of 30% final design	San Gabriel Valley COG Westside Cities COG Metro Gold Line Foothill Extension Construction Authority LA County Public Works
<b>Miscellaneous Comments on 3% Local Contribution</b>		
Projects that are determined to "SC" should be exempt from the 3% local contribution particularly when the construction of these projects is deemed to benefit the entire County. The Ordinance dictates that any project savings from "SC" projects goes to fund other "SC" projects, if this were to include a 3% local contribution, it would be unfair to the contributing jurisdiction.	(N) - Benefits to local agency from new stations occur with SC project and the local contribution requirement applies.	Gateway Cities COG
The language for the opt-out provision requires more specificity as to what may be negotiated or what the parameters are for failing to reach "a timely agreement".	(N) - The Ordinance and Guidelines specify the opt-out provision.	Gateway Cities COG
The criteria for local first/last mile investment contributions should be developed in a collaborative manner by MTA in conjunction with the COGs and LA County cities that will bear the responsibility for implementing these improvements. There should be an ability to negotiate, on a case by case basis, an additional transportation project investment after the conclusion of the 30% PE. Flexibility to work with private developers interested in improving station access/safety/security should not be arbitrarily rejected after PE.	(N) - To count towards the local contribution all first/last mile improvements must be included in the project cost estimate at 30% final design and consistent with station area plans developed by Metro in coordination with the local agency.	Gateway Cities COG
"Betterment work" funded by the local agency should be counted towards the 3% local contribution.	(N) - Betterments are defined by Metro Policy and excluded by the Ordinance.	San Gabriel Valley COG
Preliminary engineering (30% plans) need to have language to address projects that have already exceeded this point.	(M) For those few projects that are beyond 30% final design Metro and the jurisdiction will need to enter into an agreement that identifies the amount to be paid.	San Gabriel Valley COG
The Guidelines then exclude local funding of a "betterment" for credit against the 3% local contribution.	(N) - Because the betterments are beyond the project 30% final design and the benefits are limited to third parties, there is no justification to include the increased cost of those betterments in the local contribution.	Westside Cities COG

### 3% Local Contribution for Transit Projects

Comment (Main Points)	Response (Y/N/M/A)	Name
Any funds that a City spends on any first/last mile and active transportation projects that would improve or support access to a light rail station (or a future light rail station) should be considered as part of the City's 3% contribution.	(Y) - To count towards the local contribution all first/last mile improvements must be included in the project cost estimate at 30% final design and consistent with station area plans developed by Metro in coordination with the local agency.	Westside Cities COG
For projects where station locations are still quite speculative, and the environmental review process has not yet been done, flexibility should be given to local jurisdictions to negotiate with Metro on the amount of contribution and types of contribution.	(N) - Local contribution will be determined at the completion of 30% final design which will be completed with local agency coordination.	Culver City
Allow for a sub-regional authority to participate in the local contribution funding plan.	(Y) – Allowed in the Guidelines.	LA County Public Works
Any 3 percent local contribution amount attributed to an unincorporated County of Los Angeles area shall be an obligation of the Supervisorial District in which the project is located and not of the unincorporated County of Los Angeles as a whole.	(Y) - Allowed in the Guidelines Section VII	LA County Public Works
Additional guidance should be developed to provide a reasonable mechanism for satisfying the 3 percent requirement through in-kind contributions or active transportation and first/last mile investments.	(Y) additional guidance on the application of first/last mile improvement to the 3% contribution is pending and will be completed in 2018.	LA County Public Works
The Measure M Guidelines should not apply to projects which have already concluded preliminary engineering (30% plans) as of the date that the Guidelines are adopted.	(N) - The Guidelines state; "In-kind contributions are eligible to satisfy 3% local contribution...if calculated in the project cost at 30% final design."	Metro Gold Line Foothill Extension Construction Authority
The City of West Hollywood supports the concept that any funds that the City spends on first/last mile and active transportation projects that would improve or support access to a light rail station (or a future light rail station) be considered as part of the City's 3% contribution.	(Y) - To count towards the local contribution all first/last mile improvements must be included in the project cost estimate at 30% final design and consistent with station area plans developed by Metro in coordination with the local agency.	West Hollywood
Opt Out Option – The language for the opt-out provision requires more specificity as to what may be negotiated or what the parameters are for failing to reach "a timely agreement"	(N) - The Guidelines specify the opt-out provision.	Eco Rapid Transit
We encourage the Board to consider exceptions to this requirement when a locality's median household income is below \$50,000 and create a process for them to apply to use County funds to meet their 3% requirement.	(N) – The Guidelines state; "In some cases, principally in smaller cities, the default withholding of 15 year of local return from only Measure M Local Return Funds will be less than a formal 3% contribution."	Neighborhood Housing Services of Los Angeles County

# Project Readiness and Eligibility

Comment (Main Points)	Response (Y/N/M/A)	Name
<b>Countywide BRT Expansion</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Countywide BRT Expansion Should Not Exclude Municipal Operators	(Y) Guidelines have been revised for clarity; not limited to Metro.	NCTC Westside Cities COG Santa Clarita
<b>Shovel-Ready and Phase Eligibility</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
The guidelines are unclear what constitutes a "shovel-ready" project. Communities with projects in the pipeline need certainty as to what is eligible for funding. Currently, it is not clear if only the construction itself is eligible or if planning is also eligible. Please clarify those definitions in the final version.	(Y/A) - Guidelines have been revised for clarity. Project Readiness will apply to separate phases of project. Readiness thresholds will be determined for planning, environmental, right of way, and construction, and will be defined as appropriate for each funding category. Administrative procedures will be developed.	LA DOT LVMCOG San Gabriel Valley COG South Bay COG Westside COG Investing in Place LA County Public Works Palms Neighborhood Council Santa Clarita West Hollywood
<b>Guideline Development</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Develop more detailed guidelines over the next year to maximize the program benefits of the Countywide Active Transportation Program. The final guidelines should include a concrete transit equity policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs.	(M/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional criteria will be developed and will be considered as part of the LRTP process.	ACT LA Community Health Councils Investing in Place Los Angeles County Bicycle Coalition Prevention Institute
<b>Performance Measures</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Orient competitive funding programs to meet critical needs and leverage multi-benefit investments. Require that performance criteria be developed so that funded projects meet clearly identified objectives such as: network connectivity, multi-modal mobility, sustainability, safety, equity, and community engagement.	(M/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional criteria will be developed and will be considered as part of the LRTP process.	Investing in Place Los Angeles County Bicycle Coalition
<b>Miscellaneous Comments on Project Readiness</b>		
Clarification how multi-year, partially funded projects achieve a state of project readiness.	(Y) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Gateway Cities COG
Consideration for project acceleration should also include the potential for a project to be included or to receive funding from special or one-time state or federal programs.	(Y/A) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Gateway Cities COG
Transit Contingency Subfund - It is important that a Contingency fund from net revenues assigned to each mode not result in projects first in line automatically receiving funds, to the detriment of projects slower to develop.	(Y/A) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Gateway Cities COG
All interchange projects where the PSR/PDS/PAEDs are funded through Measure M must consider Expresslane alternatives according to the Guidelines. What happens if an Expresslane is found to be feasible and desirable but costly (right-of-way acquisition). How, or will, it be advanced or funded to construction?	(Y) - Some Program Eligibility areas will have competitive elements. Guidelines have been revised for clarity. For others COG 5 year plan process, and additional procedures will be developed.	Gateway Cities COG
The definition of Active Transportation should be expanded beyond "non-motorized, human-powered mode of transportation..." described in the Local Return section. This specificity excludes other current and future "slow speed" modes and the facilities to improve the safety of their use in public rights-of-way.	(M) - Some Program Eligibility areas will have competitive elements. Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Gateway Cities COG

# Project Readiness and Eligibility

Comment (Main Points)	Response (Y/N/M/A)	Name
2% System Connectivity Projects (Highway) states that; "The Measure M Expenditure Plan already includes the 1-710 South Phase 1 and 2 and the 1-105 Expresslane Projects which are to be funded with the Highway 2% System Connectivity Program." Of the two projects, only the 1-105 Expresslane project is actually designated as a "SC" project. Is the intention to make the 1-710 phases compete with other projects for the 2% System Connectivity Projects, or is the 1-710 a "major project" assigned to the Gateway Cities Subregion that accrues revenue over time and as project component pieces are ready? Or is the 1-710 project eligible for both? Will the 1-105 Expresslane Project and the 1-710 compete for funding?	(M) - I-710 is a major project. The Expenditure Plan identifies funding and timing for all major projects and programs. I-105 is fully funded in the Expenditure Plan. If I-710 scope is not fully funded it can compete for additional SC funds.	Gateway Cities COG
Visionary Project Seed Funding - The applicant pool should be expanded to include cities, COGs and groups of cities as well as organizations that chose to partner with a government entity to develop or present a visionary project. The match be reduced to 20% and allow for in-kind contributions including staff.	(N) Some program eligibility areas will have competitive elements. Plan process, criteria and additional procedures will be developed.	Gateway Cities COG
The Draft Guidelines regarding Subregional Equity Funds should not allow MTA to meet its obligations using "any combination of federal, state or MTA controlled funds including, but not limited to, Measure M."	(Y) Debt service is considered as part of cashflow for all capital. (M) Metro will seek concurrence on fund combinations.	Gateway Cities COG
Regional Rail, the only area where specific program standards are required for the support of the additional 1% regional rail funding allocation. The guidelines do not recognize the multi-county nature of SCRRRA but impose specific performance measures that presumably the agency must comply with in order to receive the funding.	(Y) - Clarity provided on regional rail performance.	Gateway Cities COG
Similar to Measure R, the Measure M guidelines should include some protection for funds within a subregion and for transfers between transit and highway subfunds. Due to the subregional equity intended to be built into the measure, it is important that funds assigned to a subregion stay within that subregion when reassigned to other projects.	(Y) - Funds assigned to a subregion will stay within the subregion	North County Transportation Coalition (NCTC)
Clarify Funding Source for I-10/Robertson Improvements	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Westside Cities COG
Add Local Transit Service to First/Last Mile Eligible Projects	(N) Must be capital per the Measure M Ordinance.	Westside Cities COG
The subregional Equity Funds should be made available to all the subregions, when the funding for the San Fernando Valley sub-regional equity project becomes available.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Culver City
Projects under the Subregional Equity Fund category should be developed by the subregions (COGs). The guidelines should not impose any special project readiness or local contribution requirements for these funds.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Culver City
Visionary Project Seed Funding: this is a laudable expenditure of funds and also verification that Measure M funds can be used for more than capital expenditures. The match should be reduced to 20% and allow for in-kind contributions including staff.	(M) - Additional procedures and criteria will be developed.	Eco Rapid Transit
The final guidelines should clarify that Metro's Complete Streets Policy applies to all funding programs, including multiyear subregional programs, and define Metro's oversight role to ensure compliance.	(M) - The intent of Complete Streets Policy is broadly applicable to future funding programs. Subsequent detailed program guidelines will consider specific applicability.	LADOT Safe Routes to School
The purchase of land for parking off of PCH would result in improved regional mobility, traffic flow, trip reliability, travel times and enhanced safety which by definition should qualify the project for Highway Efficiency and Operational Improvements funding. Add "the purchase of land or parking lots to improve safety and mobility" under the list of eligible projects for Highway Efficiency and Operational Improvements funding.	(M) - Acquisition of property/right-of-way must be financially reasonable and proportional to the cost of the project. A Benefit/Cost analysis will be required by Metro and shall be submitted by the City to support feasibility of the project. In subregional projects, Metro will determine the feasibility of the project and justifiable expenditure of Measure M funds. The COG will ensure the expenditures, if approved by Metro, are within the City's allocation.	Malibu



# Project Readiness and Eligibility

Comment (Main Points)	Response (Y/N/M/A)	Name
We ask that Metro consider that the regional rail system's ability to perform according to the guidelines is affected by: <ul style="list-style-type: none"> <li>• Metro contributions to maintenance and rehabilitation over time; and</li> <li>• Metro requests related to service (e.g., certain types of service may affect farebox/revenue recovery)</li> </ul>	(Y) - Considered and agreed.	MetroLink
Expand eligibility in the Active Transportation Program to explicitly include investments in programmatic and non-infrastructure activities, such as safe routes to school. Metro recently completed a robust Safe Routes to School Pilot Program to initiate and help sustain safe routes to school programs at ten schools across Los Angeles County.	(N) - Measure M program funds are eligible for capital and specified pre-development activities.	Safe Routes to School
Set aside money within the Countywide Active Transportation Program for ongoing Metro program needs, including safe routes to school non-infrastructure programs. While the 2% dedicated local funding for walking and biking through Measure M is a significant milestone, the amount falls well short of the need, especially in underserved communities.	(M) - Note that Active Transportation is pending detailed program guidelines	Safe Routes to School
Funding Plan, Community/Council Support: The Local Agency should not have to identify a match fund source in their Capital Improvement Program until the year the Local Agency is prepared to award the project.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Santa Clarita
Regional Rail: The City supports the increase the allocation from 1% to 2% beginning in 2039.	(Y) - Guidelines reflect the increase in allocation subject to Board evaluation and consideration	Santa Clarita
Eligible projects for Greenways and Green Streets: projects should be connected or germane to some type of travel and not detached park or open space improvements.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Santa Clarita
Metro Active Transportation 2% does not directly indicate that funds will be available to all jurisdictions for bike share programs. Can you clarify who will be able to receive these funds?	(M) - Note that Active Transportation is pending more detailed program guidelines, that bike share capital will be eligible, and procedures to access funding to be determined.	Santa Clarita
The Guidelines for TOC local return funding should 1) have equity and affordability as an explicit goal and 2) expand potential Transit Oriented Community (TOC) investments to include the preservation of existing affordable housing near transit. Affordable housing preservation strategies are critical to ensuring existing transit dependent residents can remain in TOCs and will likely be able to reach more units and residents than a production strategy with the same funding level could.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	ACT LA
The final guidelines should avoid distributing funding to any program on a "first come, first served" basis. Many of the most needed projects are in communities that do not have the capacity to jump to the front of the line; however the inclusion of authentic community engagement and a data-driven prioritization process can ensure that the most effective projects are identified.	(Y) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed, including community engagement.	Community Health Councils
First allocate stable funding for ongoing Metro countywide program needs. Next, Metro should target assistance to planning and project development in disadvantaged communities to help level the playing field in terms of resources for active transportation as well as to increase the region's competitiveness for state and federal funding programs. Finally, Metro should focus its limited resources on supporting innovative pilot projects that can advance the state of the practice for active transportation projects and programs in Los Angeles County.	(M) - Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Community Health Councils Investing in Place
Include recreational transit eligibility in all operations subfunds. This includes transit service to parks and open space. Recreational transit is only named as an eligible expense in the Local Return section; however, other subfunds that support transit service expansion should also explicitly allow recreational transit service	(M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Los Angeles County Bicycle Coalition
All subregions should conduct a transparent process for prioritizing additional funding from the Subregional Equity Program with robust public participation. Before allocating any Subregional Equity Program funding, Metro should work with each subregion to identify which projects and programs are priorities.	(Y) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Los Angeles County Bicycle Coalition
All projects and programs funded with Measure M funds must prioritize pedestrian and bicycle safety. The Guidelines should support Vision Zero policies pursued by jurisdictions throughout Los Angeles County.	(M) - Guidelines have been revised for clarity, a 5 year plan process, and additional criteria will be developed.	Joseph Sanderson Safe Routes to School
Expand eligibility to include funding for planning, community participation, and non-capital activities. The Guidelines should clarify eligibility for a range of programmatic and non-infrastructure solutions that are cost-effective and often equally as impactful as capital projects.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional criteria will be developed.	Safe Routes to School

# Project Readiness and Eligibility

Comment (Main Points)	Response (Y/N/M/A)	Name
Prioritize current Metro policy objectives that support strategic and equitable investments and do not rely on project readiness. Projects should be selected based on the project quality, ability to address inequity, and the impact on objectives such as safety, connectivity, and input received via thorough community engagement.	(M) These considerations will be part of the Long Range Transportation Plan Process	Safe Routes to School
Encourage Metro to pursue projects that include all of the identified BRT features in order to maximize improvement in travel time and customer experience. Include DASH and private shuttles as eligible to use BRT lanes.	(M/A) The development of the BRT study will help determine priorities.	VICA
Ensure that Metro's "Operation Shovel Ready" pipeline leverages new public and private funding opportunities and competitive timelines.	(Y) Alternative funding opportunities are allowed where appropriate.	VICA
Countywide Bus Rapid Transit Expansion (Page 5) Include "Earlier projects coming in under budget" as an event that could trigger acceleration of other projects.	(M/A) The development of the BRT study will help determine priorities.	VICA
Contingency Subfunds (Page 17) Support the use of these funds to allow for advance work on projects listed.	(N) See Section VII	VICA
Support Metro's active transportation program and integration with first/last mile policies. Consider providing an incentive for those programs which assist seniors.	(M/A) note that Active Transportation is pending more detailed program guidelines, that bike share capital will be eligible, and procedures to access funding to be determined.	VICA

# Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
<b>Parity of MSP Funding</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Sub-regional capital funds should not be considered subordinate obligations that are conditionally programmed funding after Metro Administration, Transit Operating & Maintenance, and Local Return/ Regional Rail Sub-fund needs are met. COGs should also be allowed to use Sub-regional funds to assist lead agencies in preparing project applications for any applicable federal, state and regional transportation grant programs that are consistent with Measure M eligibility requirements. Projects be funded through Measure M for project development and delivery and be prioritized and sequenced for Measure M and other matching funds. MSPs should have the same priority for programming as the other primary funding categories listed in the Ordinance.	(Y/M) Consistent with the Ordinance's assignment of funding purposes to capacity subfund account, the availability of funds for MSP investment is prioritized equal to the other Highway and Transit Capital subfunds. Actual disbursements of capital funding irrespective of subfund is subject to Cash Flow policies established in the Guidelines.	Gateway Cities COG Las Virgenes-Malibu COG South Bay COG
<b>MSP Subregional Planning Process</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Need a project development process (5 year), including public outreach, that allows for new projects and revisions to projects previously submitted that involves the subregions.	(Y) A new process has been inserted in to the Guidelines to coordinate project within the framework of five-year plans. Plans will be developed in each MSP in the Expenditure Plan to ensure accountable and responsive subregional project identification, selection and delivery and will include meaningful public outreach.	Gateway Cities COG Las Virgenes-Malibu COG San Gabriel Valley COG South Bay COG Westside Cities COG West Hollywood LA County Public Works LA County Public Health Local Transit Sys. Subcom. Investing in Place Advancement Proj. Calif. LA County Bicycle Coalition
<b>Measure M Funding for Development of Subregional Project List</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Allow subregions to use Measure M MSP funds to develop sub-regional five-year plans.	(Y) - Guidelines have been revised to allow up to 0.5% of MSP funding per year, per individual MSP program for program development by the subregion.	South Bay COG Westside Cities COG LA County Public Health LA County Public Works Investing in Place
<b>MSP Funding Debt Service</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
There needs to be consideration for debt service to support the delivery of MSP programs. The Guidelines should ensure that Metro will not approve loans without prior COG approval and that such approval will not be unreasonably withheld by the COG or Metro.	(Y) Metro can bond per the Cash flow (Section VI) of the Guidelines to address any MS cashflow needs in aggregate. However bonding authority is retained by Metro.	Gateway Cities COG Las Virgenes-Malibu COG San Gabriel Valley COG South Bay COG Westside Cities COG Eco Rapid Transit
<b>Project Readiness</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Metro and the COG should review project applications and clarify any items necessary with the project sponsor to determine project readiness and eligibility for pre-construction or construction activities. Authorization to proceed should require concurrence of the COG and Metro Board of Directors. Smaller jurisdictions may have difficulty advancing projects for competition under the existing MSP project readiness standards.	(Y) COG will be consulted and coordinated with in selection of projects and in shifting funds for projects and programs. Local Return funds can be used to implement transportation planning efforts	Gateway Cities COG South Bay COG American Heart Association Santa Clarita Bike Coalition VICA
<b>Project Sponsor and Local Match</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Sub-regional projects should not require a project sponsor match.	(Y) Does not require, but supplemental funds may be needed where funding is insufficient.	Gateway Cities COG South Bay COG LA County Public Works
<b>Subregional Equity Funds</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		

# Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
Projects under the Subregional Equity Fund category should be developed by the subregions (COGs). The guidelines should not impose any special project readiness or local contribution requirements for these funds. Project sponsors or subregions may choose to leverage Subregional Equity funding with other grant sources.	(Y) - Section XIX of the Guidelines clarifies funding availability and allowed uses.	Gateway Cities COG South Bay COG Westside Cities COG San Gabriel Valley COG Culver City LA County Public Works Eco Rapid Transit Investing in Place
<b>Purchased Transportation Services</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Include acquisition of contracted transportation services required for the service delivery associated with the capital acquisition identified by the subregions. This approach is similar to that which is identified in the Federal Transit Administration (FTA) 5310 Traditional Capital Grant Program.	(Y) - Direct costs associated with the purchased transportation services needed to support a capital project is define as eligible in Section XIII of the Guideline	Local Transit Systems Subcommittee (LTSS) Pasadena West Hollywood
<b>Changes to Measure M Guidelines and Subregional Boundaries</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
The Draft Measure M Guidelines allow the Metro Board to change the Subregional boundaries starting in 2047. Concurrence from the sub-regions should be required before the Guidelines or subregional boundaries are changed.	(M) - The amendment process is defined in Section III of the Guidelines which included public noticing.	Las Virgenes-Malibu COG San Gabriel Valley COG Westside Cities COG Culver City
<b>First/Last Mile and TDM Eligibility</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
The First/Last Mile Measure M Guidelines should include as eligible programs, strategies that eliminate trips or support ridesharing.	(M) - As individual FLM plans and projects are developed, some TDM strategies may be considered.	South Bay COG Westside Cities COG Investing in Place Community Health Councils
<b>Complete Streets and Safety Projects</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Metro's Complete Streets Policy is the primary mechanism for implementing this vision, yet the draft guidelines are vague about its applicability to some programs. The final guidelines should clarify that Metro's Complete Streets Policy applies to all funding programs, including multiyear sub-regional programs, and define Metro's oversight role to ensure compliance.	(M) intent of Complete Streets Policy is broadly applicable to future funding programs. Subsequent detailed program guidelines will consider specific applicability. The Guidelines as drafted consideration safety policies and best practices.	LA County Public Health Community Health Councils LA Thrives/Enterprise
<b>Recreational Transit Eligibility</b>		
<i>Multiple parties, as noted, presented comments related to the topic summarized below; with the accompanying response</i>		
Include recreational transit eligibility in all operations subfunds. This includes transit service to parks and open space, which are otherwise inaccessible to transit-dependent households, resulting in significant disparities in public health outcomes.	(M) - Pending subsequent program guidelines, access improvements to recreational and open space facilities may be eligible in some programs.	EnviroMetro Prevention Institute
<b>Miscellaneous Comments on Multi-year Subregional Programs</b>		
Could the transfer between Capital and Program subfunds affect or be affected by the creation of the contingency fund?	(N)	Gateway Cities COG
Will there be any reconciliation of yearly actual receipts within the five-year estimate of the cash flow model?	(M/A)	Gateway Cities COG Eco Rapid Transit
Develop a schedule for the creation of the outstanding guidelines and continue to engage all stakeholders in developing the individual guidelines.	(Y) - Appendix D of the Guidelines includes a timeline for developing the Administrative Guidelines	Gateway Cities COG
The SR-91/1-605/1-405 (1-605 Hot Spots) is a major transportation initiative (\$590 million allocated) under Measure R and a Multi-year Subregional Program (MSP) under Measure M, with an allocation of \$1 billion over 40- years.	(Y) - These projects are addressed in the Guidelines in Section X	Gateway Cities COG
All interchange projects where the PSR/PDS/PAEDs are funded through Measure M must consider Expresslane alternatives according to the Guidelines. What happens if an Expresslane is found to be feasible and desirable but costly (right-of-way acquisition). How, or will, it be advanced or funded to construction?	(M/A) Section X	Gateway Cities COG
Metro should only program Measure M funds for the "Subregional Equity Fund" program.	(N) Fund availability is clarified in Section XIX	Las Virgenes-Malibu COG
The definition for eligible uses for the "Highway Demand Based Program" should include park and ride facilities, as well as other ridesharing related facilities.	(M/A)	Las Virgenes-Malibu COG

## Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
The LVMCOG recommends that this term “pre-construction” be expanded to “planning and programming studies.” Adding the term “programming studies” will allow the Subregions through their respective COGs to develop Subregional project lists, and for subsequent project development and delivery. This will ensure that proposed projects complement each other and improve congestion and safety.	(M) Measure M is capital, not for project applications or entire life of project, but may be able to add additional project development costs.	Las Virgenes-Malibu COG
Project readiness is a critical factor in accessing funding under Measure M. The NCTC believes these guidelines should more adequately define project readiness for each phase of a project. In particular, the Multiyear Subregional Programs should have additional flexibility to ensure subregions can accomplish the various pre construction phases including environmental review, project design, and right-of-way acquisition with Measure M funds.	(Y) - Project readiness is fully described in the guidelines. At the on-set of projects, the project sponsor should identify the project schedule. Help will be available from metro and Caltrans. Once a reasonable schedule is set, the project will be expected to stay on that schedule.	North County Transportation Coalition (NCTC)
The "Arterial Street Improvements" multiyear subregional program for the North County, defined on Page 29 of the guidelines, should be adjusted to allow intersection treatments such as traffic signals and roundabouts. This subregional program should also include the ability to integrate complete streets concepts into arterial projects.	(M/A) 5 year plan process will be further developed. Recommended that project sponsors consult Metro staff early on to ensure the project is eligible for Measure M funds.	North County Transportation Coalition (NCTC)
Several programs lack sufficient definition to ensure subregions will be adequately able to compete for funds.	(M) note that Active Transportation is pending more detailed program guidelines, that bike share capital will be eligible, and procedures to access funding to be determined.	North County Transportation Coalition (NCTC)
Pre-construction activities are defined in the guidelines and include “planning studies”. SGVCOG recommends that this term be expanded to “planning and programming studies” to develop sub-regional project lists for corridor planning and coordination.	(N) Metro needs to retain bonding capacity for the entire Measure M Expenditure Plan. (Y) Metro will work with each impacted city to receive concurrence if federal funds are used for projects.	San Gabriel Valley COG
Do not allow Metro the ability to unilaterally determine the “Sub-Regional Equity Fund” to be met with something other than Measure M.	(N) Fund availability is clarified in Section XIX	San Gabriel Valley COG
“Highway Demand Based Program” should include park and ride facilities, as well as other ridesharing related facilities.	(M/A)	San Gabriel Valley COG
COGs and lead agencies need assurance that Metro will allow projects to have the funding that they need to proceed from development to delivery.	(M) Measure M is capital, not for project applications or entire life of project, but may be able to add additional project development costs.	South Bay COG
Metro should hold the sub-regions accountable for complying with the ordinance but it should not establish criteria beyond those needed to ensure legal compliance with the ordinance.	(Y) – needed to balance Expenditure Plan, but will coordinate with agencies.	South Bay COG
Sub-regions should be able to use Measure M funding for the entire life of a project—to develop sub-regional project lists, for corridor planning and coordination, and for subsequent project development and delivery.	(M) Subregional programs are not new developments and are similar to those set up in Measure R. Measure M has performance commitments for voters. Subregion cannot have sole purview.	South Bay COG
The Measure M Guidelines regarding Sub-Regional Equity funds should not allow Metro to meet its obligations using “any combination of federal, state or Metro-controlled funds including, but not limited to, Measure M. The guidelines need to require the agreement of the affected COGs that they can accommodate the requirements of funds from other sources. Borrowing or bonding against future Measure M revenues to fund the Sub-Regional Equity Funds should be considered in keeping with the ordinance directives.	(N) Fund availability is clarified in Section XIX. Concurrence is included. (Y) Metro can bond per Cash flow Section VI.	South Bay COG
The Visionary Project Seed Funding Guidelines should recommend that funding in this category be made available to any organization that presents a visionary project idea. The match should be no more than 20% and the Guidelines should allow for in-kind contributions including staff efforts by all partners to be counted toward the match.	(M/A)	South Bay COG
The Multi-Year Sub-Regional Programs (MSPs) commitments need to have the same priority for programming as the other primary funding categories listed in the Ordinance.	(Y) - Subject to the Cash flow Management Section VI	South Bay COG
COGs and lead agencies need assurance that Metro will allow projects to have the funding that they need to proceed from program development through project delivery.	(Y/A) Part of the 5 year plan process that requires further administrative development	South Bay COG

## Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
Cost Containment Policy for Expenditure Plan Major Projects What about scope changes? Standards change with time. There are safety, code, or statutory requirements that change and must be implemented on a project while in construction.	(M) This policy is for fund management for Measure M projects and applies to a variety of cost increases	Caltrans
If the project has both Measure R and Measure M funds will two logos be required or a combined logo?	(Y) - Combined logos should suffice	Caltrans
Will the Independent Audit Firm only be auditing Metro's files and/or agency files? Will all agency projects be audited every year?	(Y) - Metro will audit all Measure M expenditures per agreement.	Caltrans
Delete in Sections A – F (missing F) all instances of "State of good repair, maintenance and/or beautification projects are not eligible for Highway subfunds." Other than beautification, state of good repair and maintenance should be allowed under Measure M:	(N) - Measure M funds are intended for investments that would improve mobility on the State highway system and major arterials in Los Angeles County	Caltrans
"Capital Improvement Expenditures" means expenditures for the purpose of acquiring, upgrading, or maintaining transportation physical assets such as property, transportation facilities, rail improvements, highways, or equipment, so long as any such expenditures for maintenance substantially extend the useful life of the project."	(A) Administrative procedures will be developed within 6 months of adoption of the Guidelines	Caltrans
We strongly encourage Metro to establish improved roadway safety as the primary objective of the Measure M Multi-Year Subregional Programs (MSP). It funds a diversity of projects that provide sub-regional benefits. Whether a project's primary purpose is to improve goods movement, signal synchronization or a new bikeway, it should be engineered to improve safety for all users, especially the most vulnerable roadway users, pedestrians.	(Y) Guidelines as drafted contain consideration safety policies and best practices, and can be delineated further in subsequent detailed program guidelines	County of Los Angeles Public Health
Maintenance and expansion of green infrastructure definition. A This is especially imperative for low-income communities who are typically transit-dependent and have disproportionately less greening elements in their communities. These green infrastructure elements should be multi-benefit, delivering not only environmental results, but also enhancing the community experience of that space.	(M)	EnviroMetro
Require that performance criteria be developed so that funded projects meet clearly identified objectives such as: network connectivity, multi-modal mobility, sustainability, safety, equity, and community engagement.	(M) These considerations will be part of the Long Range Transportation Plan Process	EnviroMetro
Metro's Complete Streets Policy is the primary mechanism for implementing this vision, yet the draft guidelines are vague about its applicability to some programs. The final guidelines should clarify that Metro's Complete Streets Policy applies to all funding programs, including multiyear subregional programs, and define Metro's oversight role to ensure compliance.	(M) intent of Complete Streets Policy is broadly applicable to future funding programs. Subsequent detailed program guidelines will consider specific applicability.	Investing in Place
MSP funds should be allocated through a competitive grant program administered by Metro through a Call for Projects-like process tied to the five Measure M objectives. Depending on the size of the program and anticipated award amounts, the program would follow either annual or biennial cycles. All eligible project sponsors in each subregion would be able to apply directly for funding.	(Y/A) - Some MSP areas will have competitive elements. Guidelines have been revised for clarity. For others a 5 year plan process, and additional procedures will be developed.	Investing in Place
The Subregional Equity Program is equivalent to nearly \$1.2 billion across eight subregions, Metro should work with each subregion to identify which projects and programs are priorities for this funding. All subregions should conduct a transparent process for prioritizing this additional funding with robust public participation.	(Y/A) - Some MSP areas will have competitive elements. Guidelines have been revised for clarity. For others a 5 year plan process was added, and additional procedures will be developed.	Investing in Place
Local jurisdictions should have greater ownership of the sub-regional programs. With Metro's support, cities should identify their priorities and specific projects that flow from program level funding in the sub-regional pots. We would welcome the opportunity to create performance measures and specific guidelines for the sub-regional programs to ensure transparent, and strategic investments that support the City's adopted Mobility Plan.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	LADOT
The Highway Program should have specific objectives and performance metrics consistent with statewide guidance from the Office of Planning and Research and best practices in planning and evaluation. The guidelines should not rest on outdated metrics as cities and the county evolve current transportation and mitigation programs to align with state law. To ensure consistency across programs, shared metrics should analyze benefits and impacts on public health, sustainability, and social equity.	(M/A)	LADOT

# Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
Reword first sentence to clarify that the list of Subregional programs/projects are identified in an Expenditure Plan to Measure M Ordinance.	(Y) - can clarify Comment is unclear as to amendment process or beyond Exp. Plan horizon.	Local Transit Systems Subcommittee (LTSS)
Funding for projects identified as Major Projects in the Measure M Expenditure Plan should be provided directly from LACMTA to those project sponsors and should not go through a subregional entity, nor require the approval or involvement of any subregional entity.	(M)	Metro Gold Line Foothill Extension Construction Authority
SCRRRA generally supports broad eligibility requirements for programs so that Metro may invest in the regional rail system within Los Angeles County with as many potential sources of funding as possible.	(Y) Agreed	Metrolink
The "Highway – System Connectivity 2%" program should be limited to solely goods movement projects. This should be done concurrently with the development of METRO's Goods Movement Plan.	(M/A) The development of the Goods Movement Strategic Plan will help determine priorities.	Port of Los Angeles/ Long Beach
Metro should continue to think creatively about the role of the Policy Advisory Council and public participation in shaping its policy.	(Y)	Safe Routes to School
The lapsing policy is not consistent throughout the guidelines and should be revisited. A lapsing policy should be included in the adopted guidelines for each Measure M funding category.	(M/A)	Santa Clarita
Allocation Methodology: Clarification is needed as to which date/year will be used for California State Department of Finance estimate. It is recommended that it be the May report of the year of the fund allocation.	(M)	Santa Clarita
The Guidelines should encourage projects to identify during the environmental stage potential policy changes that might enhance the project's goals.	(M/A)	Joseph Sanderson
I've heard that the carpool lanes may require increased ridership to increase the speed to meet federal guidelines.	Inquiry forwarded to appropriate staff.	Karen Olds
Is there any thought to reducing access to hybrid vehicles to help with this regard?	Inquiry forwarded to appropriate staff.	Karen Olds
Use an accurate and comprehensive definition of equity and incorporate equity metrics to identify, select, and prioritize projects.	(M) These considerations will be part of the Long Range Transportation Plan Process	ACT LA
Provide further guidance on how cities may use multi-benefit Local Return investments, establish performance metric tracking, and require annual audits.	(M) for performance and tracking. (Y) Audits required.	ACT LA
We urge LA Metro to create mechanisms that identify and intentionally invest in communities with the highest need - especially those areas that have historically been underinvested and environmentally burdened. Factors like race, income, age, vehicle ownership, susceptible to injury, and exposure to hazardous environmental conditions are strongly linked with access to healthy land use and community design. The guidelines should explicitly support local return investments ensure existing transit dependent residents can remain in TOCs.	(M) These considerations will be part of the Long Range Transportation Plan Process	Advancement Project California
Final guidelines should avoid distributing funding in any program on a "first come, first served" basis. Doing so would miss the opportunity to select the most effective projects based on clearly defined performance measures. The final guidelines should anticipate such a policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance social equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	American Heart Association
Supports developing more detailed Active Transportation Program guidelines over the next year to maximize the benefits of this program. We believe this extra year for guidelines development will also provide an opportunity to integrate social equity metrics into this program.	(A)	American Heart Association
The Master Guideline is more an "evolving Framework" where some guidelines are fully articulated (Local Return, Transit Operations) and others are yet to be development. Many of the expenditure details do not currently exist. Over the next year it would be helpful for a schedule to be developed supporting the creation of the outstanding guidelines and continue to engage all stakeholders in the development of the individual guidelines	(Y)	Eco Rapid Transit
Consideration for acceleration should also include the potential for a project to be included or receive funding from special or one-time state or federal programs including those that relate to highways of national significance or primary freight corridors, and for stimulating 3P opportunities	(Y)	Eco Rapid Transit
Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good of Repair, that are not assigned to a specific project or program coded "T" in the "modal code" column of Attachment A shall be credited to the Transit Contingency Subfund. Creating a Contingency fund from net revenues assigned to each mode may result in projects first in line receiving funds to the detriment of projects slower to develop.	(M/A)	Eco Rapid Transit
Before any Subregional Equity Program funding is allocated, MTA should work with each subregion to identify which projects and programs are priorities for this funding. There is a disconnect between funding projects on a "First come, first serve – project readiness" criteria and mobility benefit.	(M/A) See Section XIX	Eco Rapid Transit

# Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
MSP funds by definition are limited to capital projects. This is followed by criteria that describes project readiness and specified those activities that define construction readiness.	(Y/A)	Eco Rapid Transit
Implement performance criteria for Highway subfunds. If funding pre-construction activities, EnviroMetro strongly recommends that Metro place a cap on the percent of project costs for those activities, as a way to discourage harmful highway projects from using up valuable capital resources that could otherwise be spent enhancing communities. Metro should not explicitly exclude "beautification" from eligibility, as green infrastructure improvements provide beautification co-benefits	(Y/A) Guidelines revised with limits and need for administrative procedures development	EnviroMetro
The definition of the Greenway Network should be expanded beyond routes that are adjacent to urban waterways to also include routes that utilize other existing public right-of-ways, such as utility corridors and abandoned rail lines.	(M)	EnviroMetro
Consider initiating a process to bring previous revenue sources (Props A & C, Meas R) requirements into alignment with Measure M eligibility and performance standards.	(M) Not recommended at this time.	EnviroMetro
The final guidelines should anticipate such a policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance social equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs.	(Y) These considerations will be part of the Long Range Transportation Plan Process	Investing in Place
Support up to a one year extension for Metro staff and the Policy Advisory Council to develop specific guidelines for the Multiyear Subregional Programs. We believe this extension would not meaningfully delay any projects that would be funded by these programs due to the time it will take for sales tax revenues to accumulate in the first year.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Investing in Place
Measures like travel time reliability and vehicle miles traveled (VMT) can provide a more accurate representation of the benefits and pitfalls of proposed highway projects than the outdated level of service (LOS). Other metrics should analyze benefits and impacts on public health, sustainability, and social equity. Finally, program metrics should tie to regional performance metrics in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to ensure that projects contribute toward regional goals.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Investing in Place
The final guidelines should make safety the first objective for all highway programs, with particular emphasis on people walking and biking. All subregional highway programs should be required to evaluate fatal and serious injury collision hotspots within their program area (i.e. a High Injury Network) and include safety countermeasures in projects within those areas.	(M)	Investing in Place
Eligibility for highway program funds should be determined with a complete streets approach. The final guidelines should clarify eligibility of streetscape elements, such as pedestrian amenities, shade trees, and green streets, that have functional purposes aside from beautification. As mentioned previously, these programs should also include broad eligibility for TDM programs that complement multimodal infrastructure improvements.	(Y/A) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Investing in Place
The final guidelines should anticipate such a policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance social equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs. We recommend adding language recognizing the anticipated social equity policy and implementation mechanisms to the Administration & Oversight section of the guidelines.	(M) These considerations will be part of the Long Range Transportation Plan Process	LA Thrives/Enterprise
Linking investments to and reinforcing Metro policies and planning (pp.35-36, 41) that are critical to improving access, safety, and sustainability in the transportation system such as the Active Transportation Strategic Plan, First/Last Mile Strategic Plan, Complete Streets Policy, and Countywide Sustainability Planning Policy. However, we see no reason why these policies ought not to inform a wider range of Measure M investments, all of which could contribute to increasing and improving access, safety and sustainability. We recommend making similar references to these plans and policies in other investment categories including Multi-Year Subprograms generally, Highway subfunds, 2% System Connectivity Projects, Subregional Equity Program, and Local Return.	(M/A) Additional administrative criteria will be developed. These considerations will be part of the Long Range Transportation Plan Process	LA Thrives/Enterprise
Expand green infrastructure definition to cooling benefits, do not exclude "beautification" from eligibility, and require multi-benefits.	(M)	Los Angeles County Bicycle Coalition
We encourage you to make reversing declining transit ridership one of the highest priorities for LA Metro in the implementation of Measures R and M, especially in programming the 20% Transit Operations funds in Measure M and in how you use SB 1 transit operations funds.	(M)	Move LA
In the interest of continuing to keep community interests and equity at the forefront of these conversations, we urge the Metro Board to add two members to the Independent Taxpayer Oversight Committee.	(N)	Neighborhood Housing Services of Los Angeles County
Please include steps to ensure that all stakeholders are involved in future guidelines development.	(Y) - Some MSP areas will have competitive elements. Guidelines have been revised for clarity. For others stakeholder a 5 year plan process, and additional procedures will be developed.	Palms Neighborhood Council
Use an accurate and comprehensive definition of equity and incorporate equity metrics to identify, select, and prioritize projects.	(M)	Prevention Institute



## Multi-Year Subregional Programs

Comment (Main Points)	Response (Y/N/M/A)	Name
Preserve and expand equitable Transit Oriented Communities (TOCs) by ensuring anti-displacement measures are coupled with transportation investments within the same neighborhood.	(M)	Prevention Institute
All projects funded by Measure M should align with State climate goals, help achieve vehicle miles traveled reduction targets, reduce burdens on disadvantaged communities, and improve safety especially for the most vulnerable road users.	(Y/M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Prevention Institute
Expand green infrastructure definition to cooling benefits, do not exclude "beautification" from eligibility, and require multi-benefits.	(M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Prevention Institute
Orient competitive funding programs to meet critical needs and leverage multi-benefit investments. Require that performance criteria be developed so that funded projects meet clearly identified objectives such as: network connectivity, multi-modal mobility, sustainability, safety, equity, and community engagement.	(Y/M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Prevention Institute
All subregions should conduct a transparent process for prioritizing additional funding from the Subregional Equity Program with robust public participation.	(Y/M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Prevention Institute
Metro should consider a one year extension to develop specific guidelines for the Multiyear Subregional Programs; the final guidelines should remove any explicit references to the Mobility Matrices for determining eligibility or priority within funding programs.	(Y/M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	Prevention Institute
Position Measure M most favorably to raise \$120 billion in sales tax receipts by expediting timelines for major projects, especially connecting job centers and goods movement corridors, expand bus rapid transit corridors in conjunction with road repair and innovative technology. Increase local job and entrepreneurship opportunities and mitigate transit construction impacts for small businesses. Incentivize growth by rewarding high growth areas at each 10-year review cycle. Create an innovative and technologically connected L.A. County.	(Y/M) - Guidelines have been revised for clarity, a 5 year plan process, and additional procedures will be developed.	VICA
Consider having the Independent Tax Oversight Committee also review the Multi-Year Subregional Programs and Local Return funds.	(M)	VICA

**Abbreviations:**

PAC – Comments came from Policy Advisory Council; Breakout Session abbreviation is added to further categorize comments

ADA – Comments received at ADA/Paratransit, Transit for Elder Adults and Students, Discounts Breakout Session

Y – Yes

N – No

M – Maybe

A – Additional administrative guideline development needed

**Measure M Guidelines**  
**Administrative Development Timeline**

<b>SECTION</b>	<b>COMPONENT</b>	<b>TIMELINE</b>
<b>VI. Cashflow Management</b>	Inter-program borrowing within the Multi-Year Subregional Program (MSP) and process for requesting funds	Up to 6 mos.
<b>VII. Contingency Subfunds</b>	Contingency Subfund account details will be further developed	12 mos.
<b>IX-XII. Multi-Year Subregional Programs</b>	Administration of and procedures for determining Multi-Year Subregional Programs 5 year plans, project readiness, and other criteria	Up to 6 mos.
<b>XIII. Transit Multi-Year Subregional Programs</b>	Street Car Circulator Projects details and administrative criteria	12 mos.
<b>XIV. Metro Active Transportation</b>	Metro Active Transportation Program (2%) administrative procedures and funding criteria	12 mos.
<b>XV. 2% System Connectivity Projects (Highway Construction Subfund)</b>	> Highway Systemwide Connectivity 2% program administrative criteria and funding availability	12 mos.
	> Administrative procedures for the Metro Goods Movement Strategic Plan and competitive funding program	12 mos.
<b>XVI. 2% System Connectivity Projects (Transit Construction Subfund)</b>	> Transit Systemwide Connectivity 2% program administrative criteria and funding availability	12 mos.
	> Administrative procedures for the Transit Systemwide Connectivity 2% competitive funding program, including eligible uses and evaluation criteria	24 mos.
<b>XVII. Visionary Project Seed Funding</b>	Visionary Project Seed Funding criteria and administrative selection process	12 mos.
<b>XVIII. Countywide BRT Expansion</b>	Updated study and review of proposed BRT corridors identified in the 2013 BRT and Street Improvement Study, including performance metrics	24 mos.
<b>XIX. Subregional Equity Program</b>	Additional details regarding the evaluation and administrative process for the Subregional Equity Program	<del>12</del> <u>Up to 6</u> mos.

**Note:** Pursuant to Section IV of the Guidelines, amendment procedures will be developed in consultation with the Measure M Independent Taxpayer Oversight Committee.

**Metro Responses to Policy Advisory Council Comments (as provided in Attachment A)**

	<b>Commenter Name</b>	<b>Comment</b>	<b>Metro Response</b>
1	PAC (Consensus)	Local Return, Transit Oriented Communities (TOCs) – On page 85, Metro added a reference to “Metro’s Transit Oriented Communities Program.” No such program exists. Instead, the language should state “as described in Metro’s Transit Oriented Communities Policy. In the absence of official Policy, jurisdictions should refer to the TOC Demonstration Program.” In addition, language should be added to clarify that all TOC activities described by the TOC policy (or Demonstration Program) are included in the definition of transportation purposes.	<b>Policy:</b> Metro recognizes the need for further development of a TOC policy. The broader coordination between transit and affordable housing need will be addressed through the LRTP process, and in the short term, the administrative process for Local Return can be refined to more clearly align with existing Metro programs.
2	PAC (Consensus)	Program Eligibility, Bus Rapid Transit – The Guidelines should be changed to explicitly state that municipal operators are eligible for BRT funds.	<b>Concurrence:</b> Metro concurs. See revision.
3	PAC (Consensus)	Performance Metrics – The Guidelines should give clear direction to sub-regional entities to develop performance metrics as part of the Multi-Year Subregional Programs. Performance metrics are critical to being able to communicate back to voters whether these investments have been successful.	<b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include PAC consultation.
4	PAC (Additional Discussion)	Potential expansion of eligibility for “Green Streets” beyond just stormwater improvements – On pages 42, and 78, “green infrastructure” or “green streets” should not be limited to only describing stormwater management benefits derived from natural processes. The definition should be expanded to include urban heat island mitigation, cooling benefits, shade and highly-reflective/less-heat-radiating materials. Incorporating cooling into transportation infrastructure delivers health benefits, and makes active transportation and waiting for the bus more viable options.	<b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
5	PAC (Additional Discussion)	Eligibility for 2% Highway Connectivity Programs – As criteria are developed for this program during the Administrative updates to the guidelines, the program guidelines should clarify the allocation between “earmarked” projects and discretionary projects. A preference for a more explicit tie to existing Goods Movement initiatives was suggested.	<b>Admin:</b> The criteria and clarifications will be included as part of the Goods Movement Strategic Plan, currently being developed, which will also result in administrative procedures.
6	PAC (Additional Discussion)	Procurement goals – The Guidelines should set forth specific minimum procurement goals for Small Business Enterprises, Disadvantaged Business Enterprises and Disabled Veteran Business Enterprises.	<b>Admin:</b> Metro strongly encourages Small Business Enterprises, Disadvantaged Business Enterprises and Disabled Veteran Business Enterprises. Additional criteria, as necessary, will be considered as part of the administrative procedures to be developed.
7	Kerry Cartwright - Port of Los Angeles (City of LA Harbor Dept)	<ul style="list-style-type: none"> <li>• 2% System Connectivity Projects (Highway Construction Subfund) (p. 43 of draft guidelines) The projected amount of annual funding for the “Highway – System Connectivity 2%” category is lacking in the program info and guidelines. The approved measure also listed “earmarked” projects that are within this subfund, thus diminishing the total available amount for a competitive process. Thus, the “Highway – System Connectivity 2%” program should be limited to solely goods movement projects, justified for the following reasons: <ul style="list-style-type: none"> <li>• Draft guidelines emphasizes goods movement</li> <li>• Significant program earmarks for all other modes/needs, except ports/goods movement</li> <li>• Local return formula funds not accessible by the Ports of LA/LB on behalf of goods movement sector</li> <li>• Alameda Corridor East has Measure M (and R) earmarked projects</li> <li>• Difficulty obtaining formula subregional funds (via Gateway COG, South Bay COG, etc.)</li> <li>• Limited amount available in “2% Highway” program.</li> </ul> </li> <li>• The development of the “Highway – System Connectivity 2%” program guidelines should be done collaboratively, and solely with the goods movement sector and pertinent public agencies and private sector entities. This should be done concurrently with the development of METRO’s Goods Movement Plan. The goods movement sector has collaborated for many years at the federal, State, and regional level, and has already identified needs and projects. Hence, a minimal</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Concurrence:</b> The criteria and clarifications will be included as part of the Goods Movement Strategic Plan, currently being developed, which will also result in administrative procedures.</li> <li>• <b>Concurrence:</b> The Goods Movement Strategic Plan will include outreach.</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
		amount of time needs to be spent on this plan development. Additionally, a few to several critical, high priority projects should be earmarked initially, as done with numerous other Measure M projects as part of the approved ordinance. The Ports, SCAG, and METRO have collaborated for many years on such priority projects, and identified them via numerous studies. Such projects include then Ports of Los Angeles/Long Beach rail projects that reduce truck trips throughout the region, as a few interchange projects on I-110 and SR 47.	
8	* KeAndra Dodds – Enterprise Community Partners	Local Return: TOC Investments (Revised Guidelines Pg. 85) - While I appreciate the attempt by Metro staff to respond to our comments, the changes did provide more clarity. The new reference to Metro's Transit Oriented Communities Program is not helpful because there is no program with that title. There is a TOC Demonstration Program, TOC Planning Grants, Joint Development Program, the MATCH program, and affordable housing policies, all of which relate to TOCs, but none which clearly delineate specific activities or investments that will be considered TOC investments, and thus eligible for local return. We recognize the need to not be overly prescriptive and to allow for innovation, but there must be clearer guidance on what types of investments are eligible. Given Metro's Board adopted policies and programs, we recommend that eligible investments include those that: 1. Support the development and preservation of affordable housing, as defined in Metro's joint development policy, in TOCs; 2. Support the inclusion of small businesses in mixed use buildings in TOCs; 3. Help remove land use barriers to transit oriented development; 4. Implement best practices and policies for sustainable and transit-supportive land uses across a variety of neighborhood typologies; and 5. Otherwise ensure inclusive and equitable transit oriented communities for those at all income levels.	<b>Policy:</b> Metro recognizes the need for further development of a TOC policy. The broader coordination between transit and affordable housing need will be addressed through the LRTP process, and in the short term, the administrative process for Local Return can be refined to more clearly align with existing Metro programs.
9	* Yvette Kirrin - GCCOG	Thank you for the timeline, and we'd like to see item XIX be advanced to 6 months consistent with item IX-XII.	<b>Concurrence:</b> Metro concurs.
10	* Yvette Kirrin - GCCOG	Page 7, No. 5 Stated the addition of "Subregional funding reductions". What does this mean? Please clarify.	<b>Policy:</b> As part of the cost containment policy subregional funds will be considered to address the funding shortfall within an affected subregion, if needed.

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
11	* Yvette Kirrin - GCCOG	Regarding Contingency Subfund creations, it's not clear how these can be established if the minimum revenues are not achieved. Will the contingency be funded by % similar to the other subfunds?	<b>Restated:</b> The Ordinance language dictates the Contingency subfund calculation. Cashflow Management (VI) addresses how cash receipt shortfalls will be addressed.
12	* Yvette Kirrin - GCCOG	Although advancing MSP projects is mentioned, using metro bonding as a tool is not specific to this section.	<b>Restated:</b> Cashflow Management (VI) addresses how bonding will be used.
13	* Yvette Kirrin - GCCOG	Now that the TFP has been removed as the funds forecasting methodology, what cash flow determination will be used?	<b>Restated:</b> Cashflow is addressed in Cashflow Management (VI) Cashflow needs will be forecast in the LRTP, Program Management Plan, Metro Budget, etc.
14	* Yvette Kirrin - GCCOG	The I-5 has been determined to be a local project yet self financing is not an option. This doesn't appear to be feasible. Please clarify the potential options outside of advancing the project via Metro Bonding or outside leveraged funds.	<b>Restated:</b> Depending on the ultimate scope and cost of a major project and determination of financial capacity, following the environmental process, the various potential sources of funds will be determined and pursued by all agencies involved in the project.
15	* Yvette Kirrin - GCCOG	In order to ensure that betterments are including by the 30% final design it's imperative that jurisdictions be credited for work done in advance, to be prepared and have the items incorporated into the appropriate documents (EIR, design plan etc.). Retroactive work by the jurisdictions that gets incorporated into the Final 30% design should count as 3%.	<b>Restated:</b> Any work that is part of the scope at the conclusion of 30% completion of final design may be considered as eligible contribution.
16	* Yvette Kirrin - GCCOG	There has not been any changes to the SC transit projects to provide relief for the 3% contribution, as these projects aren't attributed to our subregion. These projects should be Exempt from 3% local contribution. Additionally, if exemption of 3% is denied, and there are savings on the project, it's not clear that the savings, if 3% is collected, that it won't go to a different subregion.	<b>Restated:</b> 3% local contribution applies to all new transit projects ("coded 'T' in Attachment A"), based on center track miles, per the Measure M Ordinance.
17	Seleta Reynolds - Los Angeles Department of Transportation	<ul style="list-style-type: none"> <li>The guidelines are still missing either a) performance metrics for each program or b) a clear direction to sub-regional entities to develop their own. It is important to be able to measure and communicate back to the voters whether or not the investments they agreed to are successful and how we plan to measure success.</li> <li>The guidelines must align better with the Office of Planning and Research's direction to incorporate Vehicle Miles Traveled either</li> </ul>	<ul style="list-style-type: none"> <li><b>Restated:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Metro recognizes that State statute has changed the basis for evaluating Highway performance as part of CEQA (SB743). As such, implementation of the Measure M Guidelines will be consistent with the regulatory process attached to those statutory provisions.</li> </ul>

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	Committer Name	Comment	Metro Response
		<p>instead of or in addition to Level of Service as an evaluation methodology for highway projects. The highway program in particular (p. 35) references roadway widening as a tool to improve Level of Service, a notion that has been debunked repeatedly. As cities in Los Angeles County work to comply with OPR's deadline for changing the analysis methodology and mitigations for transportation projects, Metro's guidelines will create confusion and potentially legal uncertainty.</p> <ul style="list-style-type: none"> <li>• 3. (At the request of the Mayor's office) All mentions of green infrastructure and green streets (pg. 42 and 78) only refer to stormwater management benefits and leave out important urban heat island (UHI) mitigation / cooling benefits, which really should be addressed in our built streetscape environment, since asphalt is such a large contributor to the UHI effect. Instead, these definitions should be expanded to include shade and highly-reflective / less-heat-radiating materials to at least create the opportunity for investments that could make active transportation and waiting for the bus more appealing.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Policy:</b> Metro recognizes the need for further development of a TOC policy. The broader coordination between transit and affordable housing need will be addressed through the LRTP process, and in the short term, the administrative process for Local Return can be refined to more clearly align with existing Metro programs.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> </ul>
18	* Yvette Kirrin - GCCOG	Page 30 under MSP Highway (Construction Activities), the last sentence states "It is expected that local jurisdictions will contribute to total project costs", which isn't mandatory per the Ordinance. Please remove the statement or change the language to "encourage".	<b>Concurrence:</b> As part of the Administrative Procedures language, staff will use "encourage."
19	* Yvette Kirrin - GCCOG	Regarding HOT Lanes and the Tier Funding, the issue requires further clarification of how the project will pay for them.	<b>Concurrence:</b> Further discussion needed.
20	* Yvette Kirrin - GCCOG	Regarding the removal of eligible projects within the Highway MSP specifically Two-Way left turns or right turn lanes, and intersection and street widening. The removal of these options within the guidelines are limiting options to improve safety and traffic flow. Street widenings specifically are capacity enhancements that have a direct nexus to freeway operations. It appears that arterials are being eliminated from eligibility altogether. In many cases safety and traffic improvements are necessary to improve access to freeways. These removals need to be placed back into the guidelines, and need to be eligible uses, as options for congestion relieve need to be maximized and not limited.	<b>Concurrence:</b> Further discussion needed.

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21	* Yvette Kirrin - GCCOG	Add I-5 JPA to Eligible Recipients as part of the 2% System Connectivity Projects (Highway), as other agencies including ACE Authority are eligible.	<b>Restated:</b> Language in Guidelines is "including, but not limited" to the agency types listed.
22	* Yvette Kirrin - GCCOG	Language needs to be softened, removed or suggested as an example (verses in alignment) regarding City of LA policies for Streetscape Enhancements and Great Streets. It's seems inappropriate for subregions to conform with the City of LA policy.	Comment is unclear.
23	* Yvette Kirrin - GCCOG	Regarding the definition of Active Transportation, "rolling modes" should be detailed or more definitve as there are many new mainstream modes such as e-bikes, Segway's, skateboards, motorized wheelchairs, scooters, etc. Please expand the definition.	<b>Policy:</b> Additional criteria will be considered as part of the administrative procedures to be developed.
24	* Yvette Kirrin - GCCOG	Clarification is still required regarding if MSP's and Major projects assigned to a subregion are eligible for the 2% SC Project (HWY Subfund) competition?	<b>Policy:</b> This will be determined as part of the Goods Movement Strategic Plan development.
25	* Yvette Kirrin - GCCOG	Regarding Visionary Project Seed Funding, the 40% match isn't reasonable. A 20% and/or In-Kind match should be considered.	<b>Restated:</b> In kind match can be for the entire amount of the requested local match.
26	* Yvette Kirrin - GCCOG	Regarding Subregional Equity Program, the considerations should mirror the funds availability dates accorded to the SFV.	<b>Restated:</b> Per the Measure M Ordinance, the funding is to be determined, and will be provided "as early as possible."
27	* Yvette Kirrin - GCCOG	Regarding the SEP, the statement regarding funds available "if any" is concerning, and these funds should be bonded against, as the SFV is going to be funded ASAP. The Board added the funds, so the subregions should receive it, verses leaving an "if any" option.	<b>Restated:</b> Per the Measure M Ordinance, the funding is to be determined, and will be provided "as early as possible."
28	* Yvette Kirrin - GCCOG	2% ADA Paratransit Eligible Recipients should be broadened to be any transportation agency providing ADA services, including local operators, such as dial a rides.	<b>Restated:</b> Per the Measure M Ordinance, these funds are for ADA Paratransit for the disabled. This service, which is a federal civil rights mandate, is provided by Access Services on behalf of Metro and the 44 fixed-route operators in LA County. Local Dial-A-Rides do not provide ADA paratransit as outlined in federal law and therefore are not eligible for these funds. In addition, local Dial-a-Rides are eligible to receive funding from both Measure M and past sales tax Local Return programs.

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	<b>Commenter Name</b>	<b>Comment</b>	<b>Metro Response</b>
29	* Hilary Norton – FAST	<p>Page 6 - Project Acceleration, Third Bullet, “Elements that determine eligibility of matching funds from available federal/state discretionary funding sources.</p> <p>Page 22 - Eligible Fund Contributions, End of section paragraph, add language “...amount by the conclusion of thirty percent (30%) of final design, Asset management portfolios, Performance Incentive Grants.”</p> <p>Page 37 – Intelligent Transportation Systems, Eligible uses category Add Bullet “Coordinate with Countywide BRT program to optimize on time performance and improved bus speed operations”</p>	<b>Admin:</b> These are considerations for additional administrative procedural development.

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30	* Hilary Norton – FAST	<ul style="list-style-type: none"> <li>• Page 10 - Performance Metrics definition. Need clarity on the definition of performance metrics. Does that reflect the December 2015 Performance Metrics for the Mobility Matrix or will these be a new set of Metrics? Will the PAC be advised on how to define them or will that be up to the Metro Board? Does this mean transit and highway programs will have performance on whether or not they are moving more people or are they moving more goods that essential to the consumer driven sales tax receipts which fund our Measure M program? For example, according to LAEDC, 78% of the volume and 64% of the value of the Regions goods move through our streets and highways so should one project be jeopardized over a subjective definition. With this aspect of Performance Metrics, please consider the following definitions as this is consistent that the Mobility Matrix has now been replaced with the Multi-Year Subregional Program (MSP) Project Development process; <ul style="list-style-type: none"> <li>• Projects with the broadest economic benefit that increases sales tax revenue receipts;</li> <li>• That leverage current and future sources of state and federal funding (and must be timely in their request for matching funds);</li> <li>• Based on project readiness;</li> <li>• Projects that optimize opportunities for TOCs/TODs;</li> <li>• Consider communities with the highest need;</li> <li>• Project prioritization should be made in the context that we are expecting an economic downturn and must optimize the revenue that we collect, while being able to most effectively leverage private and public resources in a manner that would expedite major projects to meet or exceed timelines promised to Measure M voters.</li> </ul> </li> <li>• Page 21 - 3% Local Contribution Need Clarity How does this definition reflect new stations that intersect existing lines, an example would be the Northern Crenshaw Extension with the Purple Line on Wilshire. Would that be considered a retrofit of an existing or the building of something new? The goal should be to incentivize ridership increases through Multi-modal connectivity so outside of Active Transportation if a local jurisdiction uses and encourages private funding to construct a transit center or Mobility Hub adjacent to</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include PAC consultation.</li> </ul> <p>Mobility Matrices are not replaced with MSP. Mobility Matrix projects can be considered in the development of MSP projects. Additional criteria will be considered as part of the administrative procedures to be developed.</p> <ul style="list-style-type: none"> <li>• <b>Restated:</b> 3% local contribution applies to all new transit projects (“coded ‘T’ in Attachment A”), based on center track miles, per the Measure M Ordinance.</li> </ul>

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		<p>a rail station, Does that count towards a city's 3% match?</p> <ul style="list-style-type: none"> <li>• Page 47 – Metro Active Transportation, Reporting requirements, typo? “Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of Measure M system connectivity projects (Highway construction) (replace with Active Transportation) funds are contributing to accomplishing the program and strategic plan objectives.”</li> <li>• Page 55 – Countywide BRT, Eligible projects first paragraph, language amended “...potential for ridership increases including station amenities, restrooms for health, safety and quality of life,”</li> <li>• Page 57 in Subregional Equity Funds. Need Clarity. A detailed explanation should identify where this fund is located relative to the Measure M pie slice, as we recall back in the June 2016 Board meeting through a motion by Director John Fasana, this Subregional Equity pot was to be incorporated as part of the 2% system connectivity, Is this still true?</li> <li>• Page 67 – 20% Transit Operations, Eligible uses category. Last sentence “Metro will develop policies that will define and establish criteria for implementing pilot programs that increases ridership and improves operational reliability” Page 67 – 20% Transit Operations, Maintenance of effort. Second sentence (add language) In addition to implementing new transit services programs that improve headways and hours of operation, eligible recipients may use Measure M 20% funds...</li> <li>• Page 72 – ADA Add Bullet: “C) Community outreach to identify and ensure that performance metrics as outlined per contract for this program fund are adhered to and are followed.”</li> </ul> <ul style="list-style-type: none"> <li>• Page 74 – State of Good Repair Add Bullet: Station improvements that increase ridership and transit system capacity to handle more riders</li> <li>• Page 92 – Local Return, Audit Requirements, First Sentence A</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Restated:</b> Any work that is part of the scope at the conclusion of 30% completion of final design may be considered as eligible contribution.</li> <li>• <b>Concurrence:</b> Typo. Metro concurs. See revision.</li> <li>• <b>Restated:</b> Yes. These are considerations for additional administrative procedural development. Per the Measure M Ordinance, the funding is to be determined, and will be provided “as early as possible.”</li> <li>• <b>Restated:</b> Operations Guidelines were developed with other operators in a Working Group.</li> <li>• <b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include PAC consultation.</li> <li>• <b>Restated:</b> State of Good Repair will maintain all eligible assets.</li> <li>• <b>Restated:</b> Per the Measure M ordinance, the</li> </ul>

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		<p>financial and compliance audit will be conducted annually as part of Metro's Consolidated Audit Program to verify adherence to the Measure M guidelines and be subject to review by the Independent Taxpayer Oversight Committee.</p> <ul style="list-style-type: none"> <li>• Pages 98 and 99. Appendix A - Potential 3% jurisdictions. There are examples per the Measure M ordinance and Expenditure plan, where the project explicitly does not assume a specific mode or technology of corridor (LRT vs HRT) that has not had a proper vetting through an environmental impact report. The problem with such assumption is that it prejudices the Environmental Review Process and could place Metro in a litigious pickle albeit innocently. Those examples include on the list; East San Fernando Valley Transit Corridor, Sepulveda Pass Corridor, Vermont Corridor, Lincoln Blvd Corridor. All specific technological (LRT or HRT) references should be removed from the list and simply explained "All 3% corridors are all assumed (funding permitted) as rail corridors. Whereas past or currently under environmental review planned definitions, distinction of phasing or branching or logical extensions of existing Metro Rail lines or under constructed corridors to establish a consistency in definition Examples are; West Santa Ana Corridor, Eastside Phase 2 (SR 60 or Washington Blvd), Green Line extension to Torrance or Orange Line Conversion to Rail where there is specific language included in both the expenditure plan and attachment explanation.</li> </ul>	<p>Independent Taxpayer Oversight Committee is responsible for reviewing the Measure M Financial and Compliance audits.</p> <ul style="list-style-type: none"> <li>• <b>Restated:</b> All project are subject to the environmental process.</li> </ul>

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31	* KeAndra Dodds-Enterprise Community Partners	While the guidelines reference alignment with “Vision Zero” or equivalent policies, Metro does not have its own Vision Zero policy to guide investments. We recommend investing in the development and adoption of regional Metro Vision Zero guidance (policy, toolkit or framework) simultaneous to developing sub-guidelines for the 2% Active Transportation category. While specific investments and Vision Zero policies will likely be implemented by local jurisdictions rather than Metro, a regional Vision Zero policy would encourage local jurisdictions to adopt their own policy or provide guidance in the absence of such local policy.	<b>Policy:</b> Policy development regarding “vision zero” applications as they may apply countywide is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.
32	* KeAndra Dodds-Enterprise Community Partners	The final guidelines should anticipate a transportation equity policy in the Long Range Transportation Plan (LRTP) and include mechanisms to advance social equity in the implementation of Measure M programs, such as prioritization and/or set-asides in funding programs. While there were some changes to address this, the revised guidelines still do not include explicit mention of social equity nor the recognition that social equity will be considered in the implementation of Measure M once the LRTP is adopted. It makes the most sense to add it to the administration and oversight section.	<b>Admin:</b> The LRTP Update process, as presented to the Metro Board, identifies a need for a comprehensive equity analysis. This will include how equity is defined, and considered in setting priorities for Metro investments including but not limited to Measure M. This will occur during the LRTP development, in consultation with the PAC.

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33	Jacki Bacharach	<ul style="list-style-type: none"> <li>• Page 7 – At the bottom of Page 7, #5 – Sub-regional funding reductions should come from the sub-region in which the shortfall is happening. It is not clear in the document. Sub-regional funding should be used only with the concurrence of the responsible “sub-regional entities”.</li> <li>• Acceleration of projects must not: 1) Reduce the potential funding available for addressing cost containment using the methods listed on page 7; or 2) delay current regional and sub-regional projects due to redirecting funding for acceleration.</li> <li>• Page 10 – 1) Sub-regional entities should be consulted before the Metro Board is asked to approve all performance metrics through its 5-year assessment process in consultation with the Measure M Independent Taxpayer Oversight Committee. Particularly with respect to the sub-regional program and project criteria, the sub-regional entities should also be consulted. 2) Requiring approval only during the 5-year assessment may delay project readiness. There should be a process to accelerate approval changes more often than every 5 years.</li> <li>• Page 11 – Any change in subregional boundaries should only be made with consensus of all the sub-regional entities affected.</li> <li>• Page 12 – In 2<sup>nd</sup> group of bullets – the new one re: Changes in Technology should also include better service to the customer/consumer. Bottom of page 12 – The guidelines allow the Metro Board to amend the “Schedule of Funds Available” to accelerate an Expenditure Plan Major Project at any time but changes in commitments to current projects will only be evaluated every 10 years. The two policies are in conflict. Funds from a project that is completed with cost savings or a project that is no longer viable should be available for re-programming in the following fiscal year.</li> <li>• Page 16 – 2<sup>nd</sup> paragraph from the bottom –Metro should request notice from the responsible sub-regional entity which will compile the 5-year MSPs on behalf of the project sponsors. Sponsors should not be allowed to bypass the sub-regional planning process where there is one.</li> <li>• Page 17 – MSP borrowing needs to be approved by the sub-regional entity.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Concurrence:</b> Metro agrees that subregional funding reductions should come from the affected subregion.</li> <li>• <b>Restated:</b> Acceleration is addressed in Section IV and in Cashflow Management, Section VI.</li> <li>• <b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include PAC consultation.</li> <li>• <b>Admin:</b> Subregional changes have historically been done at the request of the subregion.</li> <li>• <b>Policy:</b> Policy development is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.</li> <li>• <b>Restated:</b> Acceleration is addressed in Section IV and in Cashflow Management, Section VI.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> </ul>

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		<ul style="list-style-type: none"> <li>• Page 26 – Metro allowed .5% of the annual cost of the sub-regional programs to be drawn from the MSP. Sub-regional entities and local jurisdictions should be explicitly eligible for these funds.</li> <li>• Page 26 – Parameters from the Mobility Matrices should be developed with concurrence of sub-regional entities. In the 2nd sentence referring to the Mobility Matrices, the word ‘using’ should be replaced with the word ‘considering’.</li> <li>• Page 30, 31, 33, 34 – Highway Operational Improvement project funding begins with the Project Identification Document rather than program development. To be consistent with Page 29, this guideline should not preclude use of funding from this category to prepare the project development matrix described on page 26.</li> <li>• Page 30, 31, 33, 34 – Metro added a provision that is in Measure R SBHP guidelines that requires Intersection or street widening/improvements to be “on a State Conventional Highway or within one mile of a state highway.” This restriction should be eliminated from the Measure M guidelines to allow projects to be implemented in areas like the Palos Verdes Peninsula that are not within 1 mile of a state highway and yet have major arterials.</li> <li>• Page 30, 31, 33, 34 – Signal synchronization and other intelligent transportation system improvements are not included as eligible projects in any of the Highway MSP categories. They should be explicitly included in the respective lists even though they are generally eligible in their own section beginning on page 37.</li> <li>• Page 37 – The guidelines do not currently include broadband or fiber-optic projects as eligible expenditures. Inter-city, sub-regional fiber-optic and broadband projects should be included in the ITS section and justified as a TSM strategy.</li> <li>• Page 42 – 1st/last mile should acknowledge eliminating travel through travel demand management strategies or projects. These types of projects should be eligible in the ITS section. The Greenway project category should be broadened slow speed electric transportation.</li> <li>• Page 44, 55 – BRT Capital improvements – Metro staff told the PAC that municipal operators would be included, but the guidelines do not yet reflect the change. Included and Municipal Operators and Metro</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Restated:</b> Metro retains bonding authority.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Concurrence:</b> Metro concurs. See revision.</li> <li>• <b>Concurrence:</b> Metro concurs. See revision.</li> </ul>

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		<p>should be explicitly eligible as lead agencies for BRT funded projects within a BRT program coordinated by Metro.</p> <ul style="list-style-type: none"> <li>• Page 48 – Allocation Methodology – It is unclear whether Metro taking an additional .5% here for administration from subregional programs over and above what they are already getting off the top. To avoid Metro double dipping, it should be clarified that Metro’s administrative costs do not exceed the %.05 that taken off the top.</li> <li>• Page 53 – Visionary Seed Funding eligibility is still restricted to transit in the revised guidelines. It should be available for other mobility and sustainability ideas beyond transit. The eligible applicants should include transit operators and other entities rather than relegating others to “partners” for visionary seed funding applications that do not include transit operators.</li> <li>• Page 79 – Fiber optic installations are limited to “signal-related electrical system and/or fiber-optic in the roadway.” Consistent with the comments on page 37, fiber-optic and broadband programs should be eligible as a transportation demand management projects and should not be limited to installations in the roadway since use of existing utility poles and underground conduits outside the roadway might be more cost-effective.</li> <li>• Page 102, 103 – Refocused Taxi Element – Although the guidelines are more inclusive in earlier sections of the document, this section should be expanded to include options to taxi operators such as car sharing and ride sharing providers and autonomous vehicle fleets.</li> <li>• Page 103 – Implementation Timeline – On the 4<sup>th</sup> line, in addition to taxi service, the timeline should include comparable options that exist or may emerge.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Concurrence:</b> See revision</li> <li>• <b>Concurrence:</b> See revision</li> </ul>

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34	* Moises Cisneros – Loa Angeles Latino Chamber of Commerce	Pulling from the business and small business recommendations, I am concerned that our recommended Business Interruption Fund for small businesses was not addressed. Small businesses in the path of construction have been known to go bankrupt due to the loss of pedestrians and foot traffic caused by construction chokeholds. Find below our original recommendation: INCREASE LOCAL JOB AND ENTREPRENEURSHIP OPPORTUNITIES, AND MITIGATE TRANSIT CONSTRUCTION IMPACTS FOR SMALL BUSINESS ...."We also recommend that the Business Interruption Fund, to assist businesses impacted due to Metro construction, be implemented for all transit, major highway and arterial projects. Beyond the Business Interruption Fund, Metro should provide small businesses with economic tools to help offset economic losses or assist in overcoming loss of clientele due to construction obstructions. These tools can be provided by Jurisdictions or third party providers of small business advisory services"....	<b>Admin:</b> All Metro policies and programs will be applied as appropriate. Additional criteria will be considered as part of the administrative procedures to be developed.
35	* Moises Cisneros – Loa Angeles Latino Chamber of Commerce	Two major issues that are of concern include: 1. No procurement goals or statement for a specific minimum is highlighted for Small Business Enterprises, Disadvantaged Business Enterprises. It's not enough to simply say there will be a goal. That goal needs to be reflective of the surrounding community and capacity for providing a service. 2. Disabled Veteran Business Enterprises are not mentioned at all for procurement goals. We strongly recommend Metro considers the following statement from both the business and small business community represented: "Measure M can be a turning point for the economic empowerment of small business in Los Angeles County. Metro has done a very good job of inviting small and local businesses to do business with Metro but more can be done to expand small business opportunities in Measure M. We recommend that Metro follow the example of the Port of LA to include local businesses in all projects, and report to the Metro Board regularly as to how those goals are being met. For Major projects and Local Return funds, we recommend guidelines of: 25% SBE, 17% DBE/MBE/WBE and 10% DVBE. We recommend prioritizing local small business and retail entrepreneurship opportunities in each Transit Oriented Community/Development, including support and preservation of businesses impacted by Metro project construction. In cases where jurisdictions do not have the capacity to implement the	<b>Admin:</b> All Metro policies and programs will be applied as appropriate. Additional criteria will be considered as part of the administrative procedures to be developed.

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	Commenter Name	Comment	Metro Response
		above percentage goals, we recommend that Metro administers the program on behalf of the jurisdiction.”	
36	* Bryn Lindblad – Climate Resolve	<ul style="list-style-type: none"> <li>• In defining eligible expenditures in the highway subfund, (on pg. 35) the 'Traffic Congestion Relief Investments' program description should not include the outdated level of service (LOS) metric nor misguided road widening as a method to relieve congestion. Instead, it should be replaced with a VMT-reduction metric, as instructed by SB743.</li> <li>• "Green", as referred to in the terms 'green infrastructure' and 'green streets' (on pgs. 42 and 78), should not be limited to only describing the stormwater management benefits that come from natural project elements. The definition should be expanded to include urban heat island mitigation / cooling benefits brought about by shade and innovative materials that radiate less heat. Incorporating cooling into transportation infrastructure not only delivers public health benefits, but it also makes active transportation and waiting for the bus more viable options for people who are otherwise deterred from doing so.</li> <li>• Operations subfunds (including Metro Rail Operations, pgs. 63-5 and Transit Operations, pgs. 66-9) should include eligibility for: a.) maintenance of green infrastructure, to ensure full life-cycle benefits</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Restated:</b> Metro recognizes that State statute has changed the basis for evaluating Highway performance as part of CEQA (SB743). As such, implementation of the Measure M Guidelines will be consistent with the regulatory process attached to those statutory provisions.</li> <li>• <b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Restated:</b> Per the Measure M Ordinance, this funding is for operating transit service, with Metro Rail for service delivery for operating and regular preventative</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
		<p>are achieved. (Often funding for this maintenance piece is overlooked, and doing so in Measure M guidelines could similarly prevent intended environmental and community outcomes.) b) recreational transit service to open space. (This is an important social determinant of health, which Metro is currently studying, and should have an opportunity to receive adequate Measure M funding.) Currently, this is only listed as an eligible expense in the Local Return section, but it should also be in these other categories that support transit service expansion.</p>	<p>maintenance for Metro Rail Lines.</p>
37	* Bryn Lindblad – Climate Resolve	<ul style="list-style-type: none"> <li>• Administrative development for multi-year subregional programs -- especially highway subfunds -- needs to include performance criteria that ensure investments are in alignment with climate goals, multi-modal safety and equitable accessibility priorities. This important process can go a long way in preventing Measure M dollars from doing more harm than good to EJ communities in particular, and should not be rushed through in a non-meaningful way. The 6-month timeline that is currently proposed may be too rushed and should potentially be lengthened to 12 months to create more of an opportunity for developing performance criteria mechanisms that ensure Measure M dollars achieve results that are better than the historical business as usual.</li> <li>• Will the supplemental funds provision trigger the State ATP restrictions that do not allow urban greenery to be funded in active transportation projects? If so, this remains a critical gap, that instead Measure M funds should try to fill.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include PAC consultation.</li> <li>• <b>Admin:</b> All Metro policies and programs will be applied as appropriate. Additional criteria will be considered as part of the administrative procedures to be developed.</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	<b>Commenter Name</b>	<b>Comment</b>	<b>Metro Response</b>
38	Thomas Yee - LA THRIVES/ Low Income Investment Fund	Section 10. The Policy Considerations listed in Section 12, which have been revised to "shall comply with the" ATSP, Complete Streets Policy, CSPP, First/Last Mile Strategic Plan , etc, is more appropriate to be placed in Section 10 covering all of the MSP programs, and should be either moved in entirety into that section. All of the approved MSP categories would include relevant infrastructure improvements that should comply, not just the programs listed in section 12.	<b>Admin:</b> Additional criteria will be considered as part of the administrative procedures to be developed.

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
39	Thomas Yee - LA THRIVES/ Low Income Investment Fund	<ul style="list-style-type: none"> <li>• Section 3: The addition of performance metrics is a good step, however the timing of the approval of metrics (as well as evaluation areas and criteria) need to be adopted in advance of the new MSP project development process, and the timeline should be specified in Section 3.</li> <li>• Section 8. The Consumer perspective should be explicitly referenced in the introduction. The rationale for the contribution should include language setting forth a goal to maximize multimodal access to all transit stations in every jurisdiction.</li> <li>• Section 14. The reference to Vision Zero in Section 14 (page 46) already states “Projects funded with Measure M funds, including Active Transportation 2%. should support the protection of pedestrian and bicycle safety in line with “Vision Zero” or equivalent policies. Since this is to be globally applied, it is more appropriate to be placed in either Section 1, 3, or 9 so that it is clearly a global policy goal, and not just limited to 2% ATP. In addition, in the absence of a Metro Vision Zero policy, the guidelines should allow for the development of Metro Vision Zero guidance as part of administrative and performance procedures. 25.</li> <li>• pg 85 - The revision to TOC needs some additional clean-up language. The memo to the PAC refers to a "TOC manual", whereas the revised guidelines refer to the Transit Oriented Communities Program". Neither of these are discrete Metro policy documents. We recommend language that clarifies this reference, and suggest the following: "as described in Metro's Transit Oriented Communities Policy. In the absence of official Policy, jurisdictions should refer to the TOC Demonstration Program." Additionally, the revised guidelines introduce new language on page 93 requiring adherence to expend funds "for transportation purposes, as defined by these guidelines." Because TOC by definition extends the definition of traditional transportation purposes, this creates uncertainty around expending funds for TOC activities. Clarifying language should be included on either page 85 or 93 clearly stating that all TOC activities</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Admin:</b> Performance metrics will be evaluated for MSP assignment as part of the 6 month administrative procedures effort. Additional Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process —, including Measure M projects and programs. This will include ry jurisdiction.</li> <li>• <del>The</del> comment is unclear.</li> <li>• <b>Admin:</b> Policy development regarding “vision zero” applications as they may apply countywide is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.</li> <li>• <b>Policy:</b> Metro recognizes the need for further development of a TOC policy. The broader coordination between transit and affordable housing need will be addressed through the LRTP process, and in the short term, the administrative process for Local Return can be refined to more clearly align with existing Metro programs.</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Committer Name	Comment	Metro Response
		<p>described by TOC policy (or Demonstration Program) are included in the definition of transportation purposes. Attachment D. The phrase "including performance metrics" in Section XVIII should be mirrored in other MSP sections, specifically IX-XII, XIII, XIV, XV, XVI, XVII, and XIX</p>	

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
40	* Jessica Meaney – Investing in Place	<p>The revised guidelines still lack an affirmative statement that Metro’s Complete Streets Policy applies to all funding programs. This leaves project sponsors and stakeholders uncertain as to which policies will apply to what projects, with differing interpretations potentially subjecting projects to administrative and political delays unless the issue is resolved. Metro’s Complete Streets Policy itself is clear about its application to all projects and all programs, yet the guidelines only reference the policy under the active transportation programs, which are--by definition--in compliance with complete streets. The revised guidelines include a Metro-administered eligibility screen for all projects funded by the Multiyear Subregional Programs. This is the appropriate place for Metro to evaluate each project’s compliance with its Complete Streets Policy, including the local jurisdiction mandate. The final guidelines should be revised to include this requirement unambiguously. The revised guidelines did not change the objectives for any of the highway programs. Traffic safety is still not integrated into the core purpose of investments in the street and freeway system and no specific procedures are proposed to make safety analysis a routine part of highway program administration. The revised guidelines continue to consider state of good repair, maintenance, and beautification projects ineligible for highway program funding, without clearly defining these terms to ensure that complete streets improvements are not inadvertently excluded. The revised guidelines continue to hold projects on city streets to the same objectives as freeway projects. The application of Metro’s Complete Streets Policy to these programs remains unclear, despite these programs being the one of the primary funding programs for street improvements in Los Angeles County moving forward.</p>	<p><b>Admin:</b> Additional criteria regarding the application of Metro’s Complete Streets Policy will be considered as part of the administrative procedures to be developed.</p>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
41	Joana Hankamer – City of West Hollywood	<ul style="list-style-type: none"> <li>The voters approved Measure M based on promoted programs and projects to be funded by the sales tax; however, many capital projects listed on the Expenditure Plan are not fully funded and many projects were also under-estimated for probable cost*. Metro is therefore urged to engage the Policy Advisory Council (PAC) in discussions about filling the funding gaps in Measure M in order to fulfil the promises of Measure M; and engage the PAC in the development of a comprehensive action plan focused on:               <ol style="list-style-type: none"> <li>updating the Expenditure Plan based on accurate cost assumptions,</li> <li>competing effectively and successfully in Sacramento for SB 1 funds, and</li> <li>accessing other non-Measure M revenue sources, including federal funds and private sector revenues</li> </ol> </li> </ul> <p>*For example, the Northern Extension of the Crenshaw/LAX Line was assigned a project cost of \$2.3 billion in the Expenditure Plan based the shortest alignment only, thereby under-estimating all but one alternative before any study has been done to identify a locally preferred alignment. Such insufficient cost estimate assumptions in Measure M create unanticipated budget shortfalls and unrealistic expectations for projects approved by the voters in Measure M. (In 2010 Metro identified more than four possible alignments for the Northern Extension of the Crenshaw/LAX Line, varying in length between 6 and 10 miles).</p> <p>The Draft Guidelines contain many references to the necessity to leverage the revenues generated from the Measure M program. One of the significant leveraging opportunities available to Metro is the recent enactment of “The Road Repair and Accountability Act of 2017”, SB 1 (Beall, Chapter 5, Statutes of 2017). The State has projected that over the next 10 years this new funding program will provide an estimated \$50.0 billion supporting both competitive and formula based transportation programs. Eligible expenditures include, among other activities, transit development, intercity rail, active transportation, local streets, freight projects, local planning, and work</p>	<ul style="list-style-type: none"> <li><b>Restated:</b> Depending on the ultimate scope and cost of a major project and determination of financial capacity, following the environmental process, the various potential sources of funds will be determined and pursued by all agencies involved in the project.</li> <li><b>Restated:</b> The Expenditure Plan is a part of the Measure M Ordinance, as are the provisions for amendment.</li> <li><b>Restated:</b> Cashflow is addressed in Cashflow Management (VI) Cashflow needs will be forecast in the LRTP, Program Management Plan, Metro Budget, etc. This includes the availability of non-Measure M fund sources.</li> <li><b>Policy:</b> Policy development is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

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**Restated:** Staff notes Guidelines or Ordinance details



	Commenter Name	Comment	Metro Response
		<p>force development. For example, Metro has projected that approximately \$260.0 million annually will be available to Los Angeles County jurisdictions for improvements to local streets including “complete streets.” One of the key objectives in pursuing SB 1 generated funds is to access the maximum of new state funds to leverage Measure M revenues and accelerate the implementation of “Shovel Ready Projects.”</p>	

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

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## Metro Responses to Public Speaker Comments Provided at June Committees

	Commenter Name	Comment	Metro Response
1	Jackie Illum – Community Health Councils; Andrew Pasillas – Safe Routes to School National Partnership; Claudia Goytia – American Heart Association; Papa Joe Aviance – American Heart Assoc. Volunteer; Amanda Meza – Investing In Place; * Wes Reutimann – Bike SGV; Lindsey Nolan – LA County Bike Coalition; Jean Armbrewster – Dept. of Public Heath * Andrew Yip – Bike SGV	These speakers placed an emphasis on the need for the following: <ul style="list-style-type: none"> <li>• Complete Streets policy;</li> <li>• An emphasis on safety; and</li> <li>• Prioritization of equity.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Admin:</b> Additional criteria regarding the application of Metro’s Complete Streets Policy will be considered as part of the administrative procedures to be developed.</li> <li>• <b>Policy:</b> Policy development regarding Safety as it may apply countywide is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.</li> <li>• <b>Admin:</b> The LRTP Update process, as presented to the Metro Board, identifies a need for a comprehensive equity analysis. This will include how equity is defined, and considered in setting priorities for Metro investments including but not limited to Measure M. This will occur during the LRTP development, in consultation with the PAC.</li> </ul>

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

**Admin:** Administrative procedures

**Restated:** Staff notes Guidelines or Ordinance details

	Commenter Name	Comment	Metro Response
2	* Charlie Honeycutt – City of Signal Hill; Steve Lantz – South Bay COG	Address the road needs for small cities; access to additional funds.	
3	* Asiyahola Sankara – ACT-LA	Wants to expand TOC language and preserve affordable housing.	<b>Policy:</b> Metro recognizes the need for further development of a TOC policy. The broader coordination between transit and affordable housing need will be addressed through the LRTP process, and in the short term, the administrative process for Local Return can be refined to more clearly align with existing Metro programs.
4	* Jerard Wright - BizFed	Wants performance metrics that links tax expenditures to economic drivers.	<b>Admin:</b> Performance Metrics guiding Metro’s investment challenges and opportunities will be developed as part of the LRTP Update process—, including Measure M projects and programs. This will include PAC consultation. The need for performance metrics can be referenced in the Administrative procedures to be developed.
5	*Marianne Kim – Auto Club	Focus on traffic reducing project; and  Desire for MOE standards that can be audited.	
6	* Jessica Duboff – LA Chamber	Expanding programs and shifting funds	<b>Policy:</b> Policy development is needed. This can be done as part of the LRTP Update process, in consultation with the PAC.

\* Submitted additional testimony through a public speaker card and/or letter

**Policy:** to be considered in future policy deliberations

**Concurrence:** Metro concurs

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A large, stylized letter 'M' logo is positioned in the upper right quadrant of the slide. The 'M' is composed of several white, 3D rectangular blocks that appear to be stacked or layered, creating a sense of depth. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area. The overall design is modern and clean.

# Measure M Guidelines

Planning and Programming Committee  
Executive Management Committee

June 14, 2017

June 15, 2017

# Introduction

Measure M is Distinct from Measure R:

- Measure M is more comprehensive & complex
- No sunset
- Increased oversight and evaluation mechanisms

Therefore, these Guidelines must:

- Reinforce fiduciary responsibility first and foremost
- Provide guidance framework for all aspects of Measure M, not just where guidance specifically indicated
- Use lessons learned from Measure R

## Outreach

- Staff attended more than 20 public meetings
- Comments from more than 60 submissions
  - More than 300 comments on various topics
- Focus of topics generally align with those selected by the PAC

## PAC Update

The PAC reported various comments at the May Board Meeting in the following five general areas:

- Local Return
- ADA/Paratransit & Senior/Student Discounts
- 3% Local Contribution for Transit
- Multi-year Subregional Programs (MSP)
- Project Readiness & Program Eligibility

# Local Return (Section XXV)

## **Metro Recommendation: Based on resident population**

1. No minimums established by Metro (p.75)
2. Reallocation of Local Return distributions can be pursued at the subregional level (p. 91)
3. Measure M Multi-year Subregional funds can be used to supplement Local Return allocations
  - Subject to the eligibility, process, and availability of funds as described in the Measure M Guidelines for MSP (p. 24)



# Local Return

Recommendation	Rationale
Resident Population	Most reliable data and updated annually Compliance with Ordinance Consistent with other sales tax measures
No minimums established by Metro	PAC consensus was to eliminate floors
Subregional Reallocation	Subregions can reallocate funds to help their smaller cities Does not impact subregions that choose not to reallocate
Measure M Multi-year Subregional funds	Can be used to supplement Local Return allocations, subject to eligibility, process, and availability as described in the Ordinance and the Measure M MSP guidelines (p.24)

# Operating, SGR & Regional Subsidies

<b>Measure M Category</b>	<b>Guidelines</b>
Transit Operations (20%)	No revisions (p. 66)
Metro Rail Operations (5%)	No revisions (p. 63)
Metro State of Good Repair (2%)	No revisions (p. 73)
<b>Regional Rail (1%)</b>	<b>Revised to reflect Metrolink comments (p. 59)</b> <ul style="list-style-type: none"><li>▪ Evaluation of performance measures are to be considered by Metro Board to determine whether to increase from 1% to 2%</li></ul>
<b>ADA Paratransit/ Metro Discounts Seniors &amp; Students (2%)</b>	<b>Revised to address PAC/ AARP/ Access/ stakeholder comments (p.70)</b> <ul style="list-style-type: none"><li>▪ Include Travel Training/Mobility Management programs (bridging mobility gap for older adults)</li><li>▪ Marketing campaign to create public awareness of the programs available</li></ul>



## 3% Local Contribution – Response to Comments

- Clarified what could constitute a local contribution, and how “betterments” are defined.
- Clarified that the requirement applies only to Measure M rail projects. (p. 21)
- Clarified calculation for the 3% local contribution occurs at 30% of Final Design (as called for in the ordinance). (p.21)
- Pursuant to the Guidelines and the ordinance, “in kind” contributions are allowed from the local agency provided that they are included in the project cost at the time 30% of the final design is completed. (p.22)
- Also, the contribution can be redistributed among the affected agencies, at their discretion, provided that it is within the timing parameters of the Ordinance language.
  - This may include the assignment of the contribution to the Supervisorial District for projects located in Unincorporated LA County. (p.23)

## 3% Local Contribution (Section VII)

### **Project Betterments**

The definition of betterment was slightly revised to reflect the definition adopted by the Metro Board\*: “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” (p.22)

Once 30% final design project scope has been set, subsequent betterments cannot count toward 3% contribution. (p.22)

\*Supplemental modifications to Transit Projects Policy (2013)

# Multi-Year Subregional Programs (MSP)

## 2 Significant requests:

- Equal funding priority to other capital
  - Is on priority par with other purposes within H & T capital subfunds (p.28)
  - Disbursements by funds subject to cashflow procedures
  - Metro retains bonding authority
- Need a specific subregional process
  - MSP 5 year plan process defined (p.26)
  - Up to 0.5% of individual MSP funding category can be used to support plan process (p. 27)

# MSP 5 Year Plan – Key Elements

- Public Participation requirement for Project identification and inclusion in Program
- 5-year Program to be adopted by Subregional entity, then the Metro Board
- Mobility Matrix projects can be considered, but flexibility allowed
- Amendments can be made consistent with Program steps

# Readiness & Eligibility of Funds

## Requested clarification regarding:

- Project Readiness by Phase: readiness thresholds will be defined for distinct phases of project, up to and including construction (p.28)
  - Appropriate to distinct MSP categories
- Eligibility: recipient flexibility for countywide BRT, if consistent with upcoming countywide study (p. 55)

Further direction to be developed as part of Administrative Procedures

# Administrative Development – Attachment D

- Cashflow Management
- Contingency Subfunds
- Multi-year Subregional Programs
  - Transit
  - Highway
- Metro Active Transportation
- 2% System Connectivity
  - Transit
  - Highway
- Visionary Project Seed Funding
- Countywide BRT Expansion
- Subregional Equity Program



## Next Steps

- Public Comments Summary (Attachment)
- PAC Recommendations/Comments (Attachment)
- Board Committees- June 14-15
- Board Adoption-June 22
- Develop Administrative Procedures
  - PAC will have participatory role in development and review
  - CEO approves; can advance issues to Board as warranted



Questions?



Metro



**Board Report**

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**File #:** 2017-0426, **File Type:** Appointment

**Agenda Number:** 44.

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**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 15, 2017**

**SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTIONS**

**ACTION: APPROVE MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTIONS**

**RECOMMENDATION**

APPROVE:

- A. Emilie Elias, the recommended nominee for Retired Federal or State judge;
  
- B. Carlos Bohorquez, the recommended nominee for Professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience;
  
- C. Ryan Campbell, the recommended nominee for Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
  
- D. Scott Hood, the recommended nominee for Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
  
- E. Kyungwoo Kris Kim, the recommended nominee for Professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects;
  
- F. Virginia Tanzmann, the recommended nominee for Licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience; and

- G. Linda Briskman, the recommended nominee for Regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

## **ISSUE**

The Measure M Ordinance approved by voters in November 2016 requires the establishment of a Measure M Independent Taxpayer Oversight Committee of Metro (“Committee”) to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall carry out the responsibilities laid out in the Ordinance and will play a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance.

## **DISCUSSION**

The Measure M Ordinance requires the establishment of the Measure M Independent Taxpayer Oversight Committee (“Committee”) comprised of seven members representing the following areas of expertise:

- A. A retired Federal or State judge;
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience;
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices;
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects;
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience; and
- G. A regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

The Measure M Ordinance states that the Selection Panel consisting of Metro’s Board Chair, Vice Chair, and second Vice Chair or their designees shall select for approval the Committee Members. The Selection Panel will develop guidelines to solicit, collect, and review applications of potential candidates for membership on the Committee. In accordance with the Selection Panel’s guidelines, Metro developed a Communication Plan to promote the solicitation of applicants for the committee. As part of the extensive outreach to solicit applications, Metro sent letters to over 718 recipients including elected officials and city managers of 88 cities within Los Angeles County, Board of Supervisors offices, Councils of Governments, Federal and State Delegation, associations that represent professions identified for the Committee, business organizations and other stakeholders.

Additionally, news releases were disseminated to targeted publications, stories were posted on Metro’s blogs and a short video was produced and shown on various social media channels. To collect the applications, Metro opened an online application process which ran from January 27, 2017 through April 18, 2017 using Metro’s dedicated website for Measure M. Also, one-on-one meetings and legislative briefings were held with state and federal elected officials and staff to keep them apprised of the application process.

This report summarizes the results of the online application process.

**Summary**

The total number of applicants who submitted completed applications was 20. However, since some applicants applied for more than one area of expertise, a total of 26 applications were received in the following areas of expertise:

Total	Areas of Expertise
1	A. Retired Federal or State judge
1	B. Professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience
3	C. Transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices
12	D. Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
3	E. Professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects
2	F. Licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience
4	G. Regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector
26	Total Applications

In accordance with the restrictions set forth in the Ordinance, two of the 26 applications were ineligible because the applicants are considered public officeholders. Per the Ordinance, the intent is to have one member representing each of the specified areas of expertise. However, if after a good faith effort, qualified individuals have not been identified for one or more of the areas of expertise, then no more than two members from one or more of the remaining areas of expertise may be selected. The Selection Panel was not able to identify a qualified individual that would meet Area C. Transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices. Therefore, the Selection Panel selected two applicants from

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Area D. Professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews.

**DETERMINATION OF SAFETY IMPACT**

Approval of this item will not negatively impact the safety of Metro's patrons or employees.

**FINANCIAL IMPACT**

Approving the recommended action brings no financial impact to the agency.

**ALTERNATIVES CONSIDERED**

One option would be to not approve the recommended members for the Committee and re-solicit applications. This is not recommended since any further delay in the establishment of the Committee may impact the Committee's ability to provide adequate review and approval of the scope of work of the auditors.

**NEXT STEPS**

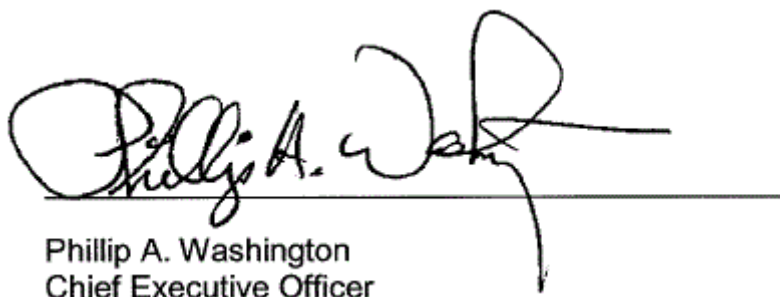
Upon approval of the Committee members staff will schedule an orientation session for the Committee.

**ATTACHMENTS**

- Attachment A - Committee Membership Requirements
- Attachment B - Selection Panel Guidelines
- Attachment C - Communication Plan

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

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



Phillip A. Washington  
Chief Executive Officer

Measure M Independent Taxpayer Oversight Committee  
Membership

**Requirements:**

Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

- A. A retired Federal or State judge
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

The Committee members shall be subject to Metro's conflict of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest

## ATTACHMENT A

### Measure M Independent Taxpayer Oversight Committee Membership

or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.



**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

**Independent Taxpayer Oversight Committee Selection**

**I. Solicitation/Outreach**

Metro's Communications Department will be responsible for developing an outreach plan to solicit applicants for the Measure M Independent Taxpayer Oversight Committee which requires the following seven (7) areas of expertise:

- A. A retired federal or state judge.
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Management Audit Services will partner with Information Technology Services and Communications in the maintenance and update of the Independent Taxpayer Oversight Committee Webpage that links to the Measure M website. The Independent Taxpayer Oversight Committee Webpage will include the purpose, responsibilities, membership of the Committee including eligibility requirements as stipulated in the Ordinance, vacancies and recruitment information at a minimum. The website will also include links to the full Ordinance and online application; as well as a centralized email address for applicant inquiries. Inquiries on the application will be forwarded to the respective department or personnel and response time will be within three to five business days.

**II. Application Process**

Management Audit Services in partnership with various business units within Metro will develop the draft application questions for the Selection Panel's input and approval. Once approved, the questions will be converted to an online application. The online application and bulletin will be approved by the Selection Panel prior to posting on the Independent Taxpayer Oversight Committee Webpage which links to the Measure M website. The application will be open to the public for at least sixty (60) days to allow for adequate outreach.

**III. Collection of Applications**

Submitted application forms will be collected using the online application process approved by the Selection Panel. At the end of at least the 60 day period of online application process, a summary of applications received together with the completed

**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

applications and associated attachments will be turned in to the Selection Panel within seven business days after the online application closes. The summary will include but will not be limited to:

1. Total applicants received including areas of expertise that they applied for,
2. Total applicants that meet the eligibility requirements per area of expertise applied for, and
3. Total applicants that did not meet the eligibility requirements per area of expertise applied for.

**IV. Selection Panel's Review of Applications**

The Selection Panel, which will consist of Metro's Board Chair, Vice Chair, and second Vice Chair or designees, will be responsible for reviewing applications received from eligible applicants and for screening the applicants. The Panel shall recommend potential candidates for the Independent Taxpayer Oversight Committee membership to the Metro Board for approval. The successful candidates will receive notification from the Selection Panel at least three weeks prior to Metro Board Meeting.

**V. Board Approval**

Once the Selection Panel recommends the final candidates, it will be added as an agenda item for the Metro Board Meeting. The recommended candidates for Independent Taxpayer Oversight Committee Membership shall be approved by the Metro Board by a simple majority.

**VI. Term**

Each member of the Independent Taxpayer Oversight Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve.

Six (6) months prior to expiration of term, the Selection Panel will convene to determine if there is any need to replace any of the Committee members. The Selection Panel will also confirm whether the incumbent Committee members still wish to serve for additional term(s).

**VII. Compensation**

Members will be compensated through a stipend, the amount of which is approved by the Metro Board. Members may choose to waive stipend.

**VIII. Resignation/Replacement of Committee Members**

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office,

**Selection Panel Guideline  
Measure M Independent Taxpayer Oversight Committee**

including a filing under California Government Code Section 85200, or change of residence to outside Los Angeles County shall constitute a Member's automatic resignation.

The filling of membership vacancies, due to removals and reappointments will follow the above procedures in this Guideline.

**IX. Committee Orientation**

Management Audit Services will work with various departments to prepare an orientation handbook and presentation will conduct the orientation at least one month prior to the first scheduled Independent Taxpayer's Oversight Committee.

**X. Establishment of Committee Officers and Bylaws**

Subsequent to the orientation, the Independent Taxpayer's Oversight Committee may elect to develop their own bylaws including rules for the establishment of Committee Officers (e.g. Chair, Vice Chair, etc.) including a rotation schedule for these positions.



## **ATTACHMENT C**

# **Measure M Independent Taxpayer Oversight Committee Communication Plan**

### **PURPOSE**

The Measure M Independent Taxpayer Oversight Committee is designed to monitor and ensure that Measure M tax revenue is spent for transportation purposes as specified in the ordinance. This plan outlines the communication efforts to promote the solicitation of applicants for the committee and the selection process.

### **GOALS**

- To keep the public informed about the Measure M Taxpayer Oversight Committee member selection process
- To ensure that stakeholders who represent the established sectors for committee composition are informed about the application process
- To make the committee application process easily accessible and intuitive on the Metro website

### **PLAN COMPONENTS**

#### **Public Relations**

- Distribute news release on application process
- Post story on The Source and El Pasajero blogs
- Produce and post short video on role of Taxpayer Oversight Committee and application process
- Talking points on purpose of Oversight Committee

#### **Community Relations**

- Send letter from CEO to key stakeholders announcing the application process
  - 88 Mayors and all City Council Members
  - LA County Fed/State Legislative Delegation
  - City Managers
  - LA County Transit Operators (Muni's, Metrolink, etc.)
  - COG Executive Directors
  - Business, Labor, Environmental and other key stakeholder groups (disabled, etc.)
  - Board of Supervisors Offices
  - LA County Bar Association
  - Retired Judges Association
  - PIOs
- Include information about application process in key stakeholder presentations

#### **Marketing**

- Develop the application page on the Metro website and make it easily accessible
  - Website <https://www.metro.net/projects/taxpayer-oversight-committee/>

#### **Government Relations**

- Share information with state and federal elected officials and staff to keep them apprised of application process during regularly planned activities
  - One-on-one meetings
  - Legislative briefings



Board Report

File #: 2017-0432, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 45.

..Meeting\_Body

**EXECUTIVE MANAGEMENT COMMITTEE  
JUNE 15, 2017**

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITION**

**RECOMMENDATION**

ADOPT staff recommended position:

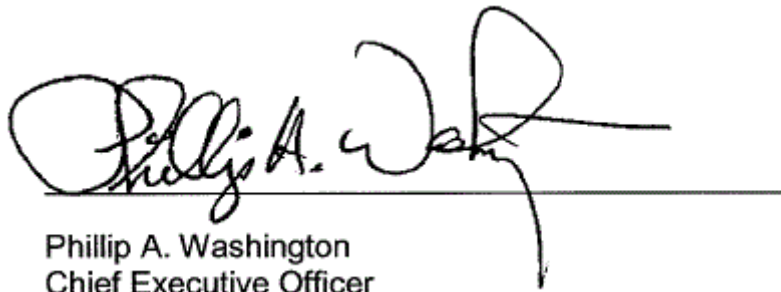
- A. **TBD** - California Global Warming Solutions Act of 2006: Market-Based Compliance Mechanisms **SUPPORT**

**ATTACHMENTS**

Attachment A - Cap and Trade Advocacy Principals

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

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



Phillip A. Washington  
Chief Executive Officer

**BILL:** TBD

**AUTHOR:** TBD

**SUBJECT:** CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006:  
MARKET-BASED COMPLIANCE MECHANISMS

**STATUS:** PENDING

**ACTION:** SUPPORT

**RECOMMENDATION**

Staff recommends that the Board reaffirm its support for the State’s cap and trade program. The State Air Resources Board (CARB) is authorized under the California Global Warming Solutions Act of 2006 to monitor and regulate the sources of greenhouse gases and administer the cap and trade program.

Litigation has continued to threaten the State’s Cap and Trade Program. In addition, during the Legislature’s consideration of SB 1 (Beall, Frazier), the state transportation funding legislation, there was substantial discussion about increasing transit funding through the State’s cap and trade program. Most recently, there has been substantial debate and discussion in the Legislature with respect to the need to exercise a two-thirds vote to reauthorize the cap and trade program beyond 2020, when that vote should take place and how those funds should be allocated.

Staff believes it would be appropriate for the Board to reiterate its support for the cap and trade program and express priorities for how the funds should be allocated. Staff therefore recommends that the Board adopt the following principles to guide our advocacy:

- The Board supports the extension and reauthorization of the cap and trade program by a two-thirds vote of the Legislature.
- The Board supports increasing the allocation cap and trade funds to public transit.
- The Board supports mechanisms that increase the funds allocated to Los Angeles County including mechanisms that ensure funds are allocated to disadvantaged communities.

**DISCUSSION**

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

Most recently, the Legislature has considered various proposals to extend and modify the cap and trade program. None of those measures secured enough votes for passage and it is expected that the Legislature will address the issue in the balance of the Legislative Session. Metro, through our Board Approved 2017 State Legislative Program supports the state's cap-and-trade program to fund transportation projects in Los Angeles County.

Metro seeks to ensure that cap-and-trade funds are allocated to transportation and that LA County receives a proportionate share. In previous years, Metro has been awarded funding through several cap-and-trade expenditure categories, including the TIRCP, LCTOP, SHOPP and TRCP programs. Additional priorities Metro would like to see incorporated in a final program to increase funding for transit through the cap-and-trade program.

Staff recommends that the Board reiterate its support for the State's cap and trade program.

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

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

#### **FINANCIAL IMPACT**

The estimated financial impact has yet to be determined.

#### **ALTERNATIVES CONSIDERED**

Adopting an oppose position on re-authorizing the cap and trade program would be counter to the advocacy efforts as outlined in the Board Approved 2017 State Legislative Program Goal #5 which is to maximize opportunities for funding LA County's transportation projects and programs through implementation of the States' cap and trade programs.

#### **NEXT STEPS**

Should the Board decide to adopt the principals of support for the State's cap and trade program as outlined in this staff report; staff will communicate the Board's position to the Legislature as the program and pending legislation continues to be considered.



## Board Report

File #: 2017-0434, File Type: Informational Report

Agenda Number: 46.

### EXECUTIVE MANAGEMENT COMMITTEE JUNE 15, 2017

#### **ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

#### **SUBJECT: METRO CAREER PATHWAYS**

RECEIVE AND FILE the proposed framework for a pilot educational and vocational training program with the objective of facilitating career pathways for local youth in Los Angeles County's transportation sector as set forth in Attachment A.

#### **ISSUE**

At its April 2017 meeting, the Board approved Motion #43 by Directors Ridley-Thomas, Fasana, Garcetti, Barger, Garcia and Dupont-Walker directing the CEO to report back to the Executive Management Committee during the June board cycle with a proposed framework for a pilot educational and vocational training program, specifically, though not exclusively, targeting at-risk probation and DCFS youth who have historically been under-served educationally. (Attachment B) This report is submitted in response to the Motion.

#### **BACKGROUND**

Attracting, developing, and retaining a diverse workforce is critical to the continuing success of Metro. Workforce challenges facing the agency include looming retirements caused by an aging workforce (39% of the Metro workforce will be fully eligible for retirement over the next three years); the need to retain workers who could leave for other industries (69% of Metro employees are over the age of 40); and the need to expand the workforce to meet the growing demand for transit (Measure M is estimated to generate an additional 778,000 jobs). Consistent with the national trend in the transit industry, Metro is also experiencing a significant skills gap in the demand for and supply of high skilled workers. Since Metro is charged with both rebuilding the existing infrastructure and planning for the expansion of the system funded by Measure M, a bold and innovative non-traditional partnership is warranted.

Currently, the primary introduction for youth about Metro workforce opportunities is through Metro's internship program which offers undergraduate, graduate, and postgraduate students an opportunity to gain practical work experience related to their academic field of study. Metro also sponsors the Transportation Careers Academy Programs (TCAP) summer internship program for students in



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grades 11 and 12. The TCAP provides “real world” industry learning environments for high school students interested in transportation careers and this summer marks the 20<sup>th</sup> year of the program.

## **DISCUSSION**

The question now facing Metro is: How best do we prepare the next generation for a career pathway into the transportation industry? One solution is an increase in Career and Technical Education (CTE) programs of study. Such programs begin in middle or high school and continue into postsecondary education or apprenticeship and provide the foundational and early occupational skills training needed in skilled occupations.

Attachment A outlines a framework to link a pilot educational and vocational training program for youth to Metro’s existing career pathways. Earlier this month, staff met with County Departments to discuss the purpose and need for the MCP, the goals of the County Departments serving at-risk youth and introduced the framework for the pilot CTE program.

Modeled after the Alliance for Quality Career Pathways (AQCP), the framework includes:

1. Definitions and a conceptual model for the Metro Career Pathways (MCP);
2. Criteria and quality indicators for MCP; and
3. A set of interim and outcome metrics for measuring and managing MCP student progress and success.

Driven by the Center for Law and Social Policy, the AQCP framework is jointly developed by the US Departments of Education, Labor, and Transportation. Staff has chosen to model the AQCP framework because it is flexible and can be customized or tailored to the needs of a specific sector, like transportation. The career pathway approach is especially beneficial for more vulnerable populations, whose educational and career success is more often impeded by disconnects between systems and limited access to integrated services. The MCP seeks to establish career pathways for youth, with an emphasis on at-risk populations.

The career pathway approach ensures a system that provides clear transitions, strong supports, and other elements critical to the success of students. It is not simply a new model, rather, MCP is a paradigm shift in how Metro prepares youth for work and lifelong learning. It reorients existing education and workforce services from a myriad of disconnected programs to a structure that focuses on the workforce needs of Metro and on individuals in need of education and training to be successful on their career paths.

## **NEXT STEPS**


Staff will work with the County Departments to develop a program model. Staff will initiate a procurement to retain consultant services to perform the next phase of establishment of an MCP - which includes the identification of a pilot CTE and college preparatory training program tailored to transportation, assistance with identifying a potential site, and coordination with the relevant local and state departments of education and other appropriate entities.

## **ATTACHMENTS**

Attachment A - Framework  
Attachment B - Motion #43

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

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



Phillip A. Washington  
Chief Executive Officer

# PILOT INITIATIVE FRAMEWORK

## Introduction

This document outlines a framework for a pilot Career and Technical Education (CTE) Program specifically, though not exclusively, targeting youth involved in the County's Child Welfare or Probation system. The framework will help Metro and its partners build the education and training pipelines necessary to prepare students for careers in transportation. Modeled after the Alliance for Quality Career Pathways (AQCP)<sup>1</sup>, the framework includes:

1. Definitions and a conceptual model for the Metro Career Pathways (MCP);
2. Criteria and quality indicators for MCP; and
3. A set of interim and outcome metrics for measuring and managing MCP student progress and success.

The AQCP framework is jointly gathered and developed by the US Departments of Education, Labor, and Transportation. The career pathway approach is increasingly gaining momentum; the State of California, along with others, have adopted it.<sup>2</sup> Public and private funders have supported the career pathway approach through numerous initiatives that include financial investments, technical assistance, regulatory guidance, and evaluations. Foundation-funded supportive efforts include the Ford Foundation's *Bridges to Opportunity*, the Joyce Foundation's *Shifting Gears*, and the multi-funder *Breaking Through* and *Accelerating Opportunity* initiatives.<sup>3</sup>

Metro has chosen to model the AQCP framework because it is flexible and can be customized or tailored to the needs of a specific sector, like transportation. The career pathway approach is especially beneficial for more vulnerable populations, whose educational and career success is more often impeded by disconnects between systems and limited access to integrated services. The MCP seeks to establish career pathways for youth, with an emphasis on at-risk populations.

The career pathway approach ensures a system that provides clear transitions, strong supports, and other elements critical to the success of students. It is not simply a new model, rather, MCP is a paradigm shift in how Metro prepares youth for work and lifelong learning. It reorients existing education and workforce services from a myriad of disconnected programs to a structure that focuses on the workforce needs of Metro and on individuals in need of education and training to be successful on their career paths.

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<sup>1</sup> AQCP is an initiative driven by the Center for Law and Social Policy (CLASP). CLASP is a national, nonpartisan, anti-poverty nonprofit advancing policy solutions for low-income people. [www.clasp.org](http://www.clasp.org)

<sup>2</sup> The states of Arkansas, California, Illinois, Kentucky, Massachusetts, Minnesota, Oregon, Virginia, Washington, and Wisconsin have partnered with CLASP on the development of the AQCP. [www.clasp.org](http://www.clasp.org)

<sup>3</sup> [www.clasp.org](http://www.clasp.org)

## Purpose & Need

Attracting, developing and retaining a diverse workforce is critical to the continuing success of Metro. Currently, Metro has 521 different job titles. Metro needs to build career pathways for all of them. The question facing Metro is: How best do we prepare the next generation for a career pathway into the transportation industry because we have to both *rebuild the existing* infrastructure and *plan for the expansion* of the system funded by Measure M?

### **Metro Workforce Challenges**

Workforce challenges facing the transportation industry include looming retirements caused by an aging workforce (*39% of the Metro workforce will be fully eligible for retirement over the next three years*); the need to retain workers who could leave for other industries (*69% of Metro employees are over the age of 40*); and the need to expand the workforce to meet the growing demand for transit (*Measure M is estimated to generate an additional 778,000 jobs*)<sup>4</sup>. Consistent with the national trend in the transit industry, Metro is experiencing a significant skills gap in the demand for and supply of high skilled workers<sup>5</sup>. (see Table 1 below). A bold and innovative non-traditional partnership is warranted. One solution is an increase in Career and Technical Education programs of study. Such programs begin in middle or high school and continue into postsecondary education or apprenticeship and provide the foundational and early occupational skills training needed in skilled occupations.

“ No industry touches more lives than transportation.” – Phillip A. Washington

Table 1. Metro Top 10 “Hard to Fill” Skilled Jobs	
Bus Mechanic	Engineer, Software/Systems
Rail Car Mechanic	Engineer, Construction
Rail Signal Maintainer/Inspector	Safety Inspectors
Track Maintainer	Electronic Comm Technician
Traction Power Maintainer/Inspector	Facility Systems Technician

### **A New Middle Class**

Despite these many challenges, transit has a number of strengths that can be sold to potential employees. First, many of the jobs in the transit industry have low barriers to entry. Second, many transit jobs pay well, with good benefits. In May of last year, the Pew Research Center issued a report update on “America’s Shrinking Middle Class” as it pertains to US cities. The Los

<sup>4</sup> Los Angeles Economic Development Corporation (LAEDC), 2016

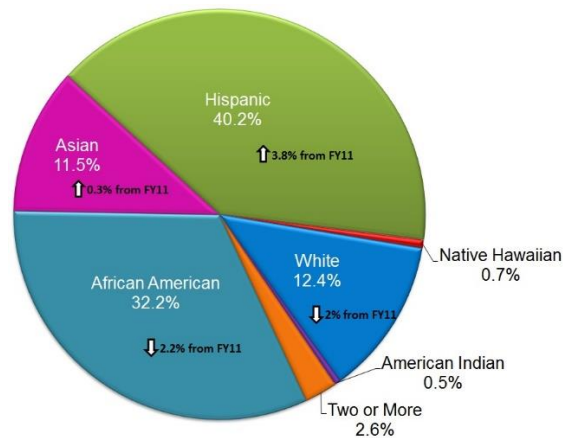
<sup>5</sup> American Public Transportation Association, 2015

# PILOT INITIATIVE FRAMEWORK

Angeles region made a strong showing. “In about a quarter of the metropolitan areas in 2014, middle-class adults do not constitute a clear majority of the adult population,” the Pew report states. “Notably, many of the nation’s largest metropolitan areas fall into this group, including Los Angeles-Long Beach-Anaheim, CA, where 47% of adults were middle income.” The LAEDC estimates that Metro’s union-labor projects will employ more than 190,000 construction workers to build the Measure M capital projects over the next 40 years.

“Careers in the transportation industry can lift Americans into the middle class...” – US Secretary of Transportation Anthony Foxx

Third, transit has a better record of attracting a diverse workforce, compared to other transportation sectors. Lastly, transit provides long-term employment opportunities (*51% of Metro employees have more than 10 years of service*).



## **Collaboration with At-Risk Youth**

Over the last 20 years, Metro has administered a summer high-school internship program, the Transportation Career Academy Program. However, in order to further foster a pipeline of qualified, local individuals for careers in the transportation sector, engaging youth early on, potentially as part of their middle or high school experience, provides an opportunity for Metro to address a gap in its current workforce development programs. Moreover, to collaborate with at-risk youth involved with LA County Children and Family Services (DCFS), the Department of Social Services, and the County Probation Department would serve to expose and connect youth to transit-related educational and career opportunities.

According to Metro Board Motion #43 (April 2017) by Directors Ridley-Thomas, Fasana, Barger, Garcetti, and Dupont-Walker:

DCFS serves nearly 35,000 children and their families across the County. High school graduation rates for this population are abysmal, with only 45% of foster youth in California completing high school, compared with 79% of the general student population. Nationally, only 6% of former foster youth have earned a two or four-year

# PILOT INITIATIVE FRAMEWORK

degree by age 24, and only one in two foster youth is employed by age 24. Even more alarming, one in five foster youth becomes homeless after aging out of the system.

Additionally, the County's Probation Department supervises approximately 6,000 youth in the community and detains or incarcerates approximately another 1,100 on a daily basis. National statistics indicate that most youth in the juvenile justice system have had unstable educational histories with a high number of school transitions and disciplinary actions (i.e. suspensions). Researchers have found that over 40% may be enrolled in special education classes, approximately 50% perform below grade level, and as low as only 20 to 40% of justice-involved youth ultimately earn a diploma or General Equivalency Degree.

The MCP incorporates a youth engagement and outreach program designed to educate and attract youth and young adults, from junior high and high school, to transit. In addition, the MCP is designed to address the education needs of the at-risk youth population that could result in identifying a preparatory school for the vocational and educational program. Furthermore, Career Pathways systems that are aligned with Registered Apprenticeship programs can expand the number of people who can access these high-demand jobs.<sup>6</sup> As a result, MCP would be aligned with the local labor unions.

Through the efforts of the MCP, Metro seeks to improve the attractiveness of the agency as an "employer of choice" through innovative policy and practice such as an industry-based CTE, personalized learning, and STEM. Metro will seek a pilot program/site that agrees to implement all of these core Metro components.

## The Framework

MCP can provide a more holistic, functional approach to teachers, policymakers and students to reconsider the way in which transportation education is delivered. It allows students to have ownership over their own learning in rigorous and engaging environments that utilize relevant and transportation specific demonstrations of learning.

The framework includes three parts:

- a) Definitions and a conceptual model provide a more precise understanding of the career pathway systems. MCP partners can use these definitions and conceptual model to develop a shared understanding of the systems, pathways, and programs they are collaborating to build.

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<sup>6</sup> "Strengthening Skills Training & Career Pathways" Report by US Department of Transportation, US Department of Labor, & US Department of Education, 8/24/15

# PILOT INITIATIVE FRAMEWORK

- b) Criteria and indicators for MCP. These criteria and indicators can help partners build a strong, functioning MCP. Additionally, a shared framework of quality criteria and specific indicators can help partners develop a continuous improvement process for successful cross-agency systems, pathways and programs.
- c) The pathways and programs will be designed to support student apprenticeships, mentorship and internships while they earn wages and advance to job placements and careers in the workforce after high school graduation. A unique feature of the AQCP metrics is that they are meant to measure the results of specific career pathways that cross systems. As such, they are designed primarily for continuous improvement purposes and are best positioned at this time to be used in “pilot-testing with specific career pathways and programs”.

Essential features of the MCP include:

1. **Connected and transparent education**, training, credentialing, and support service offerings (delivered via multiple linked and aligned programs with the appropriate Departments of the County of Los Angeles including:
  - Office of Education
  - Department of Workforce Development
  - Children and Family Services Department
  - Department of Public Social Services
  - Department of Aging
  - Department of Community Services
  - Probation Department
2. **Multiple entry points** that enable well-prepared students as well as targeted populations with limited education to successfully enter the career pathway. Targeted populations served by MCP may include youth involved in the Child Welfare System, County Probation system, homeless, and disconnected or “opportunity” youth.
3. **Multiple exit points** at successively higher levels leading to self- or family-supporting employment and aligned with subsequent entry points.

All three features above of the MCP correspond to transportation career and technical education programs of study. Essential functions of the MCP include:

1. Student-focused education and training;
2. Consistent and non-duplicative assessments of students’ education, skills, and assets/needs;
3. Support services and career navigation assistance to facilitate transitions; and
4. Employment services and work experiences.

The MCP is customized to Metro’s needs, the target population needs, and the local partners and context. The MCP approach is a paradigm shift in how Metro prepares people for work and lifelong learning. It reorients existing education and workforce services from myriad disconnected programs to a structure that focuses on the workforce needs of Metro and on

# PILOT INITIATIVE FRAMEWORK

individuals in need of education and training to be successful on their career paths. This approach focuses on systems change to provide clear transitions, strong supports, and other elements critical to success of students. The MCP approach includes an explicit focus on reducing racial and ethnic disparities in education and employment while at the same time increasing diversity in employers' talent pipelines.

## Criteria

MCP partners could include, but are not limited to: public agencies, secondary education, career and technical education, workforce, health and human services, justice, corrections, economic development, transportation, workforce investment boards, labor unions, philanthropic organizations; and others.

The MCP framework criteria include:

1. **Commit to a Shared Vision & Strategy:** Metro – in conjunction with County partners – are committed to a shared vision of transportation-based career pathways for youth and to a strategy for building, scaling, and dynamically sustaining a MCP system.
2. **Integrate Transportation Sector Principles:** Metro will follow transportation sector strategy principles including being demand-driven.
3. **Collaborate to Make Resources Available:** Each MCP partner identifies, prioritizes, and leverages resources available for the MCP system.
4. **Implement Supportive Local/Regional Policies:** MCP partners implement supportive policies for the MCP system.
5. **Use Data & Shared Measures:** MCP partners use data to assess, demonstrate, and improve MCP student outcomes.
6. **Implement & Integrate Evidence-Based Practices & Processes:** MCP partners implement practices and processes to provide the essential features and functions in MCP. Partners measure success and engage in a continuous improvement process in order to develop and integrate evidence-based practices and processes that optimize MCP student success.

Metro and labor unions fulfill an essential role in the MCP partnership by providing real access to the job market and they:

- Inform and validate career pathway alignment of skills, credentials, and employment;
- Recruit students from within their organizations and the larger community.
- Provide training services and/or access to continued learning;
- Provide leadership on continuous improvement processes;
- Champion career pathway efforts with stakeholders;
- Provide employment opportunities.



# PILOT INITIATIVE FRAMEWORK

Metro will partner with job-driven training programs that integrate hands-on work experience with classroom learning to help individuals learn and advance more quickly. Metro engagement includes providing direct resources for on-the job training, mentoring, apprenticeships, and internships for those wishing to improve their skills.

Working with the MCP partners, the pilot vocational training and education site should address the following:

- MCP provides consistent and non-duplicative **assessment of students' support service assets and needs**.
- MCP provides **academic advising and supports** that keep students engaged as they move along the career pathway.
- MCP provides **career navigation assistance**.
- MCP provides **personal skill development and supports** for students assessed to need them.
- MCP provides **employment services** for students.
- MCP provides **work experiences** for students.

## Indicators

The MCP framework indicators include:

- MCP partners should adopt a shared strategy and formally commit their organizations to carrying out specific roles and responsibilities and to communicating and coordinating with each other to build, scale, and dynamically sustain the MCP and embed them into their own strategic plans/goals and into new and existing policies.
- MCP partners engage in visible and consistent messaging to show support for and promote the MCP approach and system.
- MCP partners link to and leverage other existing related Metro initiatives (i.e. Transportation Careers Academy Program, Workforce Initiative Now-LA, Bus Operator Training Academy, Project Labor Agreement-Construction Careers Program).

# PILOT INITIATIVE FRAMEWORK

- MCP partners communicate lessons learned from MCP to state and federal partners in order to inform state and federal strategies and investments.
- MCP partners leverage and coordinate existing and new federal, state, local, and private/philanthropic resources to support the MCP.
- MCP partners adopt a joint funding strategy to build, scale, and sustain the MCP.
- MCP partners produce cross-agency data and publish reports on MCP students' progress and success in earning credentials and achieving labor market outcomes using a consistent set of shared measures. Results are presented in terms of progress and success along the MCP, not by program/funding silos. Information is provided to MCP partners, policymakers, and students/potential students.

## Performance Metrics

The AQCP metrics include three types of measures:

- a. Interim Outcomes identify important progress steps, or “momentum points”, along the MCP that may be attained by the students prior to the overall results for the pathway;
- b. Education and Training Outcomes along the MCP include the primary educational and training results for the career pathway, including licenses and industry credentials, certificates, and degrees; and
- c. Labor Market Outcomes include the primary labor market results for the career pathway, to measure the progression in employment and earnings over time for pathway students.

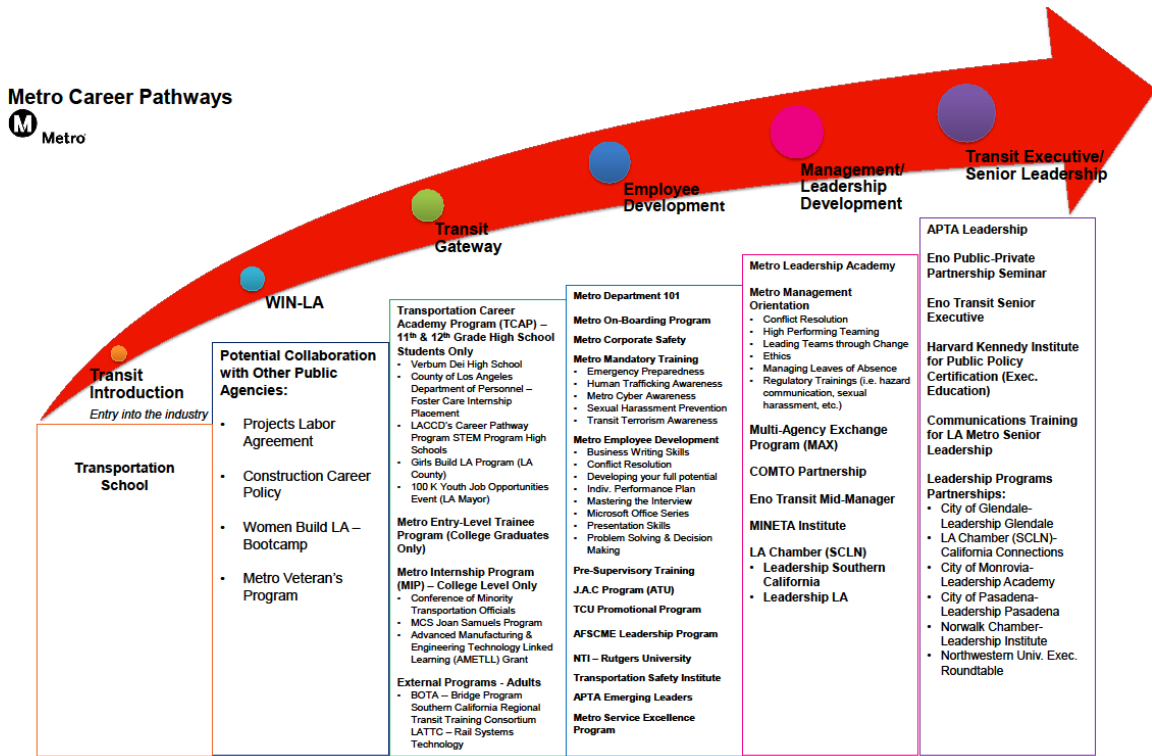
Metro has chosen the AQCP metrics for the MCP because the AQCP metrics are focused on results. Existing measurement systems – with different goals, measures, and timeframes – make it difficult to connect education and employment services in a seamless way to help students reach their educational and career goals. MCP metrics are intended to follow career pathway students across organizational and institutional boundaries as they move along the pathway, and thereby allow the measurement of results for individual career pathways, using the applicable pathway metrics.

## Career Pathway

The Career and Technical Education (CTE) innovative pathway at MCP is a customized interdisciplinary educational curriculum designed for students to become critical thinkers as they transition into the high skilled workforce. MCP offers an interactive curriculum which is aligned with the AQCP metrics, in addition to giving the students a real world hands-on experience, combined with both workforce skills development and college and career pathways, that will meet the demands of Metro top 10 “Hard-To-Fill Skilled Jobs.” This process gives each student an opportunity to learn skilled trades, that will prepare them for employment and beyond. Additionally, MCP CTE cluster of courses also encourages students to explore and prepare for careers in Pre-Engineering, STEM, Construction, Carpentry, Welding, Plumbing, Electrical and HVAC. MCP secondary students (6<sup>th</sup> to 8<sup>th</sup> grade) will take part in all pre-requisite skill sets courses, and our post-secondary students (9<sup>th</sup> to 12<sup>th</sup> grade) will advance and transition into their skill trade coursework of study. The quality core of MCP innovative pathway will be instructionally and academically supported by and adhere to:

- All content areas of study include a defined sequence of coursework and competencies across middle school and high school education, that incorporates both academic, and technical knowledge and employability skills
- The MCP curriculum starts with broad foundational knowledge and skills and progress in specificity to build students’ depth of knowledge and skills
- MCP CTE content areas of study sequence is designed to lead to one or more recognized postsecondary credentials, including industry certification, licenses, apprenticeship certifications, and post-secondary transition into a degree program
- The MCP CTE pathway program will align with the requirements of all county and state mandates
- The MCP CTE pathway program will provide state-of-the-art classrooms with equipment and technology in a hands-on learning environment
- The program will incorporate assessments tools to measure the effectiveness of career pathways, established benchmarks and achievements
- The program will incorporate mentorships, internships, and apprenticeships
- All graduates of MCP CTE pathway will receive a High School Diploma, with state industry certifications to enter the workforce as well as credentials to transition into college
- The MCP CTE pathway program will provide teachers with on-going quality professional development
- The MCP CTE pathway program will incorporate residential housing to mitigate barriers in the career pathways arising from homelessness for all students

# PILOT INITIATIVE FRAMEWORK



## Next Steps

Metro will work with the County Departments to develop a Program Charter. Metro will also retain a consultant to perform the next phase of establishment of an MCP – identification of a pilot CTE training program tailored to transportation, the related site, and coordination with the relevant local department of education and state department of education.

## Metro



## Board Report

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**File #:**2017-0271, **File Type:**Motion / Motion  
Response

Agenda Number:43.

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**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 20, 2017**

**Motion by:**

**Ridley-Thomas, Fasana, Garcetti, Barger, Garcia and Dupont-Walker**

**Item 43: Supporting Access to Careers in Los Angeles County's Transportation Sector for At-Risk Youth**

Following the passage of Measure M, the Los Angeles County Metropolitan Transportation Authority (Metro) is poised to dramatically transform the transportation infrastructure of the region, and in doing so, propel the development of a sizable workforce to support the planning, construction, operations and maintenance of our expanding system. Specifically, the Los Angeles Economic Development Corporation (LAEDC) estimates that 778,000 jobs and \$133.6 billion in economic output will result from infrastructure projects funded by Metro's Traffic Improvement Plan over the next half century. LAEDC further projects that the construction, architecture and engineering fields would experience the highest percentage of growth.

Over the next three years, 39% of the Metro workforce will be fully eligible for retirement. Metro has numerous programs in place to support inclusive contracting opportunities and a diverse workforce. Specially, the Department of Economic Opportunity and Diversity systemically identifies opportunities to expand participation of small, local and veteran-owned businesses through all of Metro's contracts. In addition, Metro has instituted numerous workforce development initiatives including the Workforce Initiative Now - Los Angeles (WIN-LA) Program, as well as an agency-wide Project Labor Agreement which requires the significant participation of targeted and disadvantaged worker populations on major construction projects.

However, in order to further foster a pipeline of qualified, local individuals for careers in the

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transportation sector, Metro should also consider engaging youth early on, potentially as part of their middle or high school experience. Moreover, there is an opportunity to collaborate with at-risk populations including youth involved with the County of Los Angeles' (County) Probation and Children and Family Services (DCFS) Departments to expose and connect them to transit-related educational and career opportunities if their interests align.

DCFS serves nearly 35,000 children and their families across the County. High school graduation rates for this population are abysmal, with only 45 percent of foster youth in California completing high school, compared with 79 percent of the general student population. Nationally, only six percent of former foster youth have earned a two or four-year degree by age 24, and only one in two foster youth is employed by age 24. Even more alarming, one in five foster youth becomes homeless after aging out of the system.

Additionally, the County's Probation Department supervises approximately 6,000 youth in the community and detains or incarcerates approximately another 1,100 on a daily basis. National statistics indicate that most youth in the juvenile justice system have had unstable educational histories with a high number of school transitions and disciplinary actions (i.e., suspensions). Researchers have found that over 40% may be enrolled in special education classes, approximately 50% perform below grade level, and as low as only 20 to 40% of justice-involved youth ultimately earn a diploma or General Equivalency Degree.

Given these statistics, exposure from an early age to transit-related careers combined with vocational preparation and specific job training could significantly transform the self-sufficiency and well-being of young people in the County's care as they transition to adulthood. This type of collaboration could not only help meet Metro's long-term workforce development goals, but also create a career pathway for many young disenfranchised populations who are, or have been, under the care and supervision of the County of Los Angeles.

**APPROVE Motion by Ridley-Thomas, Fasana, Garcetti, Barger, Garcia and Dupont-Walker** to direct the Chief Executive Officer, in consultation with appropriate Departments of the County of Los Angeles including the Probation Department, Children and Family Services Department, Office of Education, the Department of Workforce Development, Aging, and Community Services, Department

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of Public Social Services, and other appropriate entities, to report back to the Executive Management Committee during the June board cycle with a proposed framework for a pilot educational and vocational training program, specifically though not exclusively targeting youth involved in the County's Probation or Child Welfare System, with the objective of facilitating career pathways for local youth into Los Angeles County's transportation sector.

# Metro Career Pathways (MCP)

June 2017



# Purpose and Need – Transportation Infrastructure Workforce Challenges

- No industry touches more lives than transportation
- The urgent need to build new and rebuild the existing infrastructure in this country begs the question: “How do we prepare the next generation for a career pathway into transportation infrastructure?”

# Purpose and Need – Transportation Infrastructure Workforce Challenges

- 39% of the Metro workforce will be fully eligible for retirement over the next three years
- 69% of Metro employees are over the age of 40
- Measure M is estimated to generate an additional 778,000 jobs
- The same challenges cited above exist around the country

## Purpose and Need – Transportation Infrastructure Workforce Challenges (cont.)

- MCP is not simply a new workforce model, rather it is a paradigm shift in how Metro and the industry prepares the next generation (youth) for work and lifelong learning. (Already partnering with County's Community Colleges)
- The Goal is to reorient existing education and target individuals in need of education and training, workforce services and create a structure that focuses on transportation infrastructure and Metro's workforce needs.

# Purpose and Need – Transportation Infrastructure Workforce Challenges

## Top 10 “Hard to Fill” Positions

Bus Mechanic

Rail Car Mechanic

Rail Signal Maintainer/Inspector

Track Maintainer

Traction Power Maintainer/Inspector

Engineer, Software/Systems

Engineer, Construction

Safety Inspectors

Electronic Communications Technician

Facility Systems Technician

# Metro Agency-Wide Demographics – Employee Generation

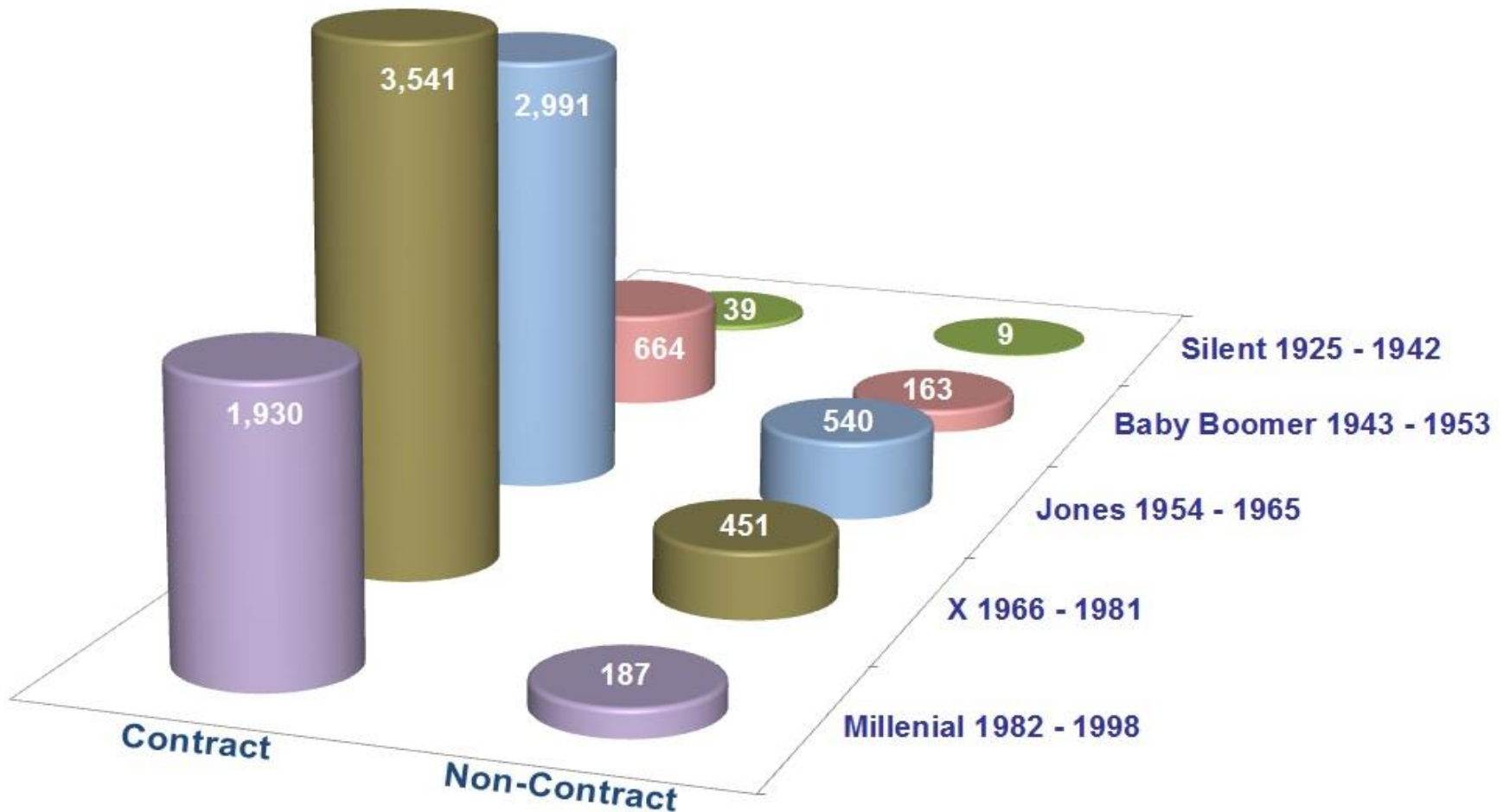


Chart does not include 300 temporary employees.

# Metro Agency-Wide Demographics – Retirement Eligibility

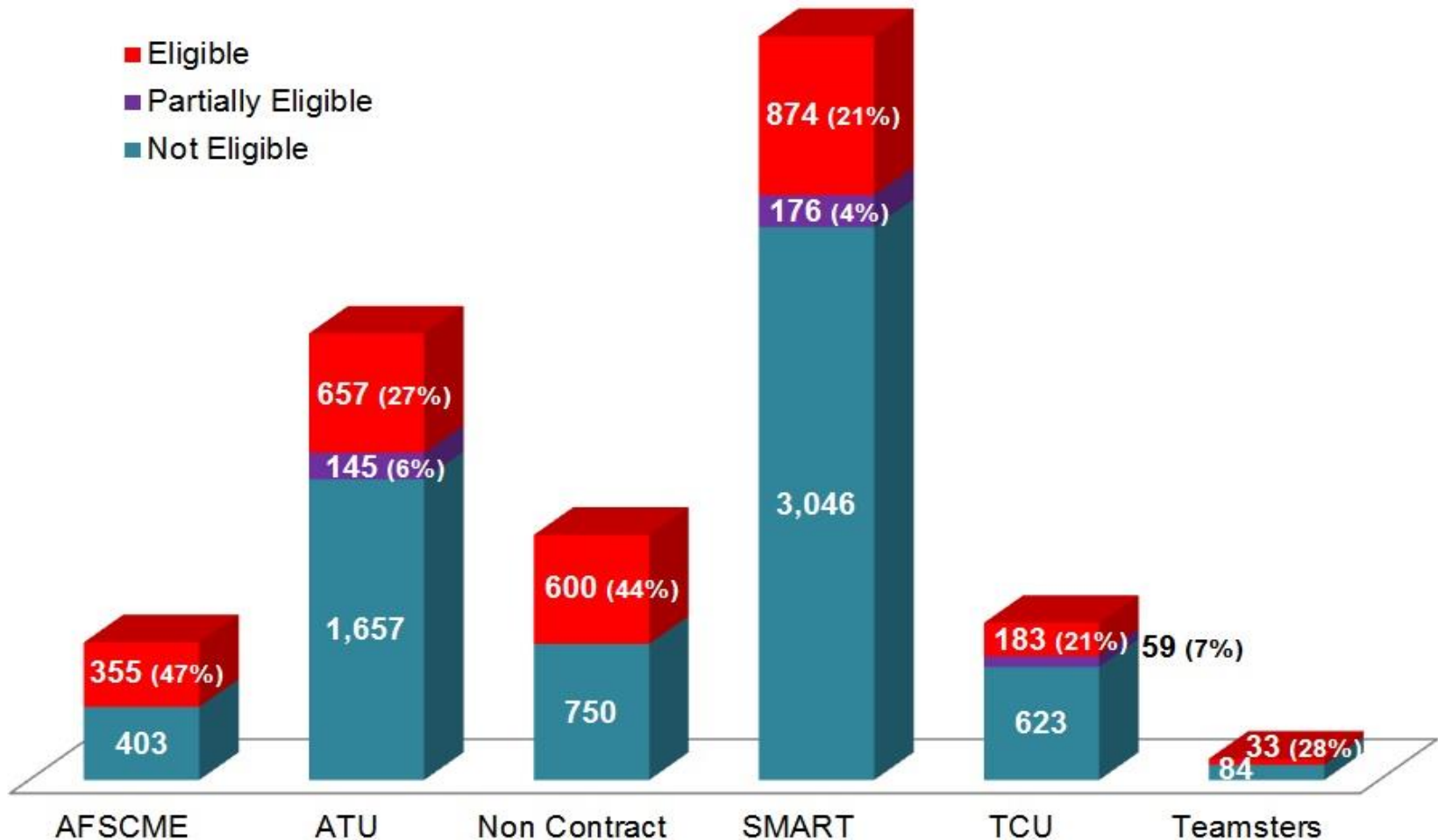
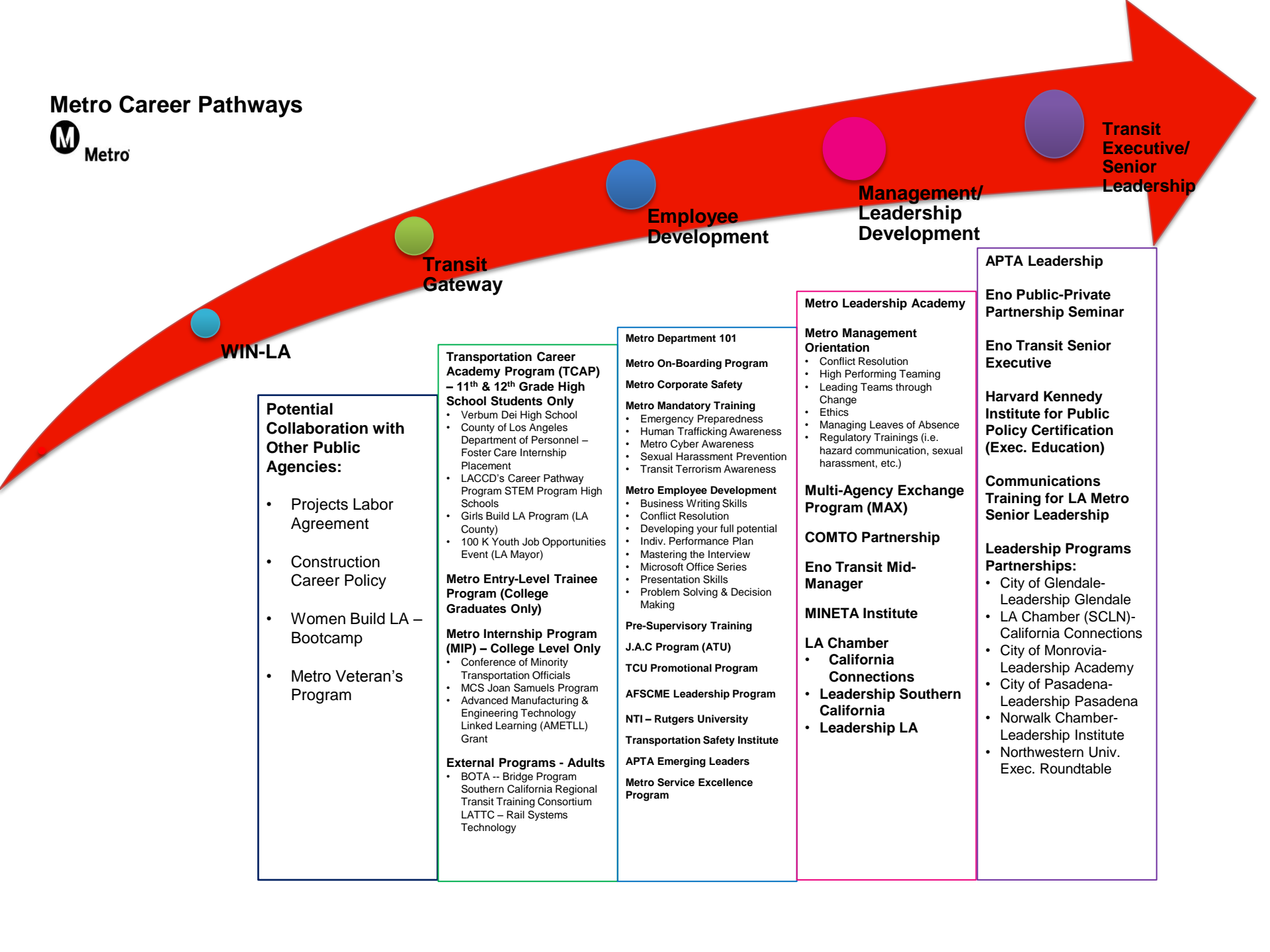


Chart does not include 870 part-time employees.

# Purpose and Need – Collaboration with At-Risk Youth

- Department of Children and Family Services (DCFS) serves nearly 35,000 children
  - Only 45% of Foster Youth Graduate High School compared to 79% of the General Student Population
- 20-40% of Justice-Involved Youth Earn a Diploma or GED

# Metro Career Pathways



WIN-LA

**Potential Collaboration with Other Public Agencies:**

- Projects Labor Agreement
- Construction Career Policy
- Women Build LA – Bootcamp
- Metro Veteran’s Program

Transit Gateway

**Transportation Career Academy Program (TCAP) – 11<sup>th</sup> & 12<sup>th</sup> Grade High School Students Only**

- Verbum Dei High School
- County of Los Angeles Department of Personnel – Foster Care Internship Placement
- LACCD’s Career Pathway Program STEM Program High Schools
- Girls Build LA Program (LA County)
- 100 K Youth Job Opportunities Event (LA Mayor)

**Metro Entry-Level Trainee Program (College Graduates Only)**

- Metro Internship Program (MIP) – College Level Only**
- Conference of Minority Transportation Officials
  - MCS Joan Samuels Program
  - Advanced Manufacturing & Engineering Technology Linked Learning (AMETLL) Grant

**External Programs - Adults**

- BOTA -- Bridge Program Southern California Regional Transit Training Consortium LATTC – Rail Systems Technology

Employee Development

**Metro Department 101**

**Metro On-Boarding Program**

**Metro Corporate Safety**

- Metro Mandatory Training**
- Emergency Preparedness
  - Human Trafficking Awareness
  - Metro Cyber Awareness
  - Sexual Harassment Prevention
  - Transit Terrorism Awareness

**Metro Employee Development**

- Business Writing Skills
- Conflict Resolution
- Developing your full potential
- Indiv. Performance Plan
- Mastering the Interview
- Microsoft Office Series
- Presentation Skills
- Problem Solving & Decision Making

**Pre-Supervisory Training**

**J.A.C Program (ATU)**

**TCU Promotional Program**

**AFSCME Leadership Program**

**NTI – Rutgers University**

**Transportation Safety Institute**

**APTA Emerging Leaders**

**Metro Service Excellence Program**

Management/Leadership Development

**Metro Leadership Academy**

**Metro Management Orientation**

- Conflict Resolution
- High Performing Teaming
- Leading Teams through Change
- Ethics
- Managing Leaves of Absence
- Regulatory Trainings (i.e. hazard communication, sexual harassment, etc.)

**Multi-Agency Exchange Program (MAX)**

**COMTO Partnership**

**Eno Transit Mid-Manager**

**MINETA Institute**

**LA Chamber**

- **California Connections**
- **Leadership Southern California**
- **Leadership LA**

Transit Executive/Senior Leadership

**APTA Leadership**

**Eno Public-Private Partnership Seminar**

**Eno Transit Senior Executive**

**Harvard Kennedy Institute for Public Policy Certification (Exec. Education)**

**Communications Training for LA Metro Senior Leadership**

**Leadership Programs Partnerships:**

- City of Glendale- Leadership Glendale
- LA Chamber (SCLN)- California Connections
- City of Monrovia- Leadership Academy
- City of Pasadena- Leadership Pasadena
- Norwalk Chamber- Leadership Institute
- Northwestern Univ. Exec. Roundtable



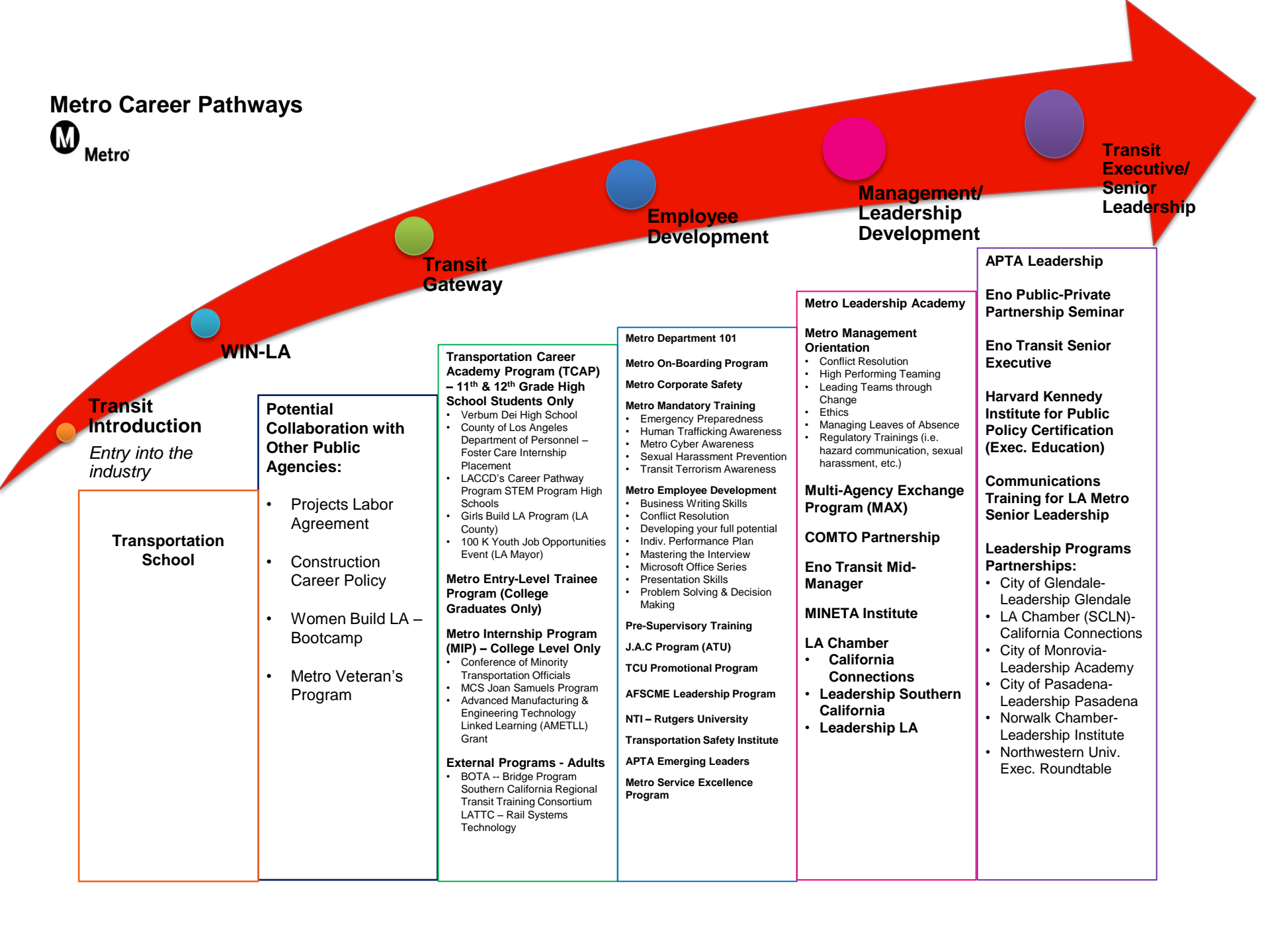
# The Vision

- Establish a state-of-the art vocational and college preparatory 6-12<sup>th</sup> grade boarding school with students recruited from DCFS, probation, child welfare system, and the surrounding communities.
- Establish school as the bottom (entry into the industry) rung in Metro's career pathway, thereby establishing the lowest level of the MCP pipeline of skilled trades entering the transportation industry infrastructure.

# The Vision

- Formalize commitments, i.e., Metro, Primes, DBE's/SBE's, and other government transportation providers (LAWA, Freight, Ports, County, etc.) to hire trained graduates.
- That LA County's transportation infrastructure career pipeline becomes the "Farm Team" of the industry.

# Metro Career Pathways



**Transit Introduction**  
*Entry into the industry*

**Transportation School**

**WIN-LA**

**Potential Collaboration with Other Public Agencies:**

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- Norwalk Chamber- Leadership Institute
- Northwestern Univ. Exec. Roundtable

# Metro Career Pathways – The Framework of the Proposed School

## 1. Definitions & Conceptual Model

- \*Build Cross-Agency Partnerships (“big tent”)
  - various County Departments
- \*Education + Labor + Transportation

## 2. System Criteria & Quality Indicators

- \*Design Education & Training Programs (CTE/STEM)
- \*Align Policies & Programs to Address Needs of Students

## 3. Career Pathway Student Metrics

- \*Measure System Change & Performance
- \*Shared Set of Performance Metrics

# MCP Partners

*Public Agencies, Secondary Education, Career & Technical Education, Workforce, Health & Human Services, Justice, Transportation, Labor Unions, Philanthropic Organizations*

## **Framework Criteria:**

- 1. Commit to a Shared Vision & Strategy**
- 2. Integrate Transportation Sector Principles**
- 3. Collaborate to Make Resources Available**
- 4. Implement Supportive Policies**
- 5. Use Data & Shared Measures**
- 6. Implement & Integrate Evidence-Based Practices & Processes**





## Next Steps (Moving from Vision to Implementation)

- Development of a Program Charter (In partnership with County departments – already convened a meeting with County Departments i.e., DCFS, Probation and support from workforce division (following direction of the Motion))
- Retain Consultant to:
  - Identify a Pilot Vocational & Educational Training Program tailored to Transportation;
  - Coordinate with the relevant County and State departments;
  - Identify the related site; and
  - Develop a Funding Plan



## Next Steps (Moving from Vision to Implementation) cont.

- Link to & leverage other existing Metro training initiatives (i.e., Transportation Careers Academy Program, Workforce Initiative Now-LA, Bus Operator Training Academy, Project Labor Agreement/Construction Careers Program)
- Adopt a joint funding strategy to build, scale, & sustain the MCP
- Leverage & coordinate existing & new federal, state, local, & private/philanthropic resources to support the MCP
- Keep LA Metro Board updated on progress

# Questions?



## Board Report

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**File #:** 2017-0342, **File Type:** Oral Report / Presentation

**Agenda Number:** 37.

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### EXECUTIVE MANAGEMENT COMMITTEE JUNE 15, 2017

#### **SUBJECT: ORAL QUARTERLY REPORT OF THE CHIEF COMMUNICATIONS OFFICER**

RECEIVE oral quarterly report of the Chief Communications Officer.

#### **ISSUE**

The LA Metro Chief Communications Officer provides a periodic update to the Board of Directors on the efforts of the Communications Department. This report covers the activities since January 2017, as well as a look-ahead for the next few months.

#### **DISCUSSION**

##### Department Reorganization

Metro's Communications Department has recently undergone a reorganization to modify the structure of the department to position it for the growth in work effort associated with the implementation of Measure M. This will also provide seamless customer service to the public, to better streamline some functions.

The biggest element of the reorganization is the combining of the Customer Relations Department and Customer Programs and Services Department into one customer service department. This will position the department to enhance efficiency, coordination and cross-training opportunities for Customer Service Agents. The department has been renamed the Customer Care Department to better reflect how customer service enhances the customer experience by "caring" for our customers.

The reorganization also includes the transfer of the Creative Services Department from the Planning Department back to the Communications Department. This will streamline and optimize outreach efforts related to public art projects, and consolidate all design functions into one department. Also, the Creative Services Department has been renamed as the Art and Design Programs Department.

Other elements of the reorganization involve providing more of a defined focus on functional areas within each department in Communications.

##### New Education Campaign

The Communications Department has also developed a new public education campaign that will be an ongoing way to showcase the progress the agency is making on its programs, projects and

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services with a big focus on the progress of Measures R and M. The campaign will begin rolling out in June through ads on the Metro system, social media, radio ads, and construction banners and signage. A more widespread rollout to include billboards and other outdoor advertising will occur in late summer.

### MARKETING

Metro launched the next phase of "It's Off Limits," which focused on counseling victims

- Press event (January 17, 2017)
- Static ad on TPIS screens
- Twitter and Facebook posts
- Rail posters and bus cards posted system-wide promoting 844.OFF.LIMITS

In preparation for the International Olympic Committee meetings in early May, Metro partnered with LA24 to develop the following marketing collateral:

- Customized TAP card loaded with a 7-day pass and carrier, as well as a coupon for Bike Share
- Bus cards, rail posters and station decals at the 7th & Metro and Hollywood/Highland Stations
- Metro 2024 Rail & Busway (Go Metro) System map

Marketing is collaborating with the Office of Management and Budget on branding the new Low Income Rider Program approved by the Board in May 2017.

### Advertising

Metro's updated System Advertising Policy was approved by the Board in February 2017. Since then, staff has been working towards seeking new contracts to replace the current contracts ending December 2017. Major actions include:

- Orange Line Advertising Integration - Outreach to communities along the Metro Orange Line have begun to inform stakeholders of commercial advertising on the MOL beginning January 2018.
- System Advertising RFP - Procurement process has begun to seek new advertising revenue contracts. RFP is open (blackout period May - June) with proposals due in July. Recommended awardees will be presented to the Board for review and approval of new contracts.

### Web and Mobile

- Agency's transit mobile app, Go Metro Version 4.0, will be available for customer download from Apple and Android stores in mid-June. The app is redesigned and rebuilt from the ground-up with updated technology and customer features.

### Social Media

- Activated Snapchat Geofilters for 14 Metro stations. In just under six months, the Geofilters have been used over 100,000 times and garnered over 6 million views. Our conversion rate for the Metro Station Geofilters is 2x more than industry standards for Snapchat neighborhood filters and 3x more than industry standards for Snapchat city filters

- Continued to create content on the Metro Snapchat channel with a current score of 1,468 (43% increase since the start of the year)
- Started promotion and integration of El Pasajero content on Facebook targeting our Spanish speaking riders

#### Digital Campaign Performance

- Created awareness campaigns for Bus Operator Appreciation and Bus Operator Assault. The Operator Assault ads have now completed their run on the system.
- Continued design support for all aspects of major construction projects: Purple Line Extension, Crenshaw/LAX and Regional Connector

#### Commute Services

- Launched U-Pass at Cal State University, Los Angeles (CSULA) and L.A. Pierce College with 1,924 new student riders
- Converted University of Southern California (USC) from ITAP to U-Pass
- Signed up 57 new businesses in Employer Annual Pass Program (EAPP) with 1,984 new pass holders year-to-date in FY17
- Collected \$1,102,885.84 in new sales for U-Pass and EAPP program year-to-date in FY17
- Renewed \$5,095,627 in EAPP program

#### COMMUNITY RELATIONS

Initiated efforts to procure and build out the Constituent Relations Manager. Assembled working group and developed initial scope of work. This included reviewing all requested reports and materials generated for standing internal meetings.

#### Metro's Guided Tour Program

- We are transitioning this program from a stand-alone program into our other tour programs to consolidate efforts. Since October 2015, the program has not had many requests despite extensive outreach.
- Almost all participants have been older adults who are better accommodated through our Seniors on the Move Programs.
- School requests continue to be handled through our Transit Safety Education programs.
- All tour requests will be accommodated through our Community Education Unit.

#### Construction Relations

##### Visual Communications and Social Media

- Increased use of Facebook Live to engage online audience, spotlighting businesses along the alignment, construction milestone events

#### Other (Capital Improvement Projects & State of Good Repair)

- Burbank Airport - North Metrolink Station - A community meeting was held in March 2017 to kick-off construction of the much anticipated new Metrolink station on the Antelope Valley Line between the Sun Valley and Downtown Burbank Metrolink Stations. Construction began March 22, 2017.
- Patsaouras Plaza Bus Station Project - Coordinated various outreach efforts including public

meetings and construction notices to keep the public and area stakeholders aware of possible construction impacts.

- Pershing Square Escalator Replacement Project - In February 2017, Metro crews started replacing the fifth and last of five escalators within the three portals at the Metro Red Line Pershing Square Station. Various outreach efforts including public meeting and construction notices kept the public and area stakeholders aware of possible construction impacts.

#### Crenshaw/LAX Transit

- Project hosted 4 project update community meetings.
- Project hosted 1 Community Leadership Council (CLC) quarterly meeting.
- TBM broke through at MLK Jr. Station in February. Tunneling was 98% complete as of March 30, 2017.
- A conceptual flyover rendering of the future Crenshaw/LAX Line developed by students at LA Trade Tech Community College was finished. The partnership was initiated by Metro Board Director Jacquelyn Dupont-Walker.
- Project's Facebook audience is currently at 9,212 page Likes, a 52.8% increase from previous quarter.
- Project's Twitter audience is currently at 2,109 account followers, a 22% increase from previous quarter.

#### Purple Line Extension Section 1

- Hosted community and elected officials briefings, and a social media workshop.
- On March 3<sup>rd</sup> the project unveiled the twin TBM machines for Section 1 which are currently being fabricated in Germany. They will arrive in Fall 2017. The TBM naming contest will begin in Summer 2017.
- Ancient Camel/Mastodon bones were found on April 19, 2017 during La Brea excavation.
- Social media presence experienced an overall increase of 26% and 10%, on Facebook and Twitter - respectively.
- Purple Line Extension crosses the 10,000 "Likes" mark on its Facebook page.

#### Regional Connector

- Hosted 7 community meetings along the alignment.
- Project's online audience is currently 8,759 on Facebook, 2,460 on Twitter, and 3,000 on Emma.
- Developed initial content and media buy for upcoming 6th St. closure that will also impact I-110 on and off ramps at 6th St.
- Launched the tunnel boring machine from 1st/Central Station in Little Tokyo.
- Outreach continues on the continuation of decking operations on Spring St. and Flower St.
- Launched Eat Shop Play Free 7-day TAP Card Contest in Little Tokyo and DTLA neighborhoods

#### Highway Program

- I-5 North Construction Project: Metro, Caltrans District 7, Metrolink, Federal Highway Administration (FHWA), and the City of Burbank celebrated the completion of the first major milestone for the I-5 North/Empire Interchange Project. 2.2-miles of elevated railroad tracks were opened at Buena Vista Street and San Fernando Boulevard and adjacent to Empire

Avenue. The elevated tracks improve rail operations and enhance safety for the community.

- I-605 Corridor Improvement Project: Due to a Metro Board Motion in January 2017, HOT lanes are being incorporated as part of the alternatives for the I-605 Corridor Improvement Project.
- I-710 Corridor Bike Path Project: Hosted three community meetings in April to kick off the environmental phase for three bike path studies as part of the I-710 Corridor Project.

#### Eat/Shop/Play

- Media buy pushed Eat Shop Play advertisements into commercial high rise buildings
- Crenshaw/LAX, Purple Line Extension, Section 1: Hosted 2 Lunch Meets-ups with impacted businesses
- Launched programming in Beverly Hills
- Downtown LA and Little Tokyo Restaurant Guide appeared in the Downtown News as part of the Regional Connector efforts.

#### Safety Outreach

- Reached 181,026 community members through various safety outreach efforts.
- Launched the first Metro Transit Tribune quarterly newsletter on Feb 1, 2017.
- Held the first Older Adult Mini Pop-Up Expo on Feb 21, 2017 (South Bay Region)

#### Local and Municipal Affairs Community Meetings and Events

- Represented Metro at 260 public meetings reaching nearly 19,000 people
- Continued to advance key projects through the study phase, including managing 23 community meetings. Projects included:
  - Active Transportation Rail to River Corridor Project
  - Link US
  - Union Station Forecourt and Esplanade
  - Brighton to Roxford Double Track Project
  - Eastside Phase 2
- Strengthened Metro's relationships with the 88 cities through presentations to city councils including the cities of Glendale, San Fernando, Los Angeles, Burbank, and South Gate. Also distributed Metro's new Quality of Life Report to all 88 city Mayors and Councilmembers.
- Tracked local elections and sent congratulatory letters from CEO to all newly elected and reelected Mayors and City Council Members.
- Participated with and made or arranged presentations to key stakeholder groups including the L.A. Chamber, Central City Association, LA24, and Valley Industry and Commerce Association
- Prepared and distributed information regarding rail maintenance activities to approximately 145,000 people near the alignments

### PUBLIC RELATIONS

#### Media Relations

- Issued 50 news releases and advisories
- Conducted 11 news conferences

- Generated 184 print, online and broadcast articles on Measure M (U.S. & Int'l)
- Generated 2276 print, online and broadcast articles (U.S., excluding MM)
- Generated 219 print, online and broadcast articles (Int'l, excluding MM)

#### Digital Media

- The Source had 468,505 page views
- El Pasajero, our Spanish-language blog, had 39,186 page views
- Issued 1,100 service alerts, reaching 25,000 followers on Metro's Service Alerts
- Increased followers on Metro's Twitter account by 9.5% for a total of 74,300 followers
- Reached 28.5k followers on Metro's Instagram Account with an average of 11k reach per post
- YouTube views: 141,000
- YouTube subscribers gained: 265
- Facebook video views: 409,440
- Coordinated daily messaging on more than 1,000 screens across Metro system
- Developed a video about Measure M and what it will deliver for use at public meetings and community presentations. The video is also available on Metro's YouTube channel.

#### Special Events and Promotions

- Held 25 Measure M and other press and special events including but not limited to Full Funding Grant Agreement Signing with former US DOT Secretary Anthony Foxx, Gold Line One Year Anniversary Rider Appreciation, The Bloc Portal Grand Opening at 7th and Metro station and CicLAvia/Open Street Bike Events
- Partnered with community groups on 13 events through the Destination Discounts Program reaching an estimated 368,700 attendees

#### GOVERNMENT RELATIONS

##### Federal:

- Closely tracking major federal grant opportunities - including FY2017 FASTLANE and TIGER grants
- Worked to secure \$300 million in New Starts funding for Metro rail projects in the FY2017 federal budget
- Working to secure \$400 million in New Starts funding for rail projects in the upcoming FY2018 federal budget
- Working with Trump administration on infrastructure program

##### State:

- Advocated for Metro's priorities in SB 1 (Beall)
- Successfully secured authors for Metro sponsored legislation
- Secured author for consensus legislation to reform the State Transit Assistance Program in securing money for Los Angeles County

#### CUSTOMER CARE



Customer Relations

- Answered 1,484,178 calls through 3<sup>rd</sup> Qtr. FY17 on 323.GOMETRO compared to 1,834,457 calls answered during same time in FY16 or 19% fewer calls answered, in part due to overall reduction in calls that all transit contact centers are experiencing
- Average wait time for customer calls was 17 seconds

Customer Programs and Services

- Reduced Fare - Processed 35K Reduced Fare applications
- Mobile Customer Center - Visited 35 locations and reached 830 customers

**NEXT STEPS**

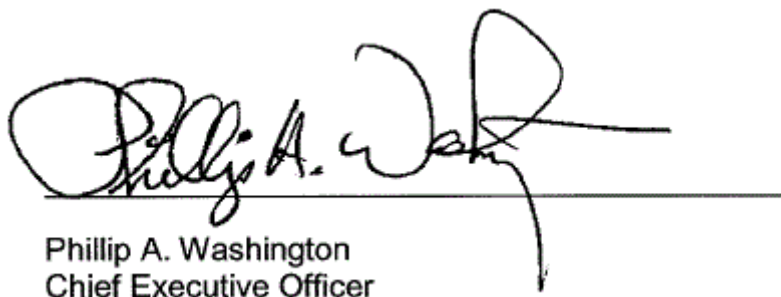
Communications will release a Communications Services RFP in early summer for a bench of contract teams to support the department on Community Relations, Public Relations and Marketing activities. The bench will accommodate the efforts associated with the implementation of Measure M.

The first elements of the new Marketing campaign to showcase the progress of Metro's programs, projects and services will launch in early summer.

The Marketing Team will finalize the branding of the new Low Income Rider Program in partnership with OMB.

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

Reviewed by: Phillip A. Washington, Chief Executive Officer



Phillip A. Washington  
Chief Executive Officer



# Chief Communications Officer Report

June 2017



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# Measure M Video

- New video summarizes Measure M and its impacts
- For use in community presentations, public meetings and stakeholder meetings

[https://www.dropbox.com/s/hwxl9ziuo8ym6nt/Measure\\_M\\_FinalCut\\_05\\_HQ.mp4?dl=0](https://www.dropbox.com/s/hwxl9ziuo8ym6nt/Measure_M_FinalCut_05_HQ.mp4?dl=0)

# Department Reorganization

- To provide more seamless customer service
- To better streamline some functions for better efficiency, coordination and cross-training opportunities
- To position the Communications Department for the implementation of Measure M



# Reorganization Elements

- Combine Customer Relations and Customer Programs and Services into one department
- Rename Metro's customer service function as the Customer Care Department



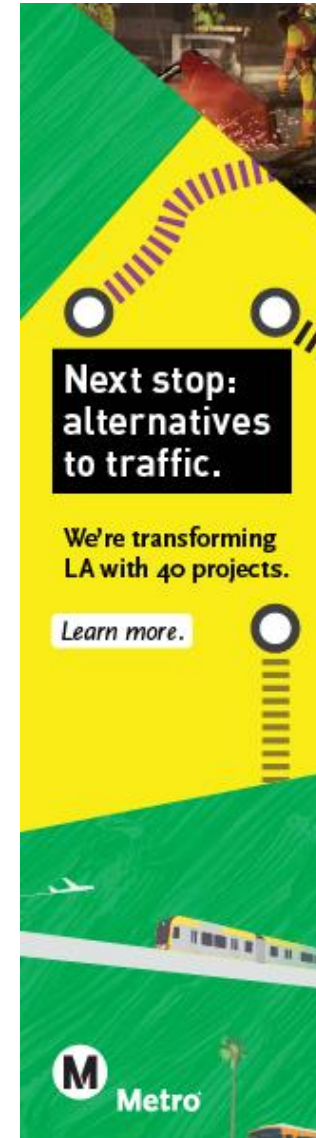
# Reorganization Elements

- Move Creative Services Department (Metro Art) from Planning back to Communications
- Rename the program the Art and Design Programs Department



# New Education Campaign

- New public education campaign – **Next Stop...**
- An ongoing and flexible campaign to showcase Metro's progress
- Rollout begins this month on the Metro system, social media, radio and print ads and banners
- Billboards and other outdoor ads planned for late summer



# Marketing Efforts

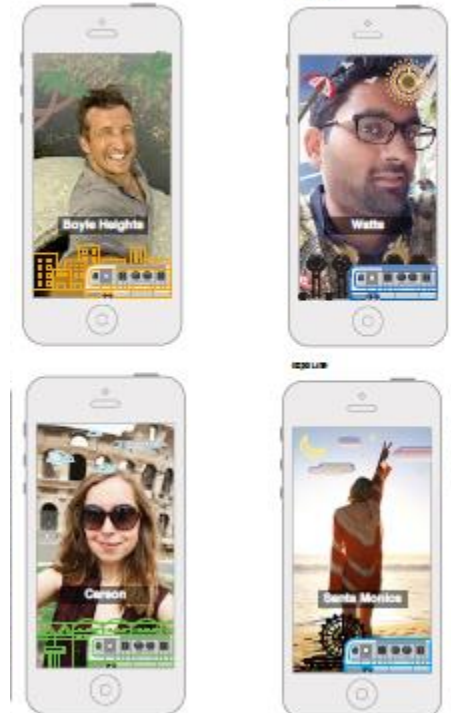
- Partnered with LA24 team for IOC visit in May
- Code of Conduct Campaign – Metro Manners
- Advertising RFP in process
- Orange Line advertising outreach underway
- Working with OMB to brand and promote new Low Income Rider Program





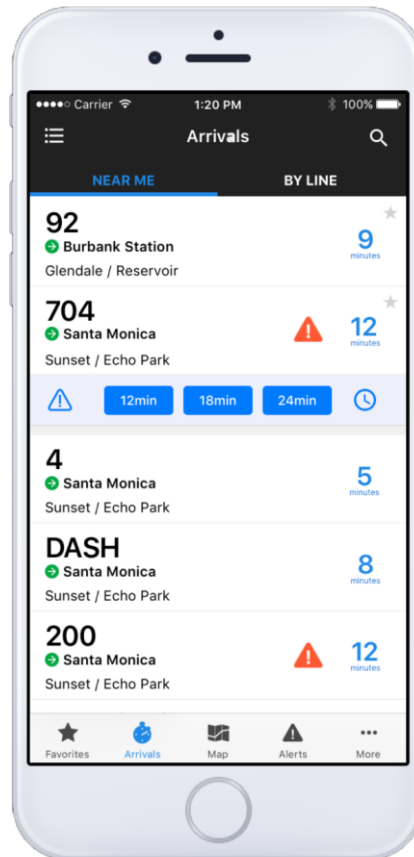
# Social/Digital Media

- Snapchat geofilters very active
  - Utilizes rider proximity around major stations to allow people to brand their riding experience
- Created awareness campaigns for Bus Operator Appreciation and Bus Operator Assault
- Pushing out first phase of “Next Stop” progress campaign



# Website/Mobile

- Mobile app, Go Metro version 4.0, will launch in June
  - Available for download from Apple and Android stores



# Commute Services

- U-Pass Program – launched Cal State LA and LA Pierce College, and converted USC from I-TAP to U-Pass
- Employer Annual Pass Program – signed up 60 new businesses
- Collected \$1.1 million in new sales for U-Pass and EAPP year to date FY17
- The Metro Shop – reimaged storefront for Metro branded merchandise

# Press and Special Events

- 50 news releases
- The Source – 470,000 page views
- El Pasajero – 39,200 page views
- 1,100 service alerts
- 25 press and special events



# Community Relations Activities

- Represented Metro at 260 community meetings or events
- Strengthened relationships with the cities, LA24 team, and business and community organizations
- Reached 180,000 community members through various safety outreach efforts
- Held first Older Adult Mini Pop-Up Expo in the South Bay
- Transitioning Metro Guided Tours into other tour programs



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# Construction Relations Activities

- **Crenshaw/LAX** – Debuted flyover video by LA Trade Tech students
- **Purple Line Extension** – Decking began at Wilshire/Fairfax to build the second of three stations
- **Regional Connector** – Extensive outreach for 6<sup>th</sup> Street Closure
- **Eat, Shop, Play** – Launched program in Beverly Hills



# Government Relations

## State

- Advocated for Metro priorities in State Transportation Bill
- Successfully advanced Metro Legislative agenda in Sacramento
- Leading coalition opposition to SB268 Mendoza

# Government Relations

## Federal

- Closely tracking major federal grant opportunities – including FASTLANE and TIGER grants
- Worked to secure \$300 million in New Starts funding for rail projects in FY17
- Working to secure \$400 million in New Starts for FY18
  - Includes Purple Line Section 3
- Working with Trump administration on infrastructure program



# Customer Care

- Answered 1,484,178 through Q3
- Average wait time for customer calls was 17 seconds
- Processed approximately 35K Reduced Fare applications
- Mobile Customer Center – Visited 35 locations, serving 900 customers



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# Look-Ahead

- Communications Support Services RFP – July
- Advertising Contract to Board – September/October
- 2nd Annual Older Adult Expo – October
- APTA AdWheel Grand Award for Measure M – Oct. 9





Thank you



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