

Metro

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



Metro

Agenda - Final Revised

Thursday, April 14, 2016

11:30 AM

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

Executive Management Committee

Mark Ridley-Thomas, Chair

John Fasana, Vice Chair

Michael Antonovich

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

CALL TO ORDER**ROLL CALL****32. APPROVE Consent Calendar Items: 33, 34 and 38.**

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

CONSENT CALENDAR

33. RECEIVE AND FILE status report on the **Metro Line to Goal Line Task Force** (Motions 58 and 58.1 from January 2016). [2016-0202](#)

Attachments: [Attachment A – Metro Line to Goal Line Motion 58, Jan 21, 2016 EMC](#)
[Attachment B – Motion 58.1, Jan 28, 2016 Board Meeting relates to Item 58](#)

34. RECEIVE AND FILE report back on a January 2016 motion and a **quarterly status report regarding improving customer service and experience through use of technology and innovation.** [2016-0275](#)

Attachments: [Attachment A - Motion Board Report 2016-0086](#)

38. RECEIVE AND FILE report on **Fiscal Year 2017 Budget Development Status.** [2016-0266](#)

NON-CONSENT

35. RECEIVE AND FILE **State and Federal Report.** [2016-0268](#)

Attachments: [April 2016 Leg Matrix](#)

36. ADOPT staff recommended positions: [2016-0247](#)

B. AB 1964 (Bloom) - Alternative Fuel Vehicle HOV Lane Access
OPPOSE WORK WITH AUTHOR

E. SB 1362 (Mendoza) - Metro Transit Security ~~**OPPOSE UNLESS**~~
~~**AMENDED WORK WITH AUTHOR**~~ **SUPPORT**

Attachments: [AB 1964 - Attachment A REVISED](#)

[SB 1362 - Attachment B REVISED](#)

(FORWARDED FROM MARCH BOARD CYCLE)

37. ADOPT staff recommended positions: [2016-0269](#)

A. **AB 1595 (Campos) - Human Trafficking Training Requirements**
SUPPORT

B. **AB 2222 (Holden) - Transit Passes** **SUPPORT IF AMENDED**

C. **AB 2742 (Nazarian) - Public Private Partnerships** **SUPPORT**

D. **SB 824 (Beall) - Low Carbon Transit Operations Program** **SUPPORT**

E. **SB 951 (McGuire) - Golden State Patriot Pass Program** **SUPPORT**

Attachments: [AB 1595 - Attachment A](#)

[AB 2222 - Attachment B](#)

[AB 2742 - Attachment C](#)

[SB 824 - Attachment D](#)

[SB 951 - Attachment E](#)

5. AUTHORIZE the Chief Executive Officer to **negotiate and award All Risk Property and Boiler and Machinery Insurance Policies** for all property at the current policy limits at a not to exceed price of \$2.4 million for the 12-month period May 10, 2016 through May 10, 2017. [2015-1765](#)

Attachments: [Attachment A - Premium History](#)

[Attachment B - Recommended Pricing and Carriers](#)

(MOVED FROM FINANCE, BUDGET AND AUDIT COMMITTEE)

7. ADOPT a resolution, Attachment A, that: [2016-0211](#)

A. AUTHORIZES the **issuance of bonds by competitive sale to refund the Proposition C Series 2006-A Bonds** (the "2006-A Bonds") in one or more transactions, consistent with the Debt Policy;

B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Continuing Disclosure Agreement, Escrow Agreement, and Preliminary Official Statement, all subject to modification as set forth in the resolution;
and

- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Attachments: [Attachment A - Authorizing Resolution](#)

(MOVED FROM FINANCE, BUDGET AND AUDIT COMMITTEE)

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



Board Report

File #: 2016-0202, File Type: Informational Report

Agenda Number: 33

EXECUTIVE MANAGEMENT COMMITTEE APRIL 14, 2016

SUBJECT: METRO LINE TO THE GOAL LINE TASK FORCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the **Metro Line to Goal Line Task Force** (Motions 58 and 58.1 from January 2016).

ISSUE

In January 2016, the Board passed two directives related to the National Football League (NFL) team expected in Los Angeles County later this year: (1) develop a “Metro Line to Goal Line” Task Force (NFL Task Force) that is charged with identifying and addressing the variety of transit-related issues and opportunities associated with the imminent arrival of the Rams to Los Angeles (Attachment A); and (2) to facilitate a Feasibility Study and Supplemental Environmental Impact Report/Environmental Impact Statement (SEIR/SEIS) focusing on an alignment extending to the new City of Champions Revitalization Project (Development) and Stadium (Inglewood Stadium) (Attachment B).

This report contains an update on the progress of the NFL Task Force including its assessment of issues listed in the Board directive and an update on the status and schedule for the Feasibility Study for additional transit investments to serve the Inglewood Stadium.

DISCUSSION

Task Force

Following the Board directive, the Chief Executive Officer (CEO), convened the internal members of the NFL Task Force on March 3, 2016. In addition to Metro members, external partners will include representatives from Metrolink, the Development, the LA Rams (NFL team), City of Inglewood, City of Los Angeles as well as other stakeholders as appropriate. The Task Force membership may be expanded as the work progresses. Should the Chargers exercise their option to come to Los Angeles and share the Inglewood Stadium with the Rams at a later date, they will be included in the task force and ongoing Metro efforts.

Security

Metro's Los Angeles County Sheriff's Department (LASD) and security teams currently provide coverage for transit operations serving the Coliseum during University of Southern California (USC) home games. In addition to providing a visible presence and fare enforcement, Metro also deploys a mobile command center to assist bus and rail ops with coordination, trouble shooting and emergency response (if needed). NFL home games will require additional staffing in the system and at the Coliseum in the short term and the Inglewood Stadium upon its completion. Detailed considerations include:

- Increased security and police presence at major stations/stops/platforms that feed Coliseum or Inglewood Stadium-bound rail & bus lines;
- Increased security and police presence on Coliseum or Inglewood Stadium-bound trains & buses;
- Increased parking lot patrols at Metro or Caltrans owned facilities that feed Coliseum or Inglewood Stadium-bound rail & bus lines;
- Close coordination with law enforcement on traffic control, with detailed emphasis at all at-grade crossings;
- Increased coordination with our law enforcement partners to assess and mitigate security risks associated with large crowds;
- Mitigation of illegal ticket scalping and street vending on Metro rail cars and platforms.

Coliseum Operations Service Plan

Metro's Expo Line, Silver Line and multiple Local Bus lines provide service to and around the Coliseum in Los Angeles. A number of measures are put in place by Metro Operations to ensure safe and efficient service is delivered to all events and games held at the Coliseum including USC home games. For all NFL home games, Metro will provide robust service prior to the start of the games, after the 3rd quarter, and post-game, until crowds diminish. Expo Line service will run with increased frequency and utilizing long trains, and additional trips will be added to the Silver Line. Local and Rapid Lines that serve the Coliseum area are the 40, 81, 200, 204, and 754. Staff will coordinate with external stakeholders to open up area streets typically closed post-game to enable uninterrupted Local service. Aside from additional signage to direct pedestrian traffic across and around the tracks, Metro will assign volunteer staff to five high volume stations along the Expo Line. Volunteers allocated to Expo stations are responsible for educating the transit riders about public safety, preparing customers to have the correct fare ready, assisting the public to follow pedestrian signals, and at some stations using a chain/barrier to control crowds. At these five locations, a Station Manager is assigned to oversee station support staff and maintain communication with the Rail Operations Control and event staff. For the upcoming NFL season, additional signage will be added to direct foot traffic. In addition, as fans are expected to travel from the entire region to attend the upcoming games, Metro will work with Metrolink to inform the public of the connecting services to the Coliseum.

Marketing for the Coliseum

Metro Communications staff will work with the NFL team to market Metro transit to home game attendees, including exploring opportunities to sell Metro TAP cards to fans at the time of NFL ticket purchases. Metro will provide additional signage in the Expo Line stations used to access the

Coliseum and at Union Station and 7th and Metro to direct Metrolink passengers to connecting Metro services to reach the Coliseum. The Public Relations department will work with Team officials and potentially players to introduce the service as well as regularly scheduled press releases to local media.

First/Last Mile at the Coliseum

In partnership with the City of Los Angeles, Metro has conducted preliminary analysis to expand Metro Countywide Bike Share to the USC area as a follow up to the Downtown Los Angeles Phase 1 pilot program. As part of the analysis, staff has identified the My Figueroa streetscape project as a key infrastructure connection. Completion is necessary to facilitate Bike Share expansion to the USC and Coliseum area. That project is slated to open in 2017 and would include a protected bike lane facility between the South Park community in Downtown Los Angeles and the USC and West Adams neighborhoods. A Metro Countywide Bike Share network, planned in conjunction with the Expo Line and My Figueroa streetscape project will help provide people with a viable transportation option that leverages transit and low-stress bicycle infrastructure. The City of Los Angeles is committed to working with community stakeholders to expand Metro Countywide Bike Share to this area.

MOU with City of Inglewood

As part of the development of the external members of the task force, Metro is working with the City of Inglewood to enter into a Memorandum of Understanding (MOU) to codify the coordination between Metro, the City, the NFL team, and the Development owner, as well as the development of a Transportation Management Plan and a Neighborhood Management Plan to accommodate Stadium attendees.

Inglewood Stadium Operations Service Plan

Metro Operations will build a Service Plan for all NFL home games and events at the new Inglewood Stadium while working with stakeholders to ensure appropriate service is provided. The Metro Green Line currently serves the Inglewood area with the Crenshaw Station and Hawthorne/Lenox Station. Current Bus Lines in the surrounding area are Lines 115, 117, 210, and 211. In addition, future rail stations along the Crenshaw/LAX Line can be used to serve the Inglewood Stadium (the closest is just over 1 mile away). These stations will be in Downtown Inglewood and Fairview Heights. Staff will determine the feasibility of public or private shuttle service from Metro Green and Crenshaw Lines to the Stadium. For all Home Games and events, staffing will be appropriately allocated to provide safe and effective service to the area, following the successful plans utilized for the games at the Coliseum. Bus lane requirements will be defined and discussed with local officials, stadium owners and event organizers, once a terminal location has been identified at the Inglewood Stadium. Staff will also coordinate with municipal operators and Metrolink to maximize service efficiencies.

Marketing for the Inglewood Stadium

As the Inglewood Station nears completion and Metro services to the Inglewood Stadium become more clearly defined, Metro Communications staff will work with the NFL team to market Metro transit services to home game attendees. Coordination will include signage, co-marketing and TAP card sales. Likewise, Communications staff will coordinate with the Inglewood Stadium to promote Metro services for traveling to other events held at the Inglewood Stadium, year round.

First/Last Mile at the Inglewood Stadium

Metro staff has and will continue to coordinate with the City of Inglewood on implementation of first/last mile infrastructure improvements. Specifically, staff believes that Inglewood is well positioned to compete for Greenhouse Gas Reduction Fund (Cap-and Trade) Affordable Housing and Sustainable Communities (AHSC) funding for streetscape and connectivity improvements for the Downtown Inglewood Station, along with other nearby stations, and for access to the Inglewood Stadium (in the Sustainable Transportation Infrastructure category). Metro will support this effort by providing technical assistance for project planning and funding application activities. Metro will further work with the City to support other first/last mile planning and funding opportunities.

As previously reported to the Planning and Programming Committee, Metro staff is considering strategic first/last mile partnerships with shared mobility providers. Staff expects that future strategic partnerships with transportation network companies could assist in connecting passengers from stations on the Crenshaw/LAX and Green Lines to the Inglewood Stadium.

Feasibility Study

As directed by the Board, staff is developing the scope of work to examine and evaluate alignments serving the Inglewood Stadium and a range of transit investments to provide high capacity transit service to the new Development and Inglewood Stadium. The study will explore options for not only extending the Metro Green Line, but also connecting the Crenshaw/LAX corridor to the site. Discussions have occurred with Vendor/Contract Management to expedite the procurement using the Transportation Planning Bench. Staff anticipates that the task order will be awarded prior to the end of the fiscal year.

Joint Development

Metro will continue to expedite the implementation of joint development opportunities along the Crenshaw/LAX Line and will work with the City of Inglewood on the exploration of joint development and TOC opportunities that could arise from potential additional transit investments.

NEXT STEPS

Staff will continue to convene the NFL Task Force and work to develop short term and long term plans to best meet the transportation needs for the NFL team. The City of Inglewood has agreed to coordinate the initial meeting of the internal and external NFL Task Force including the Development owner. Staff will report on this meeting to the Board in June 2016. Metro departments involved in the NFL Task Force have included additional allocations for staff time, service hours, and contract dollars to provide services and studies for Metro service, marketing, and planning for Coliseum and Inglewood Stadium transportation in their requested budgets for Fiscal Year 2017.


ATTACHMENTS

Attachment A - Metro Line to Goal Line Motion 58, January 21, 2016 Executive Management Committee Meeting

Attachment B - Motion 58.1, January 28, 2016 Board Meeting relates to Item 58

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Phillip A. Washington
Chief Executive Officer

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Board Report

File #:2016-0057, **File Type:**Motion / Motion Response

Agenda Number:58.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 21, 2016**

Motion by:

DIRECTORS RIDLEY-THOMAS, BUTTS AND FASANA

January 21, 2016

**Item 58: “Metro Line to Goal Line” Task Force:
Optimizing Public Transit to Support Football in Los Angeles**

On January 12, 2016, the National Football League (NFL) owners overwhelmingly voted to bring a NFL team back to Los Angeles. Specifically, the St. Louis Rams will relocate to Los Angeles for the 2016 season and the San Diego Chargers have an option to join the Rams and share a new stadium in Inglewood.

The new Inglewood Stadium, anticipated to open in 2019 on 298-acres adjacent to the former Hollywood Park race track, is expected to be the NFL’s largest and most modern facility. In concert with the development of the new stadium, the Crenshaw/LAX Line is also anticipated to be operational by 2019 and will create a long-awaited connection between the Los Angeles International Airport and the rest of Los Angeles County’s public transit system. Specifically the Crenshaw/LAX Line’s Downtown Inglewood Station will be located within a few minutes’ walk from the new stadium.

While the new stadium is under construction, the Los Angeles Rams are expected to play at the Los Angeles Memorial Coliseum, located in Exposition Park and within walking distance to Metro’s Exposition Line. Given that the Coliseum is already home field for University of Southern California football games, and the Los Angeles Football Club plans to open their soccer stadium on the site of the former Sports Arena in 2018, the Exposition Park campus is likely to thrive as a regional cultural and recreational destination.

The stadium in Inglewood is anticipated to seat over 70,000 people, and accommodate an additional 30,000 patrons for larger events. The development will also include a performing arts venue, and is expected to host numerous recreational events, conventions and awards shows. The return of the NFL to Los Angeles along with the development of this area is sure to bring tremendous

economic opportunity and civic pride to the region.

Ensuring the success of this highly-anticipated regional asset will require strategic action and a concerted partnership with Metro, as facilitating the transport of tens of thousands of spectators for games and other events will require significant synergy with our growing transportation system.

There are numerous opportunities for Metro to proactively, efficiently and cost-effectively facilitate the transport of spectators in harmony with surrounding communities. A Task Force should be established to assess and address a range of associated issues and opportunities including, but not limited to:

- Opportunities to implement “first/last mile” options to connect public and active transit users to the stadium;
- Developing a comprehensive marketing strategy to promote public transit to events;
- Ensuring that there is sufficient operational capacity to support the anticipated number of riders using public transit to get to the Los Angeles Memorial Coliseum beginning in Fall 2016;
- Ensuring that there is sufficient operational capacity to support the anticipated number of riders using public transit to get to the new stadium in Inglewood beginning in Fall 2019;
- Facilitating a regional rail strategy, in coordination with Metrolink, to encourage public transportation to both the Coliseum and Inglewood from across Southern California; and
- Expediting Metro-sponsored joint development opportunities in the surrounding areas.

APPROVE **Motion by Directors Ridley-Thomas, Butts and Fasana** that the Board of Directors direct the Chief Executive Officer to develop a **“Metro Line to Goal Line” Task Force** that is charged with identifying and addressing the variety of transit-related issues and opportunities associated with the imminent arrival of the Rams, and potentially the Chargers, to Los Angeles.

The Chief Executive Officer should report to the Executive Committee in February 2016 with an initial scope of work (to include but not be limited to the issues outlined above) as well as the proposed membership of the Task Force, and thereafter report bi-monthly with a progress report.

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Board Report

File #:2016-0070, **File Type:**Motion / Motion Response

Agenda Number:58.1

**REGULAR BOARD MEETING
JANUARY 28, 2016**

Motion by:

Directors Butts, Ridley-Thomas, Knabe, Fasana, Antonovich and Kuehl

Relates to Item 58

Metro's ability to provide accessible public transit to economic and employment centers, is fundamental in creating true "Transit Oriented Communities". The agency has a track record of this; Warner Center is served by the Orange Line, and Old Town Pasadena is served by the Gold Line. When it opens this summer, the Exposition Line will take riders to the Santa Monica Mall and Promenade. Section 2 of the Purple Line is envisioned to take riders to Century City and the Regional Connector will better serve downtown's various economic centers.

The "City of Champions Revitalization Project" in Inglewood is a 298-acre project that will include up to 890,000 square feet of retail, 780,000 square feet of office space, 2,500 new residential units, a 300-room hotel, and 25 acres of public parks, playgrounds, open space and pedestrian and bicycle access. It will also include a stadium of up to 80,000 seats and a performance venue of up to 6,000 seats. The project, which will be built at no cost to taxpayers, promises to create thousands of construction and permanent jobs for surrounding residents, and generate tens of millions of dollars in sales tax and other revenues for the entire region.

Metro's ongoing update to the Long Range Transportation Plan (LRTP) provides a timely opportunity to rethink the region's transportation priorities, including how best to provide public transit to key destinations within the South Bay. The South Bay Council of Governments (COG) has been working in collaboration with Metro to design a "South Bay Transit Corridor Rail Project"; the Environmental Impact Report (EIR) is currently in process. Funds for this project were included in Measure R, and the project is currently being examined as part of the LRTP Performance Metrics Analysis, however a specific alignment has not yet been defined. The South Bay COG has already identified this type of rail project as a sub-regional priority and it is accounted for within their budgeted allocation of resources that would potentially be available if an additional sales tax ballot measure is successfully pursued.

The catalytic economic development opportunities associated with the City of Champions Project provide further impetus to evaluate a north/south alignment, potentially along Prairie Avenue, as part of the LRTP process. This alignment would directly link both the Crenshaw/LAX Line and the Green

Line to this new economic center and extend south to serve the South Bay all the way to the City of Torrance.

An arterial in this vicinity would serve the most populous South Bay cities of Inglewood (112,000 pop.), Gardena (60,000 pop.), Hawthorne (86,000 pop.), Lawndale (33,000 pop.), and Torrance (147,000 pop.), potentially creating tremendous transit advantages for the sub-region region.

Given the timing of the Long Range Transportation Plan update process, it is imperative that Metro seize the opportunity to examine the “Prairie” Corridor alignment through the development of a feasibility study, followed, as appropriate, by a Supplemental Environmental Impact Report (SEIR), to be included in the Measure R South Bay Corridor Transit Project analysis.

APPROVE Motion by Directors Butts, Ridley-Thomas, Knabe, Fasana, Antonovich and Kuehl that the Board of Directors Amend Item 58 to:

Instruct the Chief Executive Officer to expeditiously facilitate a Feasibility Study, followed by a Supplemental Environmental Impact Report (SEIR/SEIS) as deemed appropriate, for the Measure R South Bay Transit Corridor Rail Project focusing on an alignment extending from Florence Avenue in Inglewood to the City of Torrance, potentially along Prairie Avenue, as prescribed in Measure R. The cost for this work should come from Measure R Administrative funds; and

Instruct the Chief Executive Officer to ensure that this alignment is considered as part of the “South Bay Transit Corridor Rail Project” within the Long Range Transportation Plan Update.



Board Report

File #: 2016-0275, File Type: Informational Report

Agenda Number: 34

EXECUTIVE MANAGEMENT COMMITTEE APRIL 14, 2016

SUBJECT: USE OF TECHNOLOGY TO IMPROVE CUSTOMER EXPERIENCE
ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report back on a January 2016 motion and a **quarterly status report regarding improving customer service and experience through use of technology and innovation.**

ISSUE

This serves as a report back on a motion made in January 2016 by Directors Garcetti, Solis, Bonin and Najarian, and provides a quarterly status report on key accomplishments and technological activities in the last quarter to further the goal of improving the customer experience.

DISCUSSION

1. The following is a summary of initial findings and current status on directives initiated by the motion:

- A.** *Prioritize and accelerate the full installation of cellular and Wi-Fi infrastructure and service in MTA tunnels, underground stations, and provide a status report on the execution of agreements with cellular service providers, with the goal of a system with no “dead zones” for cellular and internet users.*

The installation of cellular service in the subway tunnels has been deemed a very high priority by the CEO. To that end, another major milestone was reached in Metro’s effort to provide wireless cellular coverage in our subway system. On February 18th, Sprint followed Verizon Wireless’s lead in signing a formal agreement with Metro’s contractor, InSite Wireless, to provide cellular service in our subway system.

When implemented, this system will provide continuous wireless phone coverage and Internet access to Verizon and Sprint subscribers from above ground, down onto the subway station platforms and then onto the subway trains.

It should be noted that Verizon is in the process of a major upgrade to their overall cellular

network technology. Rather than installing the older technology that they are phasing out, Verizon is implementing the newest technology in the Metro subway. As a result Verizon subscribers need to have newer phones in order to get service in the subway. Metro staff is exploring options with Verizon that would address people with older Verizon phones.

The necessary infrastructure for the cellular system is being installed in phases/segments. At this writing, Verizon is in the final testing phase for providing cellular service in the first subway segment (Union Station to/from 7th/Metro). The first segment is due to be fully operational for Verizon subscribers in early April 2016.

Subsequent phases include expanding the cellular coverage to the balance of the Red and Purple Lines as well as underground segments of Metro's light rail lines with the goal of creating a system with no cellular "dead zones."

In addition, efforts have been initiated to coordinate the installation of the necessary technology infrastructure for the underground segments of the ongoing rail projects such as Regional Connector, Purple Line Extension and Crenshaw. This will help expedite providing cellular service.

There is a significant amount of work needed to establish the Sprint service in our subway. InSite Wireless is working with Sprint and Metro to establish a schedule for implementation of the Sprint cellular service in the first subway segment.

Negotiations with the other two cellular wireless carriers (T-Mobile and AT&T) are ongoing. T-Mobile appears to be very close to signing up.

- B.** *Begin the development of a next-generation Transit Access Pass ("TAP") for customer payment of non-MTA services, including but not limited to Metrolink, taxicabs, ride-hailing companies, bikeshare, parking garages, etc.*

TAP is working with Planning staff to integrate TAP with Metro Bikeshare and rail station parking efforts. TAP cards will have the ability to be registered and will help expedite bike rentals or obtaining automobile parking. With TAP, Bikeshare and parking will be able to provide discounts to patrons who use transit.

Future TAP integration plans include using the TAP account as a transfer and payment option for those registered with either program. TAP is also working with the City of Los Angeles to see if state of the art parking meters can "top up" TAP cards. For example, a customer would load cash onto their TAP card at a parking meter and pay using a credit or debit card. Future integration projects may include City of Los Angeles' electric vehicle car sharing and mobility hubs.

- C.** *Identify existing transit applications that do not use real-time MTA data and explore the feasibility of sharing real-time data to enhance the user experience.*

RFP No.PS21480 will provide up to 300 real-time transit displays at various bus stop/shelters

throughout the county. Data will be displayed for all carriers that service the stop with real-time data being displayed for carriers that subscribe to a real-time service. Currently, 19 carriers provide real-time in the region with others planning to add real-time in the near future.

The current Trip Planner originally developed in-house does not include a real-time component and is being replaced with Open Trip Planner (OTP), an Open Source multi-modal routing application developed in conjunction with Google and now used by other agencies such as Tri-Met in Portland and Santa Clara VTA.

As an Open Source application there are no on-going license costs which are generally very costly.

During the replacement, Metro will retrofit OTP with real-time data for all carriers in the region that subscribe to a real-time service and support an externally accessible API. Metro is working in partnership with a private sector Internet Service Provider to speed development and ensure that the planner is available to other municipal operators using their own branding for a small monthly hosting membership fee.

D. *Work with transit technology companies to develop connectivity and demand-response systems that integrate with MTA's fixed-route transit lines to provide first-mile/last-mile connections in various modes.*

Metro Planning staff has been meeting with Lyft to explore potential ways to integrate the demand response service as first-mile/last-mile solution. To date, Lyft has exhibited some desire to participate and Metro is communicating with them to determine if a favorable partnership can be achieved.

Metro staff has met several times now with Xerox staff to explore the feasibility of adopting a variation of the newly announced goLA app for use by transit users at major hubs and transit stations. The goLA app is particularly comprehensive in the area of first-mile/last-mile intermodal integration and also includes Lyft mentioned above. Xerox has agreed to explore the feasibility of adopting a large format user interface needed by kiosks planned for several Metro stations. The current Union Station Interactive tower located in the East Portal would serve as a pilot for the concept.

E. *Improve real-time arrival service information, including, but not limited to:*

1) Set a goal of repairing faulty displays within 24 hours of failure

The Rail Communication and Information Technology Departments are exploring a remote network monitoring system that can be easily integrated with Metro's current Transit Passenger Information System (TPIS) displays. The new network system would monitor the TPIS displays 24/7 and will report failures to a centralized location. The remote monitoring system will provide the visibility to respond to TPIS display failures within a 24-hour period.

In the meantime, Rail Operations is closely monitoring all TPIS displays and has committed to a 24 hour replacement cycle* once the defective unit is reported. Technicians have been assigned to sweep the Red Line daily, make minor repairs and provide a daily report.

*Some locations may take slightly longer, depending on the nature of the outage, as repair efforts may require work to take place after the trains have ceased daily operations to ensure the safety of maintenance staff.

2) Ensure consistency between countdown clocks displays at each rail station

Efforts are underway with the current real-time provider to address algorithmic calculations computed by the software to more closely predict actual conditions.

New improved maintenance procedures and monitoring capabilities being explored (see above) will ensure more optimal display synchronization.

3) Create true real-time feeds of bus and rail arrival times rather than the current practice of information feeds at set intervals.

For the short term, a new real-time Application Programming Interface (API) under development and in beta use by some Metro displays takes advantage of provider API's that support true real-time while still allowing slower API's to function.

For the longer term, Metro is exploring several efforts to unify real-time data such as the General Transit Feed Specification Real-time (GTFS-RT) as well as Open Source initiatives such as "One Bus Away" and "Transit Time".

The entire real-time product space is undergoing rapid change. Metro ITS will continue evaluating the new technology for future implementation considerations.

4) Work with Metrolink and Amtrak to install real-time arrival information at regional rail stations

Amtrak does have an external web service that can deliver train status, schedule and train consist information for passenger information systems in stations.

The process requires a written agreement explaining the service and the expectation of security. To access to the external web service outside of Amtrak's network a certificate and partner ID is required to connect. The system that needs Amtrak train status, schedules and consists has to make the request each time an update is needed. There are some costs involved to create this access for Amtrak trains.

Both Metrolink and Amtrak technical staff have agreed to meet with Metro to further explore opportunities for further data integration.

F. *Work with county transit operators to help improve bus speeds at key corridors where traffic*

signal priority technology exists.

Metro has and continues to fund the construction and implementation of transit signal priority for three of the municipal operators (total of four Rapid corridors) as part of the Metro Rapid Expansion Program with federal grants (a CMAQ and Very Small Starts grant). Those include Santa Monica Big Blue Bus, Torrance Transit and Culver CityBus.

In addition, bus signal priority projects are eligible projects for funding through Metro's Call for Projects Signal Synchronization and Bus Speed Improvements Mode. Metro has awarded Call for Projects funding and worked with multiple transit agencies and cities to construct and implement signal priority projects, including Foothill Transit, G-Trans (formerly Gardena Transit), Torrance Transit, Long Beach Transit, City of Downey, City of Glendale, Culver City, and others. The next Call for Projects will be in 2017. The Call for Projects is a competitive process in which agencies may apply and compete for funding.

In addition, Metro will be starting to explore Next Generation technologies for transit signal priority. This study will be completed in Spring 2017.

G. *Identify and utilize technology to better align arrivals and departures of different lines to streamline transfers.*

The current scheduling system and process's make every effort to optimize connections times but with the current grid type network optimizing one connection quite often foils the next connection down the line. The current "best average" computed by the system is about as optimal as can be achieved.

Metro also employs a software component in Hastus called "Meets" which allows schedules to be planned to allow schedules to be built that favor transfers at selected timepoints and selected trips. Using this feature, schedule makers do coordinate schedules to favor transfer opportunities. During the very early and late periods when headways are wide and options are few, Meets is used to create operator "Notes" to request them to hold for an arriving bus. Below are two examples.

ON ARRIVAL AT THE LINE-UP AT BROADWAY & 7TH St.| WAIT FOR TRANSFERRING PASSENGERS FROM OTHER LINES. LEAVE ONLY WHEN AUTHORIZED BY SUPERVISOR OR RADIO DISPATCHER.

BETWEEN THE HOURS OF 11PM AND 430AM ALL BUSES ON ARRIVING AT VERMONT AVE| WESTERN AVE| AND FAIRFAX AVE| WAIT FOR TRANSFERRING PASSENGERS FROM LINES 204| 207| AND 217 RESPECTIVELY| IF IN SIGHT.

Connections with other carriers may possibly be improved through a coordinated effort. To explore the potential for tighter municipal operator connectivity, IT staff has processed data for all locations shared between Metro and Municipal Operators with special focus at Metro rail stations to indicate the number of peak and off-peak daily runs along with current scheduled average transfer times. This data will be analyzed by the Scheduling department to determine

what optimizations might be possible

2. The following is a summary of additional progress on other customer focused activities for the quarter ending in April 2016.

A. *Personal Electric Transport (PET) Study - completed*

A white paper on personal electric transports (PETs), sometimes referred to as just electric vehicles (EVs), was prepared by Coro Fellows. The focus of the report was to begin to classify the various transport types, bike, scooter, hoverboard etc. to in order to identify and compare the various attributes of each transport class in the context of a potential first-mile/last-mile solution. Electrifying personal transports increases the access range around transportation hubs and thus the pool of potential transit users.

The personal transport market is growing, with new models being introduced for public use at a rapid pace. While many are being introduced with a focus on entertainment value, others have been designed specifically to support first-mile/last-mile initiatives or to replace the auto use for short trips.

The report includes data on many models with valuable early information about safety and usability by various demographics. There is a special section addressing hover-boards which have proven particularly troublesome with some manufacturers.

The intent of the paper is to give decision makers early useful information for determining how to support, introduce and integrate these new transports safely into the transit environment similar to bicycles.

B. *Union Station Passenger Enhancements - completed*

Two new passenger enhancements have been recently added to Union Station.

New East Portal real-time digital displays - A series of 4 vertical displays display next arrival information about ALL available services in and around the station including, Patsaouras Plaza bus bays, the corner of Cesar Chavez & Vignes, as well as the entrance to El Monte Express Lanes.

New push-to-talk audio units for the sight impaired have been activated at all Patsaouras Plaza bus bays to provide audio announcements on demand for next arrivals at each particular bus bay.

C. *Nextrip E-Signage RFP released - in progress*

RFP No.PS21480, which will provide up to 300 real-time transit displays at various bus stop/shelters throughout the county, was released earlier this quarter. Proposals have been received and are currently being evaluated.

When implemented, data will be displayed for all carriers that service each stop with real-time data being displayed for carriers that subscribe to a real-time service. Locations will be chosen based on average daily passenger counts and the number of connecting services. Currently, 19 carriers provide real-time in the region with others planning to add real-time in the near future. For carriers without real-time services, scheduled information will be displayed.

D. ITS Innovation Lab - completed

A new ITS Innovation Lab located on the 5th floor USG Headquarters Building was created by repurposing an older multi-purpose room in dire need of refurbishing. The lab has been equipped with moveable furniture to support various developmental, training, and demonstration activities along with the latest communications equipment for teleconferencing world-wide with various innovators and high-tech companies. Additionally, the lab supports test equipment and computing resources in support of current innovation initiatives underway at Metro.

E. Open Trip Planner OTP - in progress

Recently, Metro has made the decision to drop its existing in-house developed Trip Planner in favor of the Open Trip Planner (OTP). While the older planner has served travelers for over a decade, it is showing its age and becoming increasingly time consuming to modify, enhance and support.

OTP is an open source, multi-modal planner used by several transit agencies already with planned adoption by many others. It was developed in partnership with Google and features a very efficient path finding engine capable of supporting the high-volume usage required by a region the size of Los Angeles and adjacent counties.

Metro has made special arrangements with the Metro Cloud Alliance (see below) to further speed up adoption and add real-time enhancements. By adopting the planner via a membership arrangement, the planner will be available to other transit agencies in the region for only a negligible membership fee.

F. Metro Cloud Alliance - established

In order to speed up the development and testing of new innovative software technologies and share data resources with the private sector and other carriers, Metro has partnered with Nexidyne in Tustin, CA to create an open source transit membership. Members share in the further development of open source transit applications such as Open Street Map and Open Trip Planner and are provided with an environment and support to host their own branded transit applications for web and mobile devices.

The overall focus of the membership is to reduce costs, share resources, provide consistent applications within the region and streamline support of customer-facing transit applications.

G. Connected Buses Pilot - in progress

An important milestone was reached during the period. The specification was changed with New Flyer to switch to a router that is capable of connecting wirelessly from the bus to the internet and Metro's enterprise network. As of the last week in March, all New Flyer buses that are received from the manufacturer are now being delivered with the more capable routers. In addition to the advantages in capabilities, this will result in a savings of approximately \$70,000 for the remaining 145 buses in the New Flyer order. A more comprehensive report will be provided for this project next quarter once the newly equipped buses are put into service.

NEXT STEPS

Staff will continue to work on the directives in the motion. Staff will also develop and implement customer experience related initiatives as well as continue to evaluate other technology applications that will benefit Metro's customers.

Look-Ahead for Next Period

Staff will report back in July 2016 with a progress update on a variety of customer related technology initiatives, including:

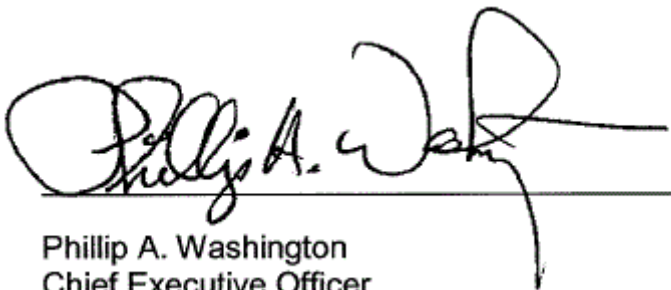
- A) Selected items included in the January 2016 Board Motion
- B) Connected buses progress
- C) OTP progress
- D) New real-time initiatives

ATTACHMENTS

Attachment A - Motion Board Report 2016-0086

Prepared by: Doug Anderson, Director Information Technology - (213) 922-7042

Reviewed by: David C. Edwards, Chief Information Officer - (213) 922-5510



Phillip A. Washington
Chief Executive Officer



Board Report

File #:2016-0086, **File Type:**Motion / Motion Response

Agenda Number:

**REGULAR BOARD MEETING
January 28, 2016**

Motion by:

**MAYOR ERIC GARCETTI, SUPERVISOR HILDA SOLIS,
DIRECTOR MIKE BONIN & DIRECTOR ARA NAJARIAN**

January 28, 2016

**Item #44; File ID 2015-1783
Technology & Transportation Investments to Improve Customer Service**

The quality of the customer experience is directly relevant to how attractive the MTA system is to potential riders, and more riders translates into the furthering of MTA’s goals of easing congestion, cleaning our air and keeping our economy moving.

Technological sophistication is expected by today’s customers within all economic and demographic strata.

A majority of people across all economic and demographic strata carry cellular and/or internet enabled devices on their person.

People want to be constantly connected to cellular and Internet service, especially when traveling.

Transportation information applications are among the most downloaded smart-phone programs.

Technology has the potential to improve customer service, “first-mile, last mile” connections by linking the transit system with car sharing, taxi, bike and other modes of transportation; provide real-time bus and train timetables; streamline transfers; and more.

As MTA proceeds with its unprecedented expansion of Los Angeles County’s transportation network, it is essential that these investments are complemented by the best possible technology.

MOTION by Garcetti, Solis, Bonin, Najarian that the Board direct the CEO to:

- A. Prioritize and accelerate the **full** installation of cellular and Wi-Fi infrastructure and service in MTA tunnels, underground stations, and provide a status report on the execution of agreements with cellular service providers, with the goal of a system with no “dead zones” for cellular and

internet users.

- B. Begin the development of a next-generation Transit Access Pass (“TAP”) for customer payment of non-MTA services, including but not limited to Metrolink, taxicabs, ride-hailing companies, bikeshare, parking garages, etc.
- C. Identify existing transit applications that do not use real-time MTA data and explore the feasibility of sharing real-time data to enhance the user experience.
- D. Work with transit technology companies to develop connectivity and demand-response systems that integrate with MTA’s fixed-route transit lines to provide first-mile/last-mile connections in various modes.
- E. Improve real-time arrival service information, including, but not limited to:
 - 1. Set a goal of repairing faulty displays within 24 hours of failure
 - 2. Ensure consistency between countdown clocks displays at each rail station
 - 3. Create true real-time feeds of bus and rail arrival times rather than the current practice of information feeds at set intervals.
 - 4. Work with Metrolink and Amtrak to install real-time arrival information at regional rail stations.
- F. Work with county transit municipal operators to help improve bus speeds at key corridors where traffic signal priority technology exists.
- G. Identify and utilize technology to better align arrivals and departures of different lines to streamline transfers.
- H. Report back on all the above during the April 2016 MTA Board cycle.



Board Report

File #: 2016-0266, **File Type:** Informational Report

Agenda Number: 38

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 14, 2016

SUBJECT: FISCAL YEAR 2017 (FY17) BUDGET DEVELOPMENT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on **Fiscal Year 2017 Budget Development Status.**

ISSUE

The FY17 Budget Development process started at the beginning of 2016 with the board adoption of the Risk Allocation Matrix (RAM) to identify a strategic mix of cost savings and revenue generating new initiatives with the goal to foster a culture of financial discipline throughout Metro to ensure Metro's long term financial stability. Next, the major budget planning parameters were reviewed such as sales tax, Consumer Price Index (CPI) and service hours which determine the revenue available as well as the primary key cost drivers in the budget. The preliminary FY17 capital program was discussed next which covered 41 percent of the total budget.

This monthly status report for the FY17 Budget will include a summary of the preliminary budget shown by program, the preliminary bus and rail operations budget comprising 28 percent of the budget, a summary of the Full-Time Equivalent (FTE) position requests and an update on the sales tax assumption.

Board Status Updates	
Jan-16	RAM initiatives adopted for FY17 implementation
Feb-16	(1) Budget Planning Parameters for Assumptions and Service Levels (2) FY17 Preliminary Capital Program
Mar-16	Agencywide Bus and Rail Service Levels
Apr-16	(1) Preliminary Summary of Expenditures and FTE (2) Bus and Rail Operations Budget
May-16	Board Adoption – May 26

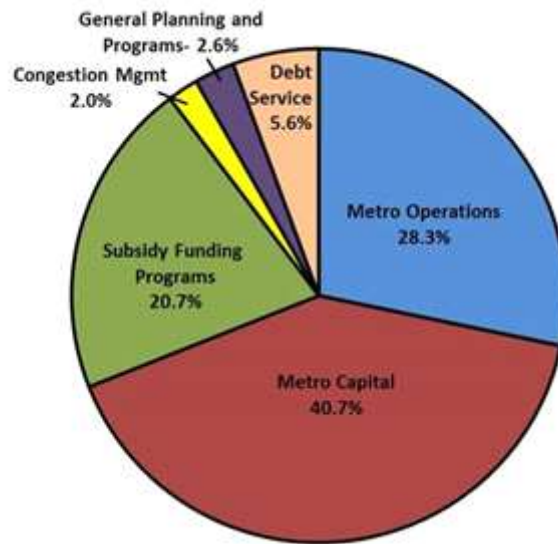
DISCUSSION

Expenditures Summary

The agency implemented a zero-based budget process for FY17 which is a deliverable based approach in building the budget. Through this process, we were able to prioritize projects and redeploy expenditures and resources to the core needs for the upcoming fiscal year. This also further reinforces the agency’s commitment to tighten budget controls, exercise fiscal discipline in the allocation of limited resources and drive accountability.

As a result, the FY17 Budget includes a decrease in total agency expenditures of \$118.8 million, which is a 2 percent decrease, from \$5.8 billion in FY16 to \$5.68 billion in FY17. This budget decrease is reached despite absorbing increases in costs for fuel and propulsion power, labor inflation, costs for two new rail extension services and many new programs, studies and projects.

Program Type (\$ in millions)	FY16 Budget	FY17 Proposed	Var \$s	Var %	% of Total FY17 Budget
1 Metro Capital	\$ 2,515.3	\$ 2,313.9	\$ (201.4)	-8.0%	40.7%
2 Metro Operations	1,515.4	1,605.2	\$ 89.8	5.9%	28.3%
3 Subsidy Funding Programs	1,160.6	1,177.8	\$ 17.2	1.5%	20.7%
4 Congestion Management	99.5	114.7	\$ 15.2	15.3%	2.0%
5 General Planning & Programs	180.7	149.6	\$ (31.1)	-17.2%	2.6%
6 Debt Service	328.7	320.1	\$ (8.6)	-2.6%	5.6%
7 Grand Total	\$ 5,800.2	\$ 5,681.4	\$ (118.8)	-2.0%	100.0%



Metro Capital is decreasing \$201.4 million or by 8.0% primarily due to the completion of construction of the Gold Line Foothill 2A and Expo Line Phase 2 extensions. This is only partially offset by an increase in Metro Operations of \$89.9 million or 5.9% for the transfer of the expenses related to operating the new rail line extensions. Because of the efforts to tighten cost controls, this nets a savings agencywide. Further details of the changes in Bus and Rail Operations are covered in the next section of this report.

Increases in Subsidy and Congestion Management are offset by decreases in Debt and General Planning and Programs driven by refunding of old debt at lower market interest rates and a strong emphasis on accountability to ensure project delivery is achieved within the budget while continued progress is made on board directed planning studies.

Bus and Rail Operations Budget

In FY17, Metro will operate 8.2 million revenue service hours. Service changes will be implemented to maximize the service footprint while controlling operating costs and attracting additional ridership. The main service initiatives for Bus Operations are to increase the overall system speed and on-time performance, as well as optimize the Bus and Rail network interface. These initiatives include a pilot on the Silver Line for the all door boarding program, line management to improve speed on the Bus Rapid Transit (BRT) lines, changes to improve span of service and minor adjustments to improve passenger accessibility. Metro staff worked with the five Service Councils to develop these service changes as well as utilize provisions of the Transit Service Policy to reinvest some of the service savings in order to improve service on other lines to match demand. Rail Operations service changes and initiatives are highlighted by the full year implementation of the Gold Line Foothill and EXPO II Santa Monica rail extensions. Other service changes include weekend mid-day/PM headway adjustments on the Gold Line to align with the other rail lines and matching night service headways with actual ridership demand.

The \$1.578 billion bus and rail operations budget represents a \$104.6 million increase or 7.1% from

the FY16 budget. The budget increase can be summarized into the categories of One-Time/Contractual Increases and Recurring Cost Control Items. Cost growth for the One-Time/Contractual items of \$108.4 million or 7.4% is primarily attributed to expenditures related to full-time operation of the Foothill/EXPO II Rail extensions which is 3.3% of the change. Other items include contractually negotiated rates, cost inflation and various non-recurring initiatives (Bus Operator Barrier installation, Bus CNG Re-Tanking, and Soil Remediation at Division 6). The recurring cost control items were held constant or reduced to FY16 budgeted levels to arrive at a decrease of \$3.8 million or 0.3% due to savings in the Professional/Contract services accounts and other discretionary accounts; e.g. Travel. Exercising prudent cost control allowed for this result. Again, the net increase is \$104.6 million or 7.1% from the FY16 budget. A detailed schedule reflecting the budget changes is shown below.

BUS AND RAIL OPERATIONS BUDGET

\$ in Millions			
	Total	\$ Change	% Change
1	FY16 Bus and Rail Operating Budget		
	\$1,473.5		
2			
3	Baseline FY17 Budget Impact		
4			
5	One - Time / Contractual Increases		
6	Labor/Fringe Benefit Increases (3.0% - All Labor Units)	25.6	1.7%
7	Full-Year Revenue Operation: Gold Line Foothill 2A/Expo 2 Rail	48.7	3.3%
8	Insurance/Workers' Compensation Actuarial Benefit Payout Inflation	10.0	0.7%
9	Bus Operator Barrier and Bus Re-Tanking Initiatives	5.5	0.4%
10	CNG Fuel Cost Increase (\$0.50 to \$0.53)	1.4	0.1%
11	5.0% Increase in Utility Rates + Projected 13.0% Increase for	4.0	0.3%
12	Soil Remediation for Division 6	9.0	0.6%
13	Contractual Rate Increase Purchased Transportation	4.2	0.3%
14	Subtotal One - Time Contractual Expenditures	108.4	7.4%
15			
16	Recurring Cost Control Items		
17	Cost Control in Baseline Professional Services, Maintenance Contracts,	(5.1)	-0.3%
18	Manpower for Division 13 Facilities Maintenance	1.3	0.1%
19	Subtotal Recurring Cost Control Items	(3.8)	-0.3%
20			
21			
22	Total - FY17 Budget Impacts	104.6	7.1%
23			
24	FY17 Operating Budget	\$1,578.1	7.1%

FTE Summary

FY17 Budget will have no non-contract FTE additions. Continuing the effort to strengthen fiscal discipline, the agency will redeploy existing vacancies to the priorities for the upcoming year as opposed to requesting new FTEs. In the past couple of years the agency has added positions faster than it can fill them which has led to a growing number of vacant positions to date. Along with the vacancies is the zero-based budget development approach which has allowed the agency to identify and reprioritize the near-time needs accordingly and thereby no new non contract FTE's are

requested.

The primary change to contract FTE's is in security to increase the control of security deployment and improve results and will only be filled if there is an offset in the new security contract. In summary there is a net 30 new contract FTEs requested for FY17 comprised of the following: 1) 77 additions for security (conditioned on the new security contract), 2) 1 addition for communications in managing the bike locker program, and offset by 3) a reduction by attrition of 48 in operations from service level optimization.

Sales Tax Assumption Update

FY17 sales tax growth has been updated to be 3.3% over FY16 Budget from 2.4% based on forecasting source updates as well as actual receipts for FY16 YTD through Q2. Our sales tax assumption remains slightly conservative and within range compared to other sources.

Sales Tax Forecasts For FY17 Proposed Budget Assumption (\$ amounts in millions)				
Sales Tax Revenue	Metro Actual/Budget Sales Tax Revenue per Ordinance			
	FY15 Actual	FY16 Adopted	FY16 Estimate	FY17 Proposed
1 \$ Value per Ordinance	\$ 745.7	\$ 763.5	\$ 770.3	\$ 795.7
2 % Change	4.0%	2.4%	3.3%	3.3%
3 UCLA Anderson	\$ 728.7	\$ 764.4	\$ 772.6	\$ 804.4
4 Beacon Economics	\$ 752.6	\$ 771.6	\$ 781.8	\$ 805.9

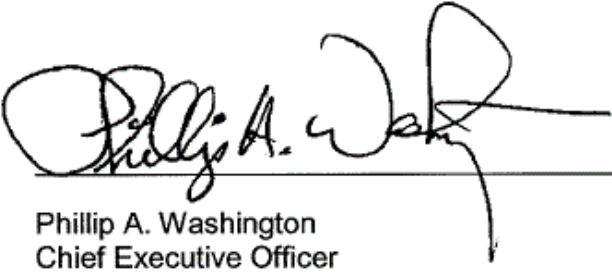
NEXT STEPS

We will continue to update the Board and Board staff in the coming weeks. The public can continue to get involved with the budget through the public forums at council and committee meetings and also through various media channels such as email, website and social media outlets.

On May 18, 2016, a public hearing will be held to receive public comments and the FY17 Proposed Budget will be presented to the Board for formal adoption on May 26, 2016.

Prepared by: Irene Fine, Deputy Executive Officer, Finance, Ext. 24420
Melissa Wang, Executive Officer, Finance, Ext. 26024

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, Ext. 23088



Phillip A. Washington
Chief Executive Officer

FY17 Budget Development Status Update

Executive Committee

April 14, 2016

FY17 Budget Development Status

Board Status Updates	
Jan-16	RAM initiatives adopted for FY17 implementation
Feb-16	(1) Budget Planning Parameters for Assumptions and Service Levels (2) FY17 Preliminary Capital Program
Mar-16	Agencywide Bus and Rail Service Levels
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May-16	Board Adoption – May 26

Outreach with key stakeholders:

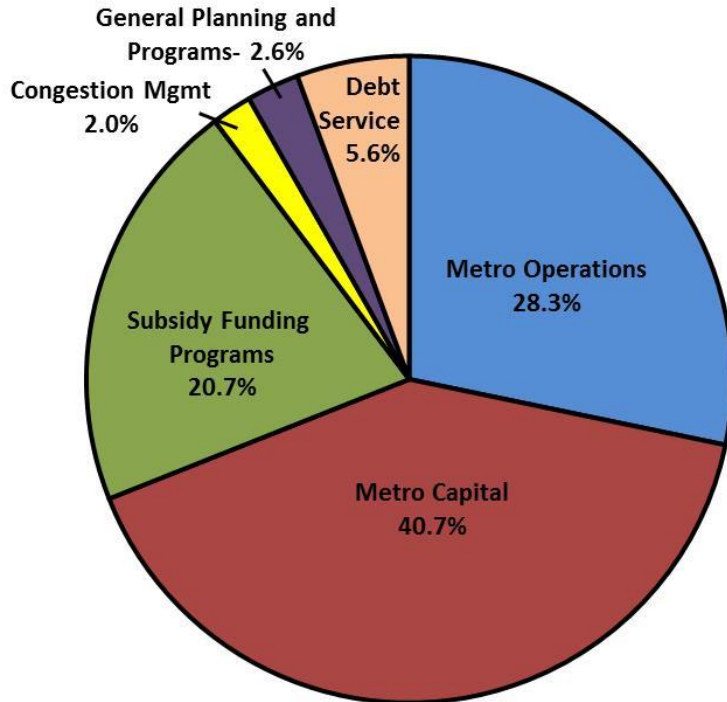
- Board of Directors
- Senior Leadership Team and Executive Staff
- Regional Service Councils, Citizen Advisory Council (CAC), Technical Advisory Committee (TAC), and Bus Operations Subcommittee (BOS)
- Electronic media (e.g. social media, the Source, webinar, webpage, etc.)



Metro

Summary of Agency Expenditures

Program Type (\$ in millions)	FY16 Budget	FY17 Proposed	Var \$s	Var %	% of Total FY17 Budget
1 Metro Capital	\$ 2,515.3	\$ 2,313.9	\$ (201.4)	-8.0%	40.7%
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7 Grand Total	\$ 5,800.2	\$ 5,681.4	\$ (118.8)	-2.0%	100.0%



- Balanced budget for FY17 and FY18
- Metro resolution to cost control
- Net \$118.8 million reduction includes absorbing greater than CPI cost inflation and new services
- Instigate Midyear budget process to “True-up” budget request
- Annual Program Evaluation (APE) – Construction cost review
- Performance Measure to ensure accountability
- Establish separate RAM savings account to improve bottom line through fiscal discipline

FY17 Bus and Rail Operations Budget

		\$ in Millions	
		Total	\$ Change % Change
1	FY16 Bus and Rail Operating Budget	\$1,473.5	
2			
3	Baseline FY17 Budget Impact		
4			
5	One - Time / Contractual Increases		
6	Labor/Fringe Benefit Increases (3.0% - All Labor Units)	25.6	1.7%
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9	Bus Operator Barrier and Bus Re-Tanking Initiatives, Offset by Savings in Bus Buy	5.5	0.4%
10	Fuel, Propulsion Power and Utility Rate Increase	5.4	0.4%
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12	Contractual Rate Increase Purchased Transportation	4.2	0.3%
13	Subtotal One - Time Contractual Expenditures	<u>108.4</u>	<u>7.4%</u>
14			
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16	Cost Control in Baseline Professional Services, Maintenance Contracts, Vehicle Parts, &	(5.1)	-0.3%
17	Manpower for Division 13 Facilities Maintenance	<u>1.3</u>	<u>0.1%</u>
18	Subtotal Recurring Cost Control Items	<u>(3.8)</u>	<u>-0.3%</u>
19			
20			
21	Total - FY17 Budget Impacts	104.6	7.1%
22			
23	FY17 Operating Budget	\$1,578.1	7.1%

FTEs

Non Contract FTEs

- CEO has instructed that there will be no additional Non-Contract FTEs in FY17 Budget
- Staff will be looking to reallocate existing vacancies in line with agency goals and priorities identified in the FY17 Zero-Based budgeting process

Contract FTEs

- Security increase of 77 is conditioned on the new security contract
- Communications increase of 1 for the bike locker program
- Operations reduction by attrition of 48 from service level optimization

Sales Tax Growth Assumptions

- FY17 sales tax growth increase of 3.3% over FY16 Budget reforecast based on a survey of forecasting sources as well as actual receipts for FY16 YTD through Q2

Sales Tax Forecasts
For FY17 Proposed Budget Assumption
(\$ amounts in millions)

		Metro Actual/Budget Sales Tax Revenue per Ordinance			
	Sales Tax Revenue	FY15 Actual	FY16 Adopted	FY16 Estimate	FY17 Proposed
1	\$ Value per Ordinance	\$ 745.7	\$ 763.5	\$ 770.3	\$ 795.7
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4	Beacon Economics	\$ 752.6	\$ 771.6	\$ 781.8	\$ 805.9

Next Steps

- Continue public outreach and schedule the public hearing for May
- Continue to explore cost savings opportunities until budget adoption
- May 26, 2016 – Adoption of FY17 budget; projected to be a balance project



Board Report

File #: 2016-0268, **File Type:** Informational Report

Agenda Number: 35

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 14, 2016**

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

DISCUSSION

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

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on April 1, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

Federal Grants For Fiscal Year 2016

Metro is pleased to be actively and aggressively pursuing a number of grants authorized by the FAST Act and/or backed by the Fiscal Year 2016 transportation appropriations bill adopted by the U.S. Congress late last year. Specifically, we will be seeking funding through the FASTLANES grant program - a new federal freight grant program. And as we have successfully done for many years, we will be working to secure funding for Metro projects through the TIGER Grant program.

Federal Appropriations For Fiscal Year 2017

Metro is working closely with members of the Los Angeles County Congressional Delegation to secure at least \$375 million in New Starts funding through the Fiscal Year 2017 appropriations process for our agency's New Starts projects. Specifically, we are seeking these funds in the Transportation, Housing and Urban Development appropriations bill that is being drafted and considered in both the U.S. House of Representatives and the U.S. Senate.

The Transportation Infrastructure and Innovation Act (TIFIA)

Metro is pleased that a major priority in our Board-approved Federal Legislative program was

adopted in the FAST Act with respect to the TIFIA program. Specifically, that the FAST Act now allows for Transit Oriented Development as an eligible expense for TIFIA loans. We are actively exploring how to benefit from this new provision. With respect to TIFIA - we are also working with the U.S. Department of Transportation to conclude a \$307 million TIFIA loan for section 2 of the Westside Purple Line Extension.

Local Hire:

We are continuing to work with the Obama Administration and Members of Congress, including Congresswomen Karen Bass and Grace Napolitano, to advance our Board-approved policy of reforming federal Local Hire rules. We are grateful to our Board of Directors for prioritizing this matter.

There are a number of other federal issues that will be developing on Capitol Hill and at the U.S. Department of Transportation during the month of April. I look forward to augmenting this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

Executive Management Committee Remarks Prepared By Michael Turner DEO, Government Relations, State Affairs

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of state affairs impacting our agency. This report was prepared on April 1, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

Amended Legislation and Upcoming Hearings in the California State Legislature

Senator Tony Mendoza (D-Artesia) recently amended SB 1362 (Mendoza), a bill regarding Metro Transit Security guards authority. The bill's amendments reflect negotiated terms that further define Metro Security Guards responsibilities with respect to training requirements and detention methods. Staff continues to monitor this bill through the legislative process and will update the Board at the April Executive Management Committee.

Assemblymember Richard Bloom (D- Santa Monica) recently amended AB 1964, a bill that would make changes to California's Low/Zero Emission Vehicle sticker program. In summary, this bill as amended would create a new sticker program for partial zero-emission vehicles. Cars that meet California's transitional zero emission vehicle requirements (the same requirement for the existing green sticker program) would qualify for the stickers and the stickers would be valid for three years after they are issued. This would allow the program to satiate the demand for, and expand access to, the stickers while rotating use of the stickers among the vehicle purchasers. Existing law states the Green Clean Air Vehicle decals allow a partial zero-emission vehicle with a single occupant to access the High Occupancy Vehicle lane. As of December 18, 2015, the maximum decal limit of 85,000 has been reached and the program is set to expire on January 1, 2019. The bill is scheduled for a hearing in the Assembly Transportation Committee on April 4th.

Metro's sponsored measure AB 2690 (Ridley-Thomas) which would mandate set asides for small and medium businesses in state and local procurements will be heard in the Assembly Local Government Committee on Wednesday April 6th.

California State Legislature Reviews the 2016 Draft High Speed Rail Business Plan

Following the February release of the 2016 CA High Speed Rail Business Plan, the State legislature will be holding a number of Committee oversight hearings to review the proposal over the coming weeks. The Assembly Transportation Committee, Chaired by Assemblymember Jim Frazier held a hearing on March 28th in Sacramento. A number of stakeholders provided comments regarding the draft plan and urged the legislature to define the priorities for the expansive transportation project and to continue to provide strict oversight of the High Speed Rail Authority and Plan. The Senate Transportation and Housing Committee along with the Senate Budget Subcommittee number 3 will hold a joint hearing on April 4th and the Assembly Budget Subcommittee on Transportation has scheduled a hearing on April 6th. Metro has been asked to participate at these hearings. We are working to finalize our comments on the proposed plan, and will be submitting those formally in the near future. The High Speed Rail Authority is expected to adopt a final plan in May of this year.

California Legislative Analyst's Office Issues a Review of the 2016 HSR Business Plan

The Legislative Analyst's Office (LAO) issued a review of the High Speed Rail business plan. Key findings in the LAO report highlight the need to clarify the sources of future funding as well as the need for the State legislature to continue providing oversight on the project. The LAO also asserts that more detailed information regarding the planned construction schedule and projected costs should be provided for an accurate review of the project.

California State Legislative Process Update

The State Legislature was on recess for one week. The Legislature is now back in session and is quickly moving bills through the policy committee process. The deadlines to get bills approved in policy committee is April 22nd for fiscal bills and May 6 for non-fiscal bills. The committees will be working to hear the thousands of bills that have been introduced. During this period spot bills have to be amended so that they can be considered so Metro staff have been tracking amendments to identify any issues that could affect the agency.

California State Auditor Releases Audit on Caltrans

The state auditor released an audit of Caltrans maintenance programs and this is expected to be discussed during the balance of the legislative session.

Key State Budget Issues

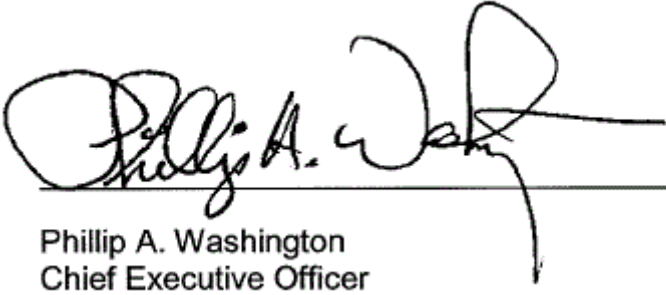
Additionally key budget issues will soon be in development and under review. There have been a number of bills relating to Cap and Trade Programs these bills are expected to work their way through the policy committee process and will be merged during the budget negotiations. It also appears that the High Speed Rail project and its funding will be under review and continued discussion.

ATTACHMENTS

Attachment A - April 2016 - Legislative Matrix

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Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2016
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	1/28/2016-S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.	The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	Monitor
AB 133 Committee on Budget Budget Act of 2015.	3/1/2016-A. CHAPTERED 3/1/2016-Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	1/28/2016-S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	Neutral
AB 1364 Linder R California Transportation Commission.	2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.	Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Watch
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households which earn less than 200% of the federal poverty level.	Monitor
AB 1552 Allen, Travis R Public contracts: state and local agencies: businesses engaged in boycott.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	Would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1555 Gomez D Greenhouse Gas Reduction Fund.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.	Monitor
AB 1566 Wilk R Reports.	3/2/2016-A. A. & A.R. 3/28/2016-In committee: Hearing postponed by committee.	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.	Monitor
AB 1569 Steinorth R California Environmental Quality Act: exemption: existing transportation infrastructure.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Would exempt from the provisions of the California Environmental Quality Act 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.	Monitor
AB 1572 Campos D School transportation.	2/1/2016-A. ED. 3/16/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.	Monitor
AB 1591 Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Support

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Bill ID/Topic	Location	Summary	Position
AB 1592 Bonilla D Autonomous vehicles: pilot project.	3/29/2016-A. TRANS. 3/29/2016-Re-referred to Com. on TRANS.	Would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Monitor
AB 1595 Campos D Employment: human trafficking training: mass transportation employers.	3/30/2016-A. L. & E. 3/30/2016-Re-referred to Com. on L. & E.	Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	
AB 1640 Stone, Mark D Retirement: public employees.	2/4/2016-A. P.E., R. & S.S. 2/4/2016-Referred to Com. on P.E., R., & S.S.	PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.	Monitor
AB 1641 Allen, Travis R Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1657 O'Donnell D Air pollution: public ports and intermodal terminals.	2/4/2016-A. NAT. RES. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero-emission and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.	Monitor
AB 1661 McCarty D Local government: sexual harassment training and education.	3/28/2016-A. L. GOV. 3/28/2016-Re-referred to Com. on L. GOV.	Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.	Monitor
AB 1663 Chiu D Firearms: assault weapons.	3/1/2016-A. APPR. 3/1/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (March 1). Re-referred to Com. on APPR.	Would classify a semiautomatic centerfire rifle that does not have a fixed magazine with the capacity to accept no more than 10 rounds as an assault weapon. The bill would require a person who, between January 1, 2001, and December 31, 2016, inclusive, lawfully possessed an assault weapon that does not have a fixed magazine, including those weapons with an ammunition feeding device that can be removed readily from the firearm with the use of a tool, and who, on or after January 1, 2017, possesses that firearm, to register the firearm by July 1, 2018.	Monitor
AB 1669 Hernández, Roger D Displaced employees: service contracts: collection and transportation of solid waste.	3/9/2016-A. L. & E. 3/9/2016-Re-referred to Com. on L. & E.	Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause. This bill would make these provisions applicable to contracts for the collection and transportation of solid waste.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1681 Cooper D Smartphones.	3/29/2016-A. P. & C.P. 3/29/2016-Re-referred to Com. on P. & C.P.	Would require a manufacturer or operating system provider of a smartphone sold or leased in California on or after January 1, 2017, that is unable to decrypted the smartphone pursuant to a state court order to be subject to a civil penalty of \$2,500 for each instance in which the smartphone is unable to be decrypted. The bill would prohibit a manufacturer or operating system provider who has paid this civil penalty from passing any portion of the penalty on to purchasers of smartphones. The bill would authorize only the Attorney General or a district attorney to bring a civil suit to enforce these provisions. This bill would make findings and declarations related to smartphones and criminal activity.	Monitor
AB 1683 Eggman D Alternative energy financing.	3/9/2016-A. REV. & TAX 3/9/2016-Re-referred to Com. on REV. & TAX.	The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would instead prohibit the sales and use tax exclusions from exceeding \$200,000,000 for each calendar year.	Monitor
AB 1685 Gomez D New motor vehicles: emission standards: civil penalties.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the State Air Resources Board to update civil penalties to ensure state law provides appropriate penalties, accounting for the intent of the violator, for introducing into commerce in California vehicles that do not meet emission standards adopted by the state board.	Monitor
AB 1707 Linder R Public records: response to request.	3/29/2016-A. L. GOV. 3/31/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require the written response demonstrating that the record in question is exempt under an express provision of the act also to identify the type or types of record withheld and the specific exemption that justifies withholding that type of record.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1710 Calderon D Vehicular air pollution: advanced-technology light-duty vehicles.	2/18/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	The Charge Ahead California Initiative, administered by the state board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles. This bill would require, on or before January 1, 2019, the State Air Resources Board, in coordination with the State Energy Resources Conservation and Development Commission and the Department of Transportation, to develop and implement a comprehensive program to promote advanced-technology light-duty vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.	Monitor
AB 1717 Hadley R Greenhouse Gas Reduction Fund.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Coms. on TRANS. and NAT. RES. pursuant to Assembly Rule 96.	Would reappropriate the 25% share of the annual proceeds of the Greenhouse Gas Reduction Fund designated for the high-speed rail project to the Transportation Agency for the Transit and Intercity Rail Capital Program under specified conditions. The bill would make legislative findings and declarations.	Monitor
AB 1725 Wagner R Vehicles: automated traffic enforcement systems.	3/28/2016-S. RLS. 3/28/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.	Monitor
AB 1732 Ting D Single-user restrooms.	3/31/2016-A. B.&P. 3/31/2016-Re-referred to Com. on B. & P.	Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize health officers or inspectors to inspect for compliance with these provisions during any inspection.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1746 Stone, Mark D Transit buses.	3/31/2016-A. APPR. 3/31/2016-Re-referred to Com. on APPR.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 7 entities described above, subject to the same conditions and requirements.	Monitor
AB 1768 Gallagher R Bonds: transportation.	2/29/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor
AB 1813 Frazier D High-Speed Rail Authority: membership.	3/15/2016-A. APPR. 3/15/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 14). Re-referred to Com. on APPR.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1815 Alejo D California Global Warming Solutions Act of 2006: disadvantaged communities.	3/29/2016-A. NAT. RES. 3/29/2016-Re-referred to Com. on NAT. RES.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources 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. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting eligible communities, as defined.	Monitor
AB 1818 Melendez R Transportation funds.	2/8/2016-A. PRINT 2/9/2016-From printer. May be heard in committee March 10.	Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.	Monitor
AB 1833 Linder R Transportation projects: environmental mitigation.	3/17/2016-A. TRANS. 3/17/2016-Re-referred to Com. on TRANS.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	Monitor
AB 1866 Wilk R High-speed rail bond proceeds: redirection: water projects.	2/25/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1873 Holden D Strategic Growth Council: Board of Infrastructure Planning, Development, and Finance.	3/31/2016-A. A. & A.R. 3/31/2016-Re-referred to Com. on A. & A.R. pursuant to Assembly Rule 96.	Would establish within the council a Board of Infrastructure Planning, Development, and Finance, consisting of the Governor, the Treasurer, the Controller, the Secretary of Transportation, the Director of General Services, one member selected by the President pro Tempore of the Senate, and one member selected by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.	Monitor
AB 1886 McCarty D California Environmental Quality Act: transit priority projects.	2/25/2016-A. NAT. RES. 3/28/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Monitor
AB 1908 Harper R High-occupancy vehicle lanes.	3/28/2016-A. TRANS. 3/31/2016-In committee: Set, second hearing. Hearing canceled at the request of author.	Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.	Oppose

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Bill ID/Topic	Location	Summary	Position
AB 1910 Harper R Transportation: advisory question: election.	2/25/2016-A. TRANS. 3/31/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."	Monitor
AB 1919 Quirk D Local transportation authorities: bonds.	2/25/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	Monitor
AB 1943 Linder R Vehicles: parking: public grounds.	2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	3/29/2016-A. TRANS. 3/29/2016-Re-referred to Com. on TRANS.	Would extend the operation of the provisions allowing 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 end the authority of the Department of Motor Vehicles to issue those identifiers for specified vehicles on January 1, 2018, and would provide that those identifiers issued before January 1, 2018, are valid until January 1, 2019. The bill would authorize the department to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that those other identifiers issued on or after January 1, 2018, but before January 1, 2019, would be valid until January 1, 2021. The bill would provide that those other identifiers issued after January 1, 2019, would be valid until January 1 of the 3rd year after the year of issuance. The bill would make conforming changes allowing vehicles displaying those other identifiers to use HOV lanes. This bill contains other related provisions and other existing laws.	
AB 1982 Bloom D Greenhouse Gas Reduction Fund: traffic signal synchronization.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.	Monitor
AB 2006 Mullin D State Board of Equalization: contracting authority: local tax collection.	2/29/2016-A. REV. & TAX 2/29/2016-Referred to Com. on REV. & TAX.	Current law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services. This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2014 Melendez R Freeway Service Patrol Act: workload study.	2/29/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Monitor
AB 2049 Melendez R Bonds: transportation.	2/29/2016-A. TRANS. 3/29/2016-In committee: Hearing postponed by committee.	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 I blended system.	Monitor
AB 2090 Alejo D Low Carbon Transit Operations Program.	2/29/2016-A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Monitor
AB 2094 Oberholte R Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would, beginning in the 2016-17 fiscal year, transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	3/17/2016- A. TRANS. 3/17/2016-Referred to Com. on TRANS.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Monitor
AB 2152 Gray D Elections: ballots: ballot order.	3/8/2016-A. E. & R. 3/8/2016-Re- referred to Com. on E. & R.	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	Monitor
AB 2170 Frazier D Trade Corridors Improvement Fund: federal funds.	3/16/2016- A. TRANS. 3/16/2016-Re- referred to Com. on TRANS.	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Monitor
AB 2222 Holden D Transit passes.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.	
AB 2257 Maienschein R Local agency meetings: agenda: online posting.	3/3/2016-A. L. GOV. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2289 Frazier D Department of Transportation: capital improvement projects.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Monitor
AB 2293 Garcia, Cristina D Greenhouse Gas Reduction Fund: Green Assistance Program.	3/30/2016-A. NAT. RES. 3/30/2016-Re-referred to Com. on NAT. RES.	Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.	Monitor
AB 2332 Garcia, Eduardo D Transportation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Monitor
AB 2343 Garcia, Cristina D Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.	3/3/2016-A. NAT. RES. 3/28/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and 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. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.	Monitor

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AB 2348 Levine D Department of Finance: infrastructure investment.	3/3/2016-A. P.E., R. & S.S. 3/3/2016-Referred to Com. on P.E., R., & S.S.	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 Employment Retirement System, the State Teachers' Retirement Plan, or the retirement system created pursuant to the County Employees Retirement Law of 1937. 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.	Monitor
AB 2355 Dababneh D Intercity rail services: mitigation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.	Monitor
AB 2374 Chiu D Construction Manager/General Contractor method: regional transportation agencies: ramps.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Monitor
AB 2382 Lopez D High-Speed Rail Authority: membership.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.	Monitor

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AB 2398 Chau D Transportation: state highways.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the California Transportation Commission, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.	Monitor
AB 2411 Frazier D Transportation revenues.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current 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 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.	Support
AB 2415 Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/8/2016-A. TRANS. 3/8/2016-Referred to Coms. on TRANS. and NAT. RES.	Would, between January 2, 2018, and January 1, 2023, require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor
AB 2431 Linder R California Environmental Quality Act: subsequent projects.	2/19/2016-A. PRINT 2/22/2016-Read first time.	CEQA 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 authorizes the lead agency to prepare a mitigated negative declaration for a proposed subsequent project if certain conditions are met. This bill would make nonsubstantive changes to that provision.	

Bill ID/Topic	Location	Summary	Position
AB 2432 Brown D Designated state and local truck routes and services.	3/8/2016-A. TRANS. 3/29/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would require the Department of Transportation to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.	Monitor
AB 2452 Quirk D California Environmental Quality Act: judicial remedies: emissions of greenhouse gases.	3/8/2016-A. NAT. RES. 3/8/2016-Referred to Coms. on NAT. RES. and JUD.	CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.	Support
AB 2542 Gatto D Streets and highways: reversible lanes.	3/16/2016-A. TRANS. 3/16/2016-Re-referred to Com. on TRANS.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	Monitor
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	3/10/2016-A. L. GOV. 3/10/2016-Referred to Coms. on L. GOV. and TRANS.	Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws.	Sponsor

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AB 2693 Dababneh D Contractual assessments: financing requirements: property improvements.	3/28/2016-A. B. & F. 3/28/2016-Re-referred to Com. on B. & F.	Current law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes. This bill contains other related provisions and other current laws.	Monitor
AB 2702 Atkins D Greenhouse gases: study.	3/28/2016-A. NAT. RES. 3/28/2016-Re-referred to Com. on NAT. RES.	Would require the State Air Resources Board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.	Monitor
AB 2708 Daly D Department of Transportation: Lean 6-SIGMA program.	3/28/2016-A. TRANS. 3/28/2016-Re-referred to Com. on TRANS.	Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.	Monitor
AB 2722 Burke D Transformative Climate Communities Program.	3/10/2016-A. NAT. RES. 3/10/2016-Referred to Com. on NAT. RES.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2742 Nazarian D Transportation projects: comprehensive development lease agreements.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	
AB 2796 Low D Active Transportation Program.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.	Monitor
AB 2847 Patterson R State highways: transfer to local agencies: pilot program.	3/14/2016-A. TRANS. 3/14/2016-Referred to Coms. on TRANS. and L. GOV.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	Monitor
AB 2868 Gatto D Energy storage.	3/28/2016-A. U. & C. 3/28/2016-Referred to Com. on U. & C.	Would, until January 1, 2020, require the Public Utilities Commission, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2906 Committee on Transportation Transportation: omnibus bill.	3/28/2016-A. TRANS. 3/28/2016-Referred to Com. on TRANS.	Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	Monitor
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Monitor
SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	3/7/2016-S. INACTIVE FILE 3/7/2016-Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
SB 254 Allen D Campaign finance: advisory election.	3/17/2016-A. RLS. 3/17/2016-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Congress of the United States should propose, and the California Legislature should ratify, an amendment or amendments to the United States Constitution to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Monitor

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SB 821 Block D Crimes: criminal threats.	3/8/2016-S. PUB. S. 3/15/2016-Set for hearing April 5.	Would require that any person who willfully threatens to commit a crime against another person or at a location or event that will result in death or great bodily injury to another person, with the specific intent that the statement, made verbally, in writing, or by means of an electronic communication device, is to be taken as a threat, even if there is no intent of actually carrying it out, be punished by imprisonment in a county jail not to exceed one year, or by imprisonment in the state prison. This bill contains other related provisions and other existing laws.	Monitor
SB 824 Beall D Low Carbon Transit Operations Program.	3/15/2016-S. T. & H. 3/24/2016-Set for hearing April 12.	Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. This bill contains other existing laws.	
SB 876 Liu D Homelessness.	3/28/2016-S. T. & H. 3/30/2016-March 29 set for first hearing. Failed passage in committee. (Ayes 2. Noes 7.)	Would afford persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describe basic human and civil rights that may be exercised without being subject to criminal or civil sanctions, including the right to use and to move freely in public spaces, the right to rest in public spaces and to protect oneself from the elements, the right to eat in any public space in which having food is not prohibited, and the right to perform religious observances in public spaces, as specified.	Monitor
SB 882 Hertzberg D Crimes: public transportation: minors.	1/28/2016-S. PUB. S. 3/16/2016-Set for hearing April 12.	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Monitor

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SB 885 Wolk D Construction contracts: indemnity.	1/28/2016-S. JUD. 1/28/2016-Referred to Com. on JUD.	Would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified.	Monitor
SB 892 Leyva D Transportation: San Bernardino County Transportation Authority.	1/28/2016-S. T. & H. 1/28/2016-Referred to Com. on T. & H.	Would create the San Bernardino County Transportation Authority as the successor agency to the powers, duties, revenues, debts, obligations, liabilities, immunities, and exemptions of the San Bernardino County Transportation Commission and San Bernardino County local transportation authority, service authority for freeway emergencies, and local congestion management agency, and of the San Bernardino Associated Governments, when it was acting on behalf, or in the capacity, of those agencies. This bill contains other related provisions and other existing laws.	Monitor
SB 895 Bates R Land use: housing element.	2/4/2016-S. RLS. 2/4/2016-Referred to Com. on RLS.	Current law, 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 housing element. This bill would make technical, nonsubstantive changes to that law.	Monitor
SB 901 Bates R Transportation projects: Advanced Mitigation Program.	2/4/2016-S. T. & H. 3/23/2016-April 5 hearing postponed by committee.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Monitor

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SB 902 Cannella R Department of Transportation: environmental review process: federal program.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	Monitor
SB 903 Nguyen R Transportation funds: loan repayment.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Monitor
SB 951 McGuire D Veteran Transit Passes	4/6/2016 – Senate Environmental Quality Committee	Appropriates funding annually from the Greenhouse Gas Reduction Fund for the Golden State Patriot Passes Program that would provide veterans with free access to transit services. Requires the development of related program guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would reduce greenhouse gas emission, increase veteran mobility, and fulfill specified requirements. Requires the selection of operators to participate.	
SB 998 Wieckowski D Vehicles: mass transit guideways.	2/18/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 1018 Liu D California Environmental Quality Act: State Route 710 North Study.	3/17/2016-S. E.Q. 3/18/2016-Set for hearing April 6.	Would deem a certain cost-benefit analysis prepared for the State Route 710 North Study to be a technical study to be included in the comprehensive analysis of the alternatives described in the draft EIR for the State Route 710 North Study and would require the lead agency to consider and respond, in writing, to any comments regarding the analysis submitted during the public review period. This bill contains other related provisions.	OPPOSE – Metro to provide testimony in opposition on April 6th at Hearing, Senate Environmental Quality Committee
SB 1066 Beall D Transportation funds: fund estimates.	2/25/2016-S. T. & H. 3/24/2016-Set for hearing April 12.	Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Monitor
SB 1141 Moorlach R State highways: transfer to local agencies: pilot program.	3/3/2016-S. T. & H. 3/29/2016-Set for hearing April 19.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.	Monitor
SB 1197 Cannella R Intercity rail corridors: extensions.	3/3/2016-S. T. & H. 3/30/2016-Set for hearing April 19.	Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 1208 Bates R California Transportation Commission.	3/3/2016-S. RLS. 3/3/2016-Referred to Com. on RLS.	Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	Monitor
SB 1259 Runner R Vehicles: toll payment: veterans.	3/3/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Monitor
SB 1320 Runner R California Transportation Commission.	3/3/2016-S. T. & H. 3/28/2016-April 19 hearing postponed by committee.	Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Monitor
SB 1362 Mendoza D Los Angeles County Metropolitan Transportation Authority: security officers.	3/31/2016-S. B., P. & E.D. - Withdrawn 3/31/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. Rules	Would allow persons regularly employed as security officers by the Los Angeles County Metropolitan Transportation Authority to detain individuals on properties owned, controlled, operated, and administered by the authority when exigent circumstances exist, as defined. This bill contains other related provisions and other existing laws.	
SB 1383 Lara D Short-lived climate pollutants.	3/10/2016-S. E.Q. 3/15/2016-Set for hearing April 6.	Would require the State Air Resources Board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.	

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SB 1397 Huff R Highway safety and information program.	3/10/2016-S. T. & H. 3/24/2016-Set for hearing April 19.	Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system, as specified.	Monitor
SB 1398 Leyva D Public water systems: lead pipes.	3/31/2016-S. E.Q. 3/31/2016-Re-referred to Com. on E.Q.	Would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system.	Monitor
SB 1405 Pavley D Zero-emission vehicles: transportation systems.	3/31/2016-S. E.Q. 3/31/2016-Re-referred to Coms. on E.Q. and T. & H.	Would require the state board, by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.	Monitor
SB 1443 Galgiani D Incarcerated persons: health records.	3/31/2016-S. PUB. S. 3/31/2016-Re-referred to Coms. on PUB. S. and JUD.	Would authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred among those facilities. The bill would also authorize the disclosure and exchange of information by a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to a contracted licensed mental health provider performing a forensic evaluation of an offender or a mentally disordered offender (MDO) or a sexually violent predator (SVP) screening of an offender. This bill contains other related provisions and other existing laws.	Monitor

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SB 1464 De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Current law requires the State Air Resources 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 to also consult with local agencies for these purposes.	Monitor
SCA 7 Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	Support
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	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.	Monitor
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	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 delete obsolete cross-references and make technical changes to these provisions.	Monitor

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<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>9/24/2015- A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.</p>	<p>Monitor</p>
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	<p>Monitor</p>

<p>ABX1 5 Hernández, Roger D</p> <p>Income taxes: credits: low-income housing: farmworker housing assistance.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to \$70 million per year and allows \$500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	<p>Monitor</p>

<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Monitor</p>
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 9 Levine D</p> <p>Richmond-San Rafael Bridge.</p>	<p>8/17/2015-A. PRINT 8/18/2015-From printer.</p>	<p>Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.</p>	<p>Monitor</p>

<p>ABX1 10 Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	<p>Monitor</p>
<p>ABX1 11 Gray D</p> <p>Transportation projects: County of Merced: campus parkway project.</p>	<p>8/20/2015-A. PRINT 8/21/2015-From printer.</p>	<p>Existing law provides various sources of funding for transportation projects. This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.</p>	<p>Monitor</p>
<p>ABX1 12 Nazarian D</p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>8/26/2015-A. PRINT 8/27/2015-From printer.</p>	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.</p>	<p>Monitor</p>

<p>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	<p>Monitor</p>
<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year 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 provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Monitor</p>

<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Monitor</p>
<p>ABX1 16 Patterson R</p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>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 with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>

<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	<p>Monitor</p>
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Monitor</p>
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	<p>Monitor</p>

<p>ABX1 20 Gaines, Beth R</p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>ABX1 21 Oberholte R</p> <p>Environmental quality: highway projects.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.</p>	<p>Monitor</p>

<p>ABX1 22 Patterson R</p> <p>Design-build: highways.</p>	<p>9/1/2015-A. PRINT 9/2/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>ABX1 23 Garcia, Eduardo D</p> <p>Transportation.</p>	<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year 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 provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

<p>ABX1 24 Levine D</p> <p>Bay Area Transportation Commission: election of commissioners.</p>	<p>9/11/2015-A. PRINT 9/12/2015-From printer.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>ABX1 25 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>1/11/2016-A. PRINT 1/12/2016-From printer.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	<p>Monitor</p>

<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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 and for other specified purposes. 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 and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Monitor</p>

<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. DEAD 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, 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 7, 2016, statewide primary election.</p>	<p>Monitor</p>
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	<p>Monitor</p>

<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	<p>Monitor</p>
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>9/14/2015-S. DEAD 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re- referred to Com. on APPR.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Monitor</p>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>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 funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	<p>Monitor</p>
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<p>SBX1 11 Berryhill R</p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>

<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	<p>Monitor</p>
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would 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 delete obsolete cross-references and make technical changes to these provisions.</p>	<p>Monitor</p>

<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>(1) 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, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p>SCRX1 1 De León D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>
<p>SRX1 1 De León D</p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>

FEDERAL LEGISLATION		
BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 Bass D	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 Blumenauer D	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. <i>Board previously supported HR 3636 bill last session.</i>	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 Hahn D-CA	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. <i>Board previously supported HR 5101 bill last session.</i>	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

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: "Status" will provide most recent action on the legislation and current position in the legislative process. 4/5/2016

H.R. 990 King R-NY	<p>Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, tot eh level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.</p>	<p>May 2015 – SUPPORT</p> <p>House Ways and Means Committee</p>
H.R. 1308 Lowenthal D-CA	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1461 Massie R-KY	<p>Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p>May 2015 – OPPOSE</p> <p>House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
H.R. 1551 Sanford R-SC	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 – OPPOSE</p> <p>House Ways and Means Committee</p>

<p>H.R. 2485 Torres D-CA</p>	<p>The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.</p>	<p>June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee</p>
<p>H.R. 2495 Waters D-CA</p>	<p>The TIGER Grants for Job Creation Act would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.</p>	<p>June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees</p>
<p>H.R. 2410 DeFazio D-OR</p>	<p>The GROW America Act would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation’s state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America’s future population growth.</p> <p>Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).</p>	<p>June 2015 - SUPPORT</p>

H.R. 4343	<p>H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.</p>	<p>MARCH 2016 – SUPPORT House Transportation and Infrastructure ↳ Highways and Transit</p>
S. 650 Blunt R-MO	<p>Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.</p>	<p>MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee</p>
S. 797 Booker D-NJ	<p>Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.</p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee</p>
S. 880 (Schatz-D-HI)	<p>Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.</p>	<p>May 2015- SUPPORT Senate Environment and Public Works Committee</p>
S. 1006 (Feinstein-D-CA)	<p>Extend the national deadline to implement Positive Train Control by one year</p>	<p>MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee</p>

<p>Omnibus Appropriations Bill For Fiscal Year 2016</p>	<p>An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.</p>	<p>Signed into law by President Obama, December 18, 2015</p>
<p>HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)</p>	<p>Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).</p>	<p>Signed into law by President Obama, December 4, 2015</p>



Metro

Board Report

File #: 2016-0247, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 36

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 14, 2016

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended position:

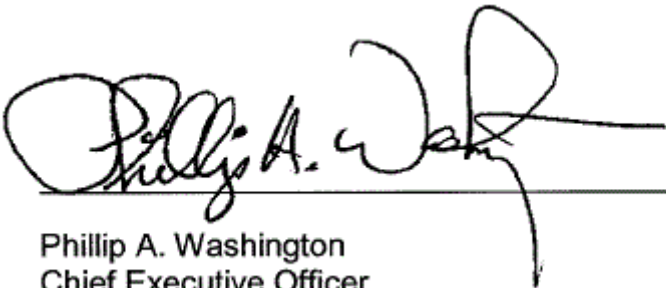
AB 1964 (Bloom) - Alternative Fuel Vehicle HOV Lane Access **WORK WITH AUTHOR**

ATTACHMENTS

Attachment A - AB 1964 (Bloom) Revised Legislative Analysis

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Phillip A. Washington
Chief Executive Officer

BILL: AB 1964

AUTHOR: ASSEMBLY MEMBER RICHARD BLOOM
(D-SANTA MONICA)

SUBJECT: HIGH OCCUPANCY VEHICLE LANES: VEHICLE EXCEPTIONS

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: APRIL 4, 2016

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board adopt a WORK WITH AUTHOR position on AB 1964 (Bloom).

ISSUE

Assembly Member Richard Bloom has recently amended AB 1964, creating a new program for Alternative Fuel Vehicle exemptions for High Occupancy Vehicle Lanes that is to be implemented following the sunset of the existing programs.

AB 1964 would:

- End the authority of the Department of Motor Vehicles (DMV) to issue vehicle identifiers (green and white stickers) for specified vehicles effective January 1, 2018.
- Authorize the clean air vehicles that have been issued HOV access stickers to remain in the lanes for a limited period of time; white stickers until January 2019 and green stickers until January 2022.
- Remove the 85,000 vehicle cap on green stickers.
- Authorize the DMV to issue new vehicle identifiers in 2019 that would be valid for three years on a rolling basis.

DISCUSSION

Since 1999, the Federal government has authorized states to provide access to High Occupancy Vehicle (HOV) lanes to alternative fuel vehicle drivers who do not meet HOV occupancy requirements to encourage the use of cleaner fuel vehicles. California regulates alternative fuel vehicle access to the HOV lanes through the issuance of vehicle decals under the Clean Air Vehicle Decal program. States that participate in such programs are required to monitor and report on the performance of the HOV lanes.

Currently, under the Clean Air Vehicle decal program, there are two types of vehicles which are allowed to use the HOV lanes without meeting the minimum occupancy requirements: transitional zero emission vehicles (green stickers) and inherently low emission vehicles (white stickers) and these programs are set to expire in 2019. Under current provisions, there is a limited number of green stickers available (85,000) and that limit has been reached as of

December 2015. The white sticker program does not have a provision that limits the number of stickers that can be issued. Previous legislation, AB 266 (Blumenfield & Bloom) and SB 286 (Yee) extended the sticker programs to 2019. Allowing alternative fuel vehicles to access HOV lanes has historically caused concern among transportation agencies due to the potential for increased lane degradation.

The Federal Highway Administration's definition of lane degradation is based on traffic speeds during peak commute hours. As defined, if the HOV lane's average speeds drop below 45 miles per hour for more than 10 percent of the time during a 180-day period, the lane is considered degraded. Caltrans reports, in its September 2015 Statewide HOV Lane Degradation Study that a majority of the systems (approximately 59-63 percent) 1,326 total monitored lane-miles were degraded during the January-December 2014 study period.

The HOV Lane Degradation Study report by Caltrans identified that performance of the HOV lane system has degraded due to various reasons, statewide. The Caltrans report further cites that this degradation has yet to be attributed to the use of the HOV lanes by alternative fuel vehicles. The report compares the distribution of white and green decals state-wide and in the year 2014, LA County had over 36,000 registered vehicles that participated in the program. The data indicates that the number of vehicles that are using the lanes under these white and green sticker programs are not significant enough to impact the degradation of the system. Caltrans has also found that alternative fuel vehicles only represent 2 percent of HOV volume during peak hours.

Assemblymember Richard Bloom recently amended AB 1964, creating a new vehicle sticker program for partial zero-emission vehicles and discontinues the current program effective January 2019. Vehicles that meet California's transitional zero emission vehicle requirements (the same requirement for the existing green sticker program) would qualify for the stickers and the stickers would be valid for three years after they are issued. This would allow the program to satiate the demand for, and expand access to, the stickers while rotating use of the stickers among the vehicle purchasers. Existing law states the Green Clean Air Vehicle decals allow a partial zero-emission vehicle with a single occupant to access the HOV lanes. As of December 18, 2015, the maximum decal limit of 85,000 has been reached and the program is set to expire on January 1, 2019.

To mitigate potential impacts on our Metro ExpressLanes program and potential anticipated impacts to overall congestion in HOV Lanes the original legislation authorizing this program included a component wherein Caltrans can take action to address the degradation of HOV lanes. Caltrans could elect to remove certain segments of HOV lanes from the exemption or raise the occupancy limit of the lane. According to the committee analysis of AB 1964, Caltrans has indicated that in such circumstances Caltrans would seek to raise the occupancy limit of the lane rather than exempt a lane from this program. Exempting the lane from this program would conflict with an Executive Order to support the use of alternative fuel vehicles.

Lastly, it is expected that AB 1964 will be amended further and the bill progresses through the legislative process. Staff is recommending that the Board of Directors adopt a WORK WITH AUTHOR position on this measure. We will continue to keep the Board informed of any developments with this bill.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. Legislation was also recently enacted that allows agencies that operate ExpressLanes to assess a reduced toll to alternative fuel vehicle owners who access the lanes. Staff finds that should our toll revenues or ability to effectively manage the ExpressLanes program be harmed as a result of the legislation, the mechanism for the reduced tolling on the alternative fueled vehicles can be implemented as a remedy.

ALTERNATIVES CONSIDERED

Metro could consider adopting a support or neutral position on this legislation; however, this would be inconsistent with our Board-approved 2016 State Legislative program.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on AB 1964, staff will communicate the Board's position to the author and work to ensure that the legislation is consistent with Board adopted policies. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2016-0269, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 37

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 14, 2016

SUBJECT: STATE LEGISLATION

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS
RECOMMENDATION**

ADOPT staff recommended positions:

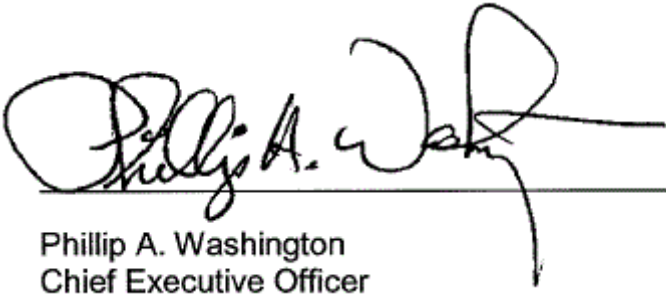
- A. AB 1595 (Campos) - Human Trafficking Training Requirements SUPPORT**
- B. AB 2222 (Holden) - Transit Passes ~~SUPPORT IF AMENDED~~**
- C. AB 2742 (Nazarian) - Public Private Partnerships SUPPORT**
- D. SB 824 (Beall) - Low Carbon Transit Operations Program SUPPORT**
- E. SB 951 (McGuire) - Golden State Patriot Pass Program SUPPORT**

ATTACHMENTS

- Attachment A - AB 1595 (Campos) Legislative Analysis
- Attachment B - AB 2222 (Holden) Legislative Analysis
- Attachment C - AB 2472 (Nazarian) Legislative Analysis
- Attachment D - SB 824 (Beall) Legislative Analysis
- Attachment E - SB 951 (McGuire) Legislative Analysis

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



Phillip A. Washington
Chief Executive Officer

BILL: AB 1595

AUTHOR: ASSEMBLYMEMBER NORA CAMPOS
(D-SAN JOSE)

SUBJECT: EMPLOYMENT: HUMAN TRAFFICKING TRAINING – MASS TRANSIT
EMPLOYERS

STATUS: ASSEMBLY LABOR AND EMPLOYMENT COMMITTEE
HEARING SCHEDULED: APRIL 6, 2016

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on AB 1595 (Campos).

ISSUE

Assemblymember Nora Campos has introduced AB 1595, a bill that would establish a mandatory human trafficking awareness training program requirement for public and private mass transportation employers.

AB 1595 would require employers that provide mass transportation services to:

- Provide human trafficking awareness training for employees to recognize the signs of human trafficking and report incidents to the appropriate law enforcement agency.

The bill would also require that the Department of Justice:

- Develop guidelines for the training, including, but not limited to guidance on how to report human trafficking.

DISCUSSION

Human trafficking is an issue that seriously impacts the state of California, with the highest number of cases reported in the state as compared to other states across the nation. Assemblymember Campos has introduced this bill with the goal of providing specialized training that can have an immediate impact on transportation service providers and their employees by increasing the awareness and timely reporting of human trafficking.

In 2015, Metro took a proactive approach and created a training program for all employees and has partnered with the LA Sherriff's Department to deploy a specialized response team in cases of human trafficking. Metro has also designed and deployed a targeted advertising campaign to educate patrons on recognizing the signs of human trafficking through advertising space on buses and trains and by providing informational resources.

Metro's Talent Development department began Human Trafficking training for all Metro employees in July 2015. The training is mandatory for all Metro employees and is delivered via

an online learning module. The online training requires employees to take a quiz and achieve a passing score to receive completion status. Employees have the ability to access the training module for refresher learning at any time after completion.

According to Talent Development, as of March 30, 2016, Metro as an agency has a 74.08% success rate out of an employee population of 10,213. Outreach efforts continue to increase employee participation and increase awareness of human trafficking on the system. The agency believes it is important for each employee to be able to recognize the signs of human trafficking and work closely with the LA Sherriff's Department (LASD) to combat human trafficking.

The LASD Transit Policing Division Deputy Sherriff's are trained to identify the signs of human trafficking. If an individual is a victim of human trafficking, deputies will detain the individual and contact a specialized response team to provide assistance in each case.

Should this measure pass, staff will work with the Department of Justice to ensure that the training program that is being developed is aligned with Metro's current efforts with respect to outreach, training and response.

Staff is recommending that the Board of Directors adopt a SUPPORT position on the measure AB 1595 (Campos).

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

The Board of Directors could consider adopting an OPPOSE position on this legislation; however, this would be inconsistent with our agency's current efforts in combatting human trafficking on Metro's system.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on AB 1595, staff will communicate the Board's position to the author and work to ensure the successful passage of the measure. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

REVISED ATTACHMENT B

BILL: AB 2222

AUTHOR: ASSEMBLYMEMBER CHRIS HOLDEN
(D-PASADENA)

SUBJECT: TRANSIT PASSES

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: APRIL 11, 2016

ACTION: SUPPORT ~~IF-AMENDED~~

RECOMMENDATION

Staff recommends that the Board adopt a ~~SUPPORT IF-AMENDED~~ position on AB 2222 (Holden).

ISSUE

Assemblymember Chris Holden has introduced AB 2222, a bill that would allocate \$50 million per year in Cap and Trade funds to a new Transit Pass Program.

AB 2222 would:

- Allocate \$50 million per year for a new Transit Pass Program.
- Provide that the program be administered by Caltrans.
- Allocate funds using the State Transit Assistance Account formula.
- Specify that funds can be used to support transit passes for students at public schools, community colleges, California State Universities and the University of California.
- Require Caltrans to work with the California Air Resources Board to develop guidelines.
- Require that 50% of the funds benefit disadvantaged communities.

DISCUSSION

AB 2222 provides an opportunity to expand Metro's student transit pass program through the use of cap and trade funds. This program could help to provide additional transit passes to students, encourage the use of public transit and therefore reduce greenhouse gas emissions.

The bill creates a program that could benefit Los Angeles County students however, we would suggest that the bill be amended to provide certainty to the program, ensure that Los Angeles County receives an appropriate share and ensure that the diversity of the student population is served.

Staff is recommending that the Board of Directors adopt a ~~SUPPORT IF-AMENDED~~ position on the measure AB 2222 (Holden).

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

The Board of Directors could consider adopting an OPPOSE position on this legislation; however, this would be inconsistent with our agency's current efforts at increasing mobility throughout the region and the development of a universal student transit pass program.

NEXT STEPS

Should the Board decide to adopt a SUPPORT IF AMENDED position on AB 2222, staff will communicate the Board's position to the author and work to ensure the successful passage of ~~that the Board approved amendments are incorporated in~~ the measure. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: AB 2742

AUTHOR: ASSEMBLYMEMBER ADRIN NAZARIAN
(D-LOS ANGELES)

SUBJECT: PUBLIC PRIVATE PARTNERSHIPS SUNSET EXTENSION

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: APRIL 11, 2016

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board approve a SUPPORT position on AB 2742 (Nazarian) which would extend the sunset date and allow Public Private Partnership (PPP) agreements to continue to be an option for transportation infrastructure to January 1, 2030.

ISSUE

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects until January 1, 2017. These agreements may include charging certain users of those projects tolls and user fees.

This bill would:

- Extend the sunset date for Public Private Partnership agreements and allow PPPs to continue to be an option for transportation infrastructure through January 1, 2030.
- Clarify that the Santa Clara Valley Transportation Authority is eligible to use this mechanism.

DISCUSSION

The proposed legislation would extend legislative authority and continue to provide expansion of design-build contracting authority to additional state facilities. The 2009 legislation authorized up to 15 design-build transportation projects, under prescribed circumstances. The original PPP enabling legislation authorized the California Department of Transportation (Caltrans) and local and regional transportation agencies to enter into an unlimited number of PPP agreements until January 1, 2017.

Extending this law would allow Metro to further develop its PPP program encouraging private investment and development for projects that would otherwise be difficult to build using standard design-bid-build procurement methodology.

Metro recently conducted an Industry Forum and issued a new Unsolicited Proposal Policy to both spur innovation and encourage private sector innovation in transportation. Metro has an agency-wide focus on innovation, including support of alternative delivery methods such as public private partnerships. Extending this authorizing is a key component to the success of these efforts.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed the legislation to identify any impacts to safety at Metro and have found that the measure has no negative impacts.

FINANCIAL IMPACT

There is no immediate financial impact related to Metro's support of this legislative action.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. However, an oppose position would be inconsistent with past Board positions and a neutral position would foreclose Metro's ability to enact legislation that could improve mobility in our region.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on this bill, staff will work with author to pursue successful passage of the legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: SB 824

AUTHOR: SENATOR JIM BEALL
(D-SAN JOSE)

SUBJECT: LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

STATUS: SENATE TRANSPORTATION AND HOUSING COMMITTEE
HEARING SCHEDULED: APRIL 12, 2016

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on SB 824 (Beall).

ISSUE

Senator Jim Beall, Chair of the Senate Transportation and Housing Committee, has introduced SB 824, a bill that would authorize create funding management tool for transit agencies in the Low Carbon Transportation Operations Program (LCTOP). The LCTOP was created as a formula based program to provide operating and capital assistance to transit agencies under the state's Cap and Trade program.

SB 824 would authorize local transit agencies to:

- Retain funding shares across fiscal years.
- Loan or transfer funds to other agencies.
- Reallocate funds to other projects or programs in the agency's expenditure plans
- Apply to Caltrans for a Letter of No Prejudice to allow expenditure of local funds prior to LCTOP funds being made available.

DISCUSSION

SB 824 (Beall) would implement funding management tools for the LCTOP program that would create greater flexibility for transit agencies.

The state allocates Cap and Trade funds to transit agencies for a variety of uses. The LCTOP program annually allocates 5% of these funds to transit agencies using the State Transit Assistance Account formula. Agencies must submit an expenditure plan to the state and verify that they expenditures resulted in a reduction of greenhouse gas emissions.

The tools that would be authorized by SB 824 are similar to those that were implemented for the transit funds that were allocated in Proposition 1B. The mechanisms will allow agencies to use these funds in a more flexible manner which will support a wider variety of uses for these funds. The changes to the formula program proposed in this measure would allow recipient transit agencies to more easily implement programs and complete projects that maximize GHG reduction and benefits.

California Transit Association has voiced their support for the measure.

Staff is recommending that the Board of Directors adopt a SUPPORT position on this measure.

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill.

ALTERNATIVES CONSIDERED

Metro could consider adopting a WORK WITH AUTHOR position on this legislation; however, this would be inconsistent with our agency's effort to improve mobility in the region and to secure funding for future transportation projects.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on SB 824, staff will communicate the Board's position to the author and work to ensure its successful passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

BILL: SB 951

AUTHOR: SENATOR MIKE MCGUIRE
(D-HEALDSBURG)

SUBJECT: TRANSPORTATION: GOLDEN STATE PATRIOT PASS PROGRAM

STATUS: SENATE ENVIRONMENTAL QUALITY COMMITTEE
HEARING SCHEDULED: APRIL 6, 2016

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on SB 951 (McGuire).

ISSUE

Senator Mike McGuire has introduced SB 951, a bill that would establish the Golden State Patriot Passes Program to provide veterans in the state of California with increased access to transit services.

SB 951 would:

- Create a pilot program funded annually through the Greenhouse Gas Reduction Fund to provide veterans with free access to transit services.
- Require Caltrans to select three transit operators to participate in the pilot program.
- Designate \$3 million annually from the Greenhouse Gas Reduction Fund for the program.
- Require the selected transit operators to provide a local match to any funds received for their participation in the program.
- Require the selected transit operators in partnership with Caltrans to report to the legislature on cost, ridership, and estimated reductions in greenhouse gas emissions.

The bill also specifies that the Golden State Patriot Passes pilot program would be funded through January 1, 2022.

DISCUSSION

According to Senator Mike McGuire, there is a dire need for greater access to services for the states 2 million military veterans. Los Angeles County, specifically, is home to over 325,000 veterans, with the number increasing annually. The Department of Veteran Affairs finds that over 30 percent of all disabled veterans aged 35-52 live in poverty nationwide, with limited access to transportation and other services. The Golden State Patriot Passes Program, as outlined by the author would provide veterans with access to transit services at no cost; with valid proof of veteran benefit status (Veterans' ID card).

SB 951 would create the Golden State Patriot Passes pilot Program that would match state funds with local dollars to provide free access to transit for all veterans in specified rural, suburban, and urban counties. Veterans would simply need to show a Veterans' ID card upon entering the transit system. The pilot program would authorize Caltrans to select three transit service providers to participate and award funds in varying amounts, based on service area and need.

Metro would be eligible to participate in this pilot program, and if selected, the Greenhouse Gas (GHG) Reduction funds would become available with a local match requirement. The bill specifies that a transit agency that serves an urban area is to be selected and awarded no more than \$2 million to implement the program. Sonoma County has implemented a similar program in 2014, and notes an increase in veteran ridership by 34 percent.

The bill successfully passed the Senate Transportation Committee with a vote of 10-0. It now moves on to the Senate Environmental Quality Committee for a vote.

Staff is recommending that the Board of Directors adopt a SUPPORT position on the measure SB 951 (McGuire).

DETERMINATION OF SAFETY IMPACT

Staff has determined that there is no direct impact to safety as a result of this proposal.

FINANCIAL IMPACT

Staff has determined that there is not an immediate fiscal impact to the agency as the result of the provisions outlined in this bill. There could be potential impacts as a result of potential funding received from the state to implement the Golden State Patriot Passes program and the local match requirements, if Metro is selected to participate in the program.

ALTERNATIVES CONSIDERED

The Board of Directors could consider adopting an OPPOSE position on this legislation; however, this would be inconsistent with our agency's efforts to increase mobility in the region and reduce GHG emissions.

NEXT STEPS

Should the Board decide to adopt a SUPPORT position on SB 951 staff will communicate the Board's position to the author and work to ensure the successful passage of the measure. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

**Board Report**

File #: 2015-1765, **File Type:** Program**Agenda Number:** 5

~~FINANCE, BUDGET AND AUDIT COMMITTEE~~**~~APRIL 13, 2016~~****EXECUTIVE MANAGEMENT COMMITTEE****APRIL 14, 2016****SUBJECT: PROPERTY INSURANCE PROGRAM****ACTION: PURCHASE ALL RISK PROPERTY AND BOILER AND MACHINERY INSURANCE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to **negotiate and award All Risk Property and Boiler and Machinery Insurance Policies** for all property at the current policy limits at a not to exceed price of \$2.4 million for the 12-month period May 10, 2016 through May 10, 2017.

ISSUE

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2016.

DISCUSSION

Property insurance protects against losses to our structures and improvements, which are valued at approximately \$11.1 billion up from last year's \$10.0 billion. The increase in total insured value is due to the addition of the Exposition Phase II, Gold Line Foothill Extension Phase I light rail lines/maintenance facility, new light rail vehicles and general replacement cost growth. Property insurance is required by many contracts and agreements, such as our lease/leaseback deals involving a number of our operating assets.

Our insurance broker, Wells Fargo Insurance Services ("Wells Fargo"), marketed the property program to qualified insurance carriers to obtain final property insurance pricing with coverage limits of \$400 million. Coverage for the Expo and Gold Line extensions was included on a two month prorated basis in last year's program with little impact to the cost of our program. This year's program includes both new light rail extensions for the full year. Quotations for both property insurance programs were received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims.

The Recommended Program secures the All Risk deductible at \$250,000 with no earthquake coverage and a flood deductible at 5% per location subject to a \$250,000 minimum. If a loss exceeds the deductible, All Risk coverage is provided up to \$400 million per occurrence for losses

except for flood related damages that are covered up to \$150 million. The program is the same as the prior year program. Attachment A is a premium history. Attachment B shows the outline of the recommended program structure.

The recommended program does not include earthquake coverage. We received quotes at \$4.5 million for \$50 million in limits. LACMTA has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through Federal and State sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large government agencies including most Los Angeles County and City locations, Department of Water and Power, Metropolitan Water District and San Francisco BART.

We evaluated terrorism coverage options this renewal cycle and have not opted to purchase the coverage. Terrorism coverage is available but does not appear to be cost effective at a quoted cost of around \$734,000. The Terrorism Risk Insurance Act (TRIA) which provides government support by providing mechanisms for spreading losses across policyholders was reauthorized by Congress in January 2015 after the program expired. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services as a result of a serious terrorism incident.

The current and recommended program of insurance are layered structures. Several insurance carriers participate in the program with each contributing a portion of coverage which maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by Wells Fargo, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In February and March, Wells Fargo contacted multiple domestic and foreign insurance providers to present our property risks and supplemental data. Wells Fargo provided an overview of the Metro transit system during discussions with the underwriters, including our extensive security infrastructure, fire protection, loss control and minimal risk of flood exposures. Wells Fargo provided information and statistics on system operations, assets and our excellent loss history over the past sixteen years with no fixed property insurable events (only two losses of rolling stock at \$1,034,000 and only one loss of a non-revenue vehicle at \$75,000).

The LACMTA property program continues to be well received by insurers due to our favorable loss history, the growth of the account from \$6.7 billion in values in 2007 to \$11.1 billion for this renewal and no earthquake insurance is purchased. As such, Wells Fargo presented the submission to competing insurers in order to create additional competition in the insurance program. The marketing effort resulted in maintaining our incumbent carriers for the recommended program. Our collaborative marketing effort through Wells Fargo in addition to our noteworthy evidence of exceptional loss experience resulted in a one and one-half percent premium decrease for the recommended program even though the new light rail line extensions were added on a full term basis. Our rate per million dollars of insurable value continues to reflect historic lows (\$216 for the recommended program versus \$239 for last year's program or a rate reduction of 9.6% per million dollars of insured value).

“Property has been very competitive for a couple of years now and we think pricing will continue to decline as long as there is not a major catastrophe,” said Jasper Cooper, assistant vice president and analyst at Moody’s Investors Service. Christopher Lang, Marsh’s U.S. placement leader, observed that property coverage is very competitive, noting that he expects the U.S. market to see single-digit decreases of 5% to 7.5% in 2016.

This year’s renewal reflects our favorable insurability and ability to take full advantage of market trends irrespective of our increase in total insured value.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for two months of \$400,000 for this action is included in the FY16 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). The remaining ten months of premiums will be included in the FY17 budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY16, an estimated \$2.4 million will be expensed for property insurance.

Impact to Budget

There is no impact on the FY16 budget. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in a negligible change to operating costs from the prior fiscal year.

ALTERNATIVES CONSIDERED

The following table compares the current program, the recommended program and two options, which are not recommended. Based upon our favorable renewal and loss histories, we recommend continuing the current program of insurance as the most cost effective and prudent program. Option B is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

	Current Program	Recommended Program (Quota Share Primary)	Recommended Program – With Earthquake (Option B)
Deductibles	\$250,00 All Risk / 5% of location value for Flood	\$250,00 All Risk / 5% of location value for Flood	\$250,000 All Risk/5% of structure value for Earthquake and Flood
All Risk Limits	\$400 Million	\$400 Million	\$400 Million
Flood Limits	\$150 Million	\$150 Million	\$150 Million
Earthquake Limits	None	None	\$50 Million after first 5% per location deductible
Terrorism	None	None	None
Total not to Exceed or Actual Premium	\$2,364,558	\$2,329,787	\$6,829,787

NEXT STEPS

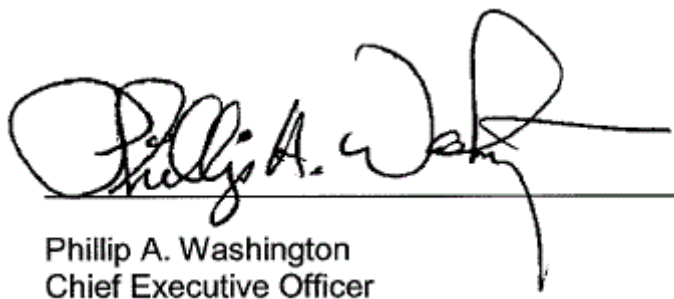
Upon Board approval of this action, we will advise Wells Fargo to proceed with placement of the property insurance program outlined herein effective May 10, 2016.

ATTACHMENTS

- Attachment A - Premium History
- Attachment B - Recommended Pricing and Carriers

Prepared by: Tim Rosevear, Risk Financing Manager, (213) 922-6354

Reviewed by: Greg Kildare, Executive Director, Risk, Safety and Asset Management, (213) 922-4971



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PREMIUM HISTORY

**Premium History for Property and Boiler and Machinery Policies
For Property Insurance Policies in the Following Years**

	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
All Risk	\$2.1 Mil	\$2.0 Mil	\$2.0 Mil	\$2.2 Mil	\$2.2 Mil	\$2.2 Mil	\$2.3 Mil	\$2.3 Mil
Boiler & Machinery	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Total Premium	\$2.2 Mil*	\$2.1 Mil*	\$2.1 Mil*	\$2.3 Mil*	\$2.3 Mil*	\$2.3 Mil*	\$2.4 Mil*	\$2.4 Mil*
TIV = Total Ins. Val.	\$7.6 Bil	\$7.8 Bil	\$8.6 Bil	\$9.3 Bil	\$9.4 Bil	\$9.6 Bil	\$10.0 Bil	\$11.1 Bil
Rate per Mil Ins. Val.	\$289	\$271	\$245	\$246	\$245	\$240	\$239	\$216

* Excludes Earthquake and Terrorism Insurance

ATTACHMENT B

RECOMMENDED PROGRAM PRICING AND CARRIERS



**Wells Fargo Insurance Services USA, Inc.
Proposed Property Insurance Summary 2016-2017
Los Angeles County Metropolitan Transportation Authority**

Limit	Coverage	Carrier	Participation	Total
\$50MM	All Risk Excluding Flood & Earthquake	Scottsdale Indemnity Company - A+ XV	\$25,000,000	\$25,800.00
		International Ins. Co. of Hannover - A+ XV	\$20,000,000	\$18,831.94
		Interstate Fire & Casualty - A XV	\$5,000,000	\$4,707.98
			\$50,000,000	\$49,339.92
\$200MM	All Risk Excluding Flood & Earthquake	Hudson Specialty Ins. Co. A XV	\$50,000,000	\$103,200.00
		Lloyd's of London - A XV	\$100,000,000	\$154,800.00
		Starr Specialty Insurance Agency**	\$50,000,000	\$99,548.78
			\$200,000,000	\$357,548.78
\$150MM	All Risk Excluding Earthquake	Lexington Insurance Co - A XV	\$100,000,000	\$1,279,680.00
		Liberty Mutual Fire Insurance Co- A XV	\$15,000,000	\$190,000.00
		Starr Specialty Insurance Agency**	\$25,000,000	\$322,497.94
		Ironshore Specialty Ins Co - A XIV	\$10,000,000	\$130,720.34
			\$150,000,000	\$1,922,898.28

Estimated Program Total \$2,329,786.98

**Starr Specialty Insurance Agency Consists of:
33.34% Starr Suplus Lines Insurance Company - A XV
33.33% Chubb Custom Insurance Company - A++ XV
33.33% General Security Indemnity Company of Arizona - A XV

**Terrorism pricing is not included above
Earthquake pricing is not included above**



Board Report

File #: 2016-0211, File Type: Resolution

Agenda Number: 7

~~FINANCE, BUDGET AND AUDIT COMMITTEE~~

~~APRIL 13, 2016~~

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 14, 2016

SUBJECT: PROPOSITION C BONDS

ACTION: AUTHORIZE COMPETITIVE SALE OF REFUNDING BONDS

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the **issuance of bonds by competitive sale to refund the Proposition C Series 2006-A Bonds** (the "2006-A Bonds") in one or more transactions, consistent with the Debt Policy;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Continuing Disclosure Agreement, Escrow Agreement, and Preliminary Official Statement, all subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the Bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

ISSUE

Low interest rates offer an opportunity for Metro to lower its debt service costs by refunding on a current basis the outstanding Proposition C Sales Tax Revenue Refunding Bonds Series 2006-A. Approximately \$112.7 million of the outstanding 2006-A Bonds can be refunded on July 1, 2016. It is our expectation that the 2006-A Bonds will be refunded through one competitive sale, depending on market conditions. Under current market conditions, the refunding would achieve nearly \$11 million in present value savings over the life of the bonds, or almost \$1 million in savings on an annual basis over the next 14 years. We are requesting the authority to sell Proposition C Sales Tax Revenue Refunding Bonds Senior Bonds, Series 2016 (the "Refunding Bonds") in one or more transactions through December 31, 2016, to allow flexibility should significant market volatility occur.

DISCUSSION

The Debt Policy establishes criteria to evaluate refunding opportunities. The refunding of the Prop C 2006-A Bonds is currently estimated to provide net present value savings in excess of the minimum 3% of the refunded par amount set forth in the Debt Policy criteria for evaluating refunding opportunities.

The Refunding Bonds will be sold as fixed rate bonds. The Refunding Bonds will be issued using a competitive process where prospective underwriters bid for the refunding bonds on the date of sale. The Refunding Bonds will be sold to the underwriter offering the lowest true interest cost. The timing of the bond sale is contingent upon our ability to take advantage of favorable market conditions as they arise. In the event that bids do not meet our criteria, all bids will be rejected and the sale rescheduled.

As part of this issuance of Refunding Bonds, the Resolution provides for an amendment to the Trust Agreement to eliminate the Debt Service Reserve Fund (“DSRF”) requirement. This is similar to an amendment that was recently made for our Proposition A Sales Tax Revenue Bonds, and consistent with the provisions of our Measure R Sales Tax Revenue Bonds. Metro will only proceed with the amendment if confirmation is received from Moody’s Investors Service and Standard & Poor’s that the elimination of the DSRF requirement will not adversely affect the Prop C Senior Lien bond ratings. The Reserve Requirement was created in 1992 when the Trust Agreement was originally executed. Purchasers of Metro bonds and the rating agencies no longer place a significant amount of value on a debt service reserve fund for an issuer with the AA+/Aa2 credit strength of our Prop C bonds.

If amended, the Refunding Bonds and any future Prop C bonds will be issued under supplemental trust agreements that allow for the elimination of the DSRF requirement once 60% of all outstanding Senior Lien bonds are issued under or otherwise approve the amended DSRF provision. During the period between this Refunding Bond issue and when the amendment is effective, Metro may have to contribute funds to satisfy the DSRF requirement. Once the amendment takes effect, Metro will have the option to eliminate or establish a new DSRF requirement on the Refunding Bonds and any future series of Prop C bonds issued under the amended Trust Agreement or to have such series of bonds participate in the existing reserve fund.

Currently, Metro is required to set-aside approximately \$142 million in a DSRF, which secures all Prop C Senior Lien Bonds. Metro meets this requirement with cash and investments funded from prior Prop C Senior Lien bonds, and currently earns a relatively low investment rate.

Assuming no new money bond issuance and current estimates of refundings, we project that the DSRF requirement will be approximately \$76 million in 2022, prior to the amendment taking effect. Under these assumptions we anticipate meeting the 60% consent requirement in 2023, when the amendment will become effective and we will no longer be required to have a DSRF. However, assuming the issuance of additional bonds for new projects based on the current capital plan, as well as refunding bonds, the amendment could take effect as early as 2019. As the DSRF requirement decreases, the cash in the DSRF will be available to pay for Prop C projects or to pay Prop C debt service.

DETERMINATION OF SAFETY IMPACT

Approval of this report will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The costs of issuance for the Refunding Bonds will be paid from proceeds of the financing and will be budget neutral. Bond principal and bond interest expense for the Prop C 2006-A Bonds are included in the FY17 budget in project 610307, account 51101 for principal and account 51121 for interest. If issued, the Refunding Bonds will generate a positive variance in the debt service accounts for the Prop C 2006-A bonds beginning in FY17 and subsequent years, currently estimated at nearly \$1 million per year for the next 14 years, for a net present value of \$11 million in savings.

ALTERNATIVES CONSIDERED

The Board could defer the refunding to a later time or indefinitely. This is not recommended because current market conditions are favorable for the refunding savings and there is no certainty about the movement in long term rates over time. In the current market, the refunding of the 2006-A Bonds exceeds the Debt Policy requirement for a refunding.

NEXT STEPS

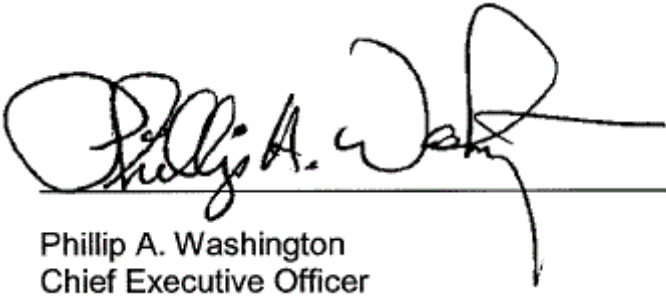
- Further develop bond issuance documentation and publish the sales notices
- Obtain credit ratings
- Distribute the preliminary official statement to prospective underwriters and potential investors
- Initiate pre-marketing effort
- Receive electronic bids from underwriters
- Finalize bond documentation and deliver the bonds

ATTACHMENTS

Attachment A - Authorizing Resolution

Prepared by: Donna R. Mills, Treasurer, (213) 922-4047
LuAnne Edwards Schurtz, Assistant Treasurer, (213) 922-2554

Reviewed by: Nalini Ahuja, Executive Director, Finance & Budget



Phillip A. Washington
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF PROPOSITION C SALES TAX REVENUE REFUNDING BONDS, APPROVING AMENDMENTS TO THE PROPOSITION C RESERVE FUND REQUIREMENT, AND APPROVING OTHER RELATED MATTERS

WHEREAS, The Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transit system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission was authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval by the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a ½ of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the transactions and use tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payments or provision for the payment of the principal of the bonds and any premium, interest on the bonds and the costs of issuance of the bonds; and

WHEREAS, the LACMTA is planning and engineering a Countywide rail, bus and highway transit system (the "Rail, Bus and Highway Transit System") to serve the County and has commenced construction of portions of the Rail, Bus and Highway Transit System; and

WHEREAS, to facilitate the development and construction of the Rail, Bus and Highway Transit System, the LACMTA, as authorized by the Act, pursuant to the terms of the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the "Trust Agreement"), by and between the LACMTA and U.S. Bank National Association, as trustee (the "Trustee"), the LACMTA has issued several series of bonds, including its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2006-A (the "Series 2006-A Bonds"); Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2008-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-D; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-E; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2010-A; Proposition C Sales Tax Revenue

Refunding Bonds, Senior Bonds, Series 2012-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, 2013-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2013-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C; and Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A collectively, the “Prior Senior Lien Bonds”); and

WHEREAS, the LACMTA now desires to provide for the issuance of one or more Series from time to time and in one or more transactions of its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds (the “Refunding Bonds”) (a) to refund all or a portion of the outstanding Series 2006-A Bonds; (b) to fund or make provision for one or more reserve funds or accounts; and (c) to pay the costs of issuance related thereto; and

WHEREAS, the LACMTA desires to sell the Refunding Bonds on a competitive basis in accordance with the Debt Policy of the LACMTA; and

WHEREAS, the LACMTA desires to amend certain provisions of the Trust Agreement to provide that the Refunding Bonds and bonds issued thereafter on a parity with the Prior Senior Lien Bonds, on and after the effective date of such amendment, shall not be required to be secured by the reserve fund established under the Trust Agreement, but rather may be secured by a separate reserve fund or by no reserve fund (the final form of any such amendments, the “Reserve Fund Amendments”), provided that prior to execution and delivery of the Supplemental Trust Agreement (defined below) initially containing the Reserve Fund Amendments, the LACMTA has received confirmation from Moody’s Investors Service and Standard & Poor’s Ratings Services that the Reserve Fund Amendments will not adversely affect their ratings of the Refunding Bonds or the Prior Senior Lien Bonds; and

WHEREAS, the forms of the following documents are on file with the Secretary of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the “Board”):

(a) Supplemental Trust Agreement (the “Supplemental Trust Agreement”) by and between the LACMTA and the Trustee, which would supplement the Trust Agreement for purposes of providing the terms and conditions of the Refunding Bonds, and which form includes a proposed form of the Reserve Fund Amendments;

(b) Preliminary Official Statement (the “Preliminary Official Statement”) to be used in connection with the offer and sale of the Refunding Bonds;

(c) a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”) to be executed by the LACMTA to assist the Underwriters in complying with Rule 15c2-12(b)(5) promulgated by the United States Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, and which will provide for the annual and periodic update of certain financial and operating information;

(d) a Notice Inviting Bids (the “Notice Inviting Bids”) setting forth the terms and the manner in which proposals from qualified bidders for the purchase of the Refunding Bonds shall be received;

(e) a Notice of Intention to Sell Bonds (the “Notice of Intention to Sell Bonds”) to be published in connection with any proposed sale of the Refunding Bonds; and

(f) an Escrow Agreement (the “Escrow Agreement”) between the Trustee, acting as escrow agent, and the LACMTA, which agreement would provide for the deposit, investment and expenditure of moneys to refund all or a portion of the Series 2006-A Bonds; and

WHEREAS, the LACMTA hereby acknowledges that such documents will be modified and amended to reflect the various details applicable to the Refunding Bonds, whether the Refunding Bonds are issued in a single issuance or multiple issuances and whether the Reserve Fund Amendments are to be included, and that said documents are subject to completion to reflect the results of the sale of the Refunding Bonds, whether in a single issuance or multiple issuances; and

WHEREAS, the Board of the LACMTA hereby acknowledges that Section V(B) of the Debt Policy of the LACMTA contemplates that the LACMTA will achieve certain levels of target savings on any issuance of refunding bonds; and

WHEREAS, the Board of the LACMTA desires to permit the issuance of the Refunding Bonds in one more Series and from time to time so long as each issuance complies with the interest savings or other provisions of the Debt Policy of the LACMTA (including the provisions that give the Treasurer discretion with respect to various matters, including refunding savings on individual maturities); and

WHEREAS, the LACMTA has pledged the Proposition C Tax (less the 20% local allocation and the State Board of Equalization’s costs of administering such tax) (the “Pledged Taxes”) to secure the Prior Senior Lien Bonds; and

WHEREAS, the LACMTA desires to designate the Executive Director, Finance and Budget of the LACMTA, the Treasurer of the LACMTA, each Assistant Treasurer of the LACMTA, and any such officer serving in an acting or interim capacity, as an “Authorized Authority Representative” for all purposes under the Trust Agreement and the Supplemental Trust Agreement;

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS (THE “BOARD”) OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

1. **Findings.** The LACMTA hereby finds and determines that:

(a) The issuance of the Refunding Bonds to refund all or any portion of the Series 2006-A Bonds, to fund or make provision for one or more reserve funds or

accounts (as and to the extent determined by a Designated Officer) and to pay the costs of issuance related thereto is in the public interest.

(b) Under the provisions of Ordinance No. 49, all of the Pledged Taxes are revenues of the LACMTA available for rail, bus and highway transit purposes and are available to be and are, by the terms of the resolutions and the Trust Agreement under which the Prior Senior Lien Bonds were issued, pledged to secure the Prior Senior Lien Bonds and are pledged to secure the Refunding Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and to be set forth in one or more Supplemental Trust Agreements, including the Reserve Fund Amendments, are reasonable and proper for the security of the holders of the Refunding Bonds.

2. Issuance of Refunding Bonds. The Board of the LACMTA hereby authorizes the issuance of one or more Series of Refunding Bonds from time to time for the purpose of (a) refunding all or any portion of the Series 2006-A Bonds; (b) funding or making provision for one or more reserve funds or accounts as and to the extent determined by a Designated Officer; and (c) paying the costs of issuance related thereto; *provided, however*, that, as of the date of sale of the Refunding Bonds, the issuance of such Series of Refunding Bonds satisfies the requirements of the Debt Policy of the LACMTA as determined and calculated in the discretion of the Treasurer of the LACMTA, which shall be conclusive for all purposes of this Resolution. The LACMTA hereby specifies that each Series of Refunding Bonds shall not mature later than July 1, 2030. The Chief Executive Officer of the LACMTA, any Executive Director, Finance and Budget of the LACMTA, any Treasurer of the LACMTA, any Assistant Treasurer of the LACMTA, or any such officer serving or acting in an interim capacity, or any written designee of any of them (each, a “Designated Officer”), acting in accordance with this Section 2, are each hereby authorized to determine the actual aggregate principal amount of each Series of Refunding Bonds to be issued and to direct the execution and authentication of the Refunding Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized.

3. Terms of Refunding Bonds. The Refunding Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the applicable Supplemental Trust Agreement. The Refunding Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the applicable Supplemental Trust Agreement. Interest on the Refunding Bonds shall be paid on the dates set forth in the applicable Supplemental Trust Agreement. The Refunding Bonds shall be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the applicable Supplemental Trust Agreement. The Refunding Bonds shall also be subject to mandatory sinking fund redemption as and to the extent set forth in the applicable Supplemental Trust Agreement. Payment of principal of, and interest and premium, if any, on the Refunding Bonds shall be made at the place or places and in the manner provided in the applicable Supplemental Trust Agreement.

Execution and delivery of one or more Supplemental Trust Agreements, which document contains the maturities, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, interest rates and payment obligations.

4. **Pledge of Pledged Taxes.** The Pledged Taxes are hereby irrevocably pledged in accordance with the terms of the Trust Agreement to secure the Prior Senior Lien Bonds, the Refunding Bonds and any additional bonds which may subsequently be issued under and secured by the terms of the Trust Agreement. Except for the Prior Senior Lien Bonds, the LACMTA hereby confirms that it has not previously granted any prior or parity interest in such Pledged Taxes, and the LACMTA hereby agrees that, except as permitted by the Trust Agreement (as amended, in accordance with its terms), it will not, as long as any of the Refunding Bonds remain outstanding, grant or attempt to grant any prior or parity pledge, lien or other interest in the Pledged Taxes to secure any other obligations of the LACMTA.

5. **Special Obligations.** The Refunding Bonds shall be special obligations of the LACMTA secured by and payable from the Pledged Taxes and from the funds and accounts held by the Trustee under the Trust Agreement. The Refunding Bonds shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide.

6. **Form of Refunding Bonds.** The Refunding Bonds and the Trustee's Certificate of Authentication to appear thereon shall be in substantially the form set forth in the applicable Supplemental Trust Agreement, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the applicable Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such Refunding Bonds and the obligation represented thereby.

7. **Execution of Refunding Bonds.** Each of the Refunding Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such Refunding Bonds.

8. **Approval of Reserve Fund Amendments.** Each of the Designated Officers is hereby authorized and directed to enter into the Reserve Fund Amendments in substantially the form set forth in the form of the Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board and hereby approved, with such changes as the Designated Officer executing and delivering the Supplemental Trust Agreement containing such amendments determines are appropriate or necessary, such determination to be conclusively evidenced by such execution and delivery; provided that LACMTA has received oral or written confirmation from Moody's Investors Service and Standard & Poor's Ratings Services that the Reserve Fund Amendments are not expected to adversely affect their ratings of the Refunding Bonds or the Prior Senior Lien Bonds in form and substance satisfactory to the Designated Officer executing the Supplemental Trust Agreement containing the Reserve Fund Amendments, such satisfaction to be conclusively evidenced by such execution and delivery.

9. **Approval of Documents, Authorization for Execution.** Each of the Designated Officers is hereby authorized and directed to have prepared and to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more Supplemental Trust Agreements, one or more Escrow Agreements, one or more Continuing Disclosure Certificates, one or more Notices Inviting Bids and one or more Notices of Intention to Sell Bonds, all in substantially the forms on file with the Secretary of the Board and made available to the Board and hereby approved, with such changes as any Designated Officer determines are appropriate or necessary, in each case, to the extent, in the form, and with the terms and provisions as the Designated Officer executing the same shall determine are appropriate and necessary for the issuance of the Refunding Bonds and, if applicable, the Reserve Fund Amendments, including, but not limited to, affirmative and negative covenants relating to the Refunding Bonds and the finances and operations of the LACMTA and any amendments, modifications and/or supplements to the Trust Agreement. All Supplemental Trust Agreements, Escrow Agreements, Continuing Disclosure Certificates, Notices Inviting Bids and Notices of Intention to Sell Bonds are collectively referred to herein as the “Related Documents” and each a “Related Document.”

10. **Sale of Refunding Bonds.**

(a) Each Designated Officer is hereby authorized, from time to time, to choose such times and dates as such Designated Officer shall, in his or her discretion, deem to be necessary or desirable to provide for the sale of the Refunding Bonds, to receive proposals from qualified bidders for the purchase of the Refunding Bonds (through the receipt of sealed written bids and/or the receipt of bids through the use of computerized bidding systems) upon the terms and in the manner set forth in the Notice Inviting Bids.

(b) Each Designated Officer is hereby authorized and directed to execute the Notices Inviting Bids, from time to time, in such form as the Designated Officer executing the same shall approve and call for bids for the sale of the Refunding Bonds from qualified bidders in accordance with the Notice Inviting Bids.

(c) Each Designated Officer is authorized and directed to cause any Notice Inviting Bids to be published at least once in *The Los Angeles Daily Journal* (or such other publication as may be selected by a Designated Officer) not less than five days prior to the sale of the Refunding Bonds and to print and distribute (including via electronic methods) any Notice Inviting Bids to such municipal broker-dealers, banking and financial institutions and other persons as the Designated Officer deems necessary or desirable, and any such action previously taken is hereby confirmed, ratified and approved.

(d) Each Designated Officer is hereby authorized and directed to cause the Notices of Intention to Sell Bonds to be published from time to time (after completion, modification or correction thereof reflecting the terms of the Refunding Bonds, as approved by said Designated Officer, such approval to be conclusively evidenced by such publication) in *The Bond Buyer* (or such other publication as may be selected by a Designated Officer), a financial publication generally circulated throughout the State of California, at least five days prior to the sale of the Refunding Bonds in accordance with

Section 53692 of the Government Code of the State of California and any such action previously taken is hereby confirmed, ratified and approved.

(e) Each Designated Officer is hereby authorized and directed for and on behalf of the LACMTA to accept the best bid for the Refunding Bonds received from qualified bidders pursuant to and subject to the terms and conditions set forth in this Resolution and the Notice Inviting Bids herein approved and to award the Refunding Bonds, from time to time, to such best bidder(s).

(f) Each Designated Officer is hereby authorized and directed to take any other action such Designated Officer determines is necessary or desirable to cause any such competitive sale to comply with the Debt Policy of the LACMTA and applicable law.

(g) Each Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause notice to be provided to the California Debt and Investment Advisory Commission (“CDIAC”) of the proposed sale of the Refunding Bonds, said notice to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the Refunding Bonds, and any prior such notices are hereby ratified, confirmed and approved.

11. Preliminary Official Statement and Official Statement. In connection with the issuance of the Refunding Bonds, the LACMTA hereby authorizes the circulation in electronic and/or printed form of one or more Preliminary Official Statements. The Preliminary Official Statement(s) shall contain a description of the finances and operations of the LACMTA, a description of the Proposition C Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board and hereby approved, with such changes as any Designated Officer determines are appropriate or necessary. Each Preliminary Official Statement shall also contain a description of the applicable Refunding Bonds and the terms and conditions of the applicable Supplemental Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary. Each Preliminary Official Statement shall be circulated for use in selling the Refunding Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect.

Upon the sale of any Series of Refunding Bonds, the Designated Officers shall provide for the preparation, publication, execution and delivery in electronic and/or printed form of one or more final Official Statements in substantially the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name

and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered reflecting updated and revised information as the Designated Officers deem appropriate or necessary. Each Official Statement shall be circulated for use in selling the Refunding Bonds at such time or times as a Designated Officer deems appropriate.

12. **Paying Agent, Registrar and Escrow Agent.** The LACMTA hereby appoints the Trustee as Paying Agent for the Refunding Bonds, appoints the Trustee as Registrar for the Refunding Bonds, and appoints the Trustee as Escrow Agent under any Escrow Agreement. Such appointments shall be effective upon the issuance of the Refunding Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

13. **Authorized Authority Representative.** The Board hereby designates the Executive Director, Finance and Budget of the LACMTA, the Treasurer of the LACMTA each Assistant Treasurer of the LACMTA, and any such officer serving in an acting or interim capacity, as an "Authorized Authority Representative" for all purposes under the Trust Agreement, the Supplemental Trust Agreement, and any amendments or supplements to the Trust Agreement or Supplemental Trust Agreement. Such appointment shall remain in effect until modified by resolution. The prior designation of officers, including the Chairperson and the Chief Executive Officer, as Authorized Authority Representatives under the Trust Agreement and any amendments or supplements thereto shall continue.

14. **Additional Authorization.** The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, are each authorized and directed to do any and all things necessary to effect the execution and delivery of the Refunding Bonds and the Related Documents and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Trust Agreement, each Supplemental Trust Agreement and the Related Documents or to evidence said authority and its exercise. The foregoing authorization includes, but is in no way limited to, the direction (from time to time) by a Designated Officer of the investments in Permitted Investments (defined in the Trust Agreement) of the proceeds of the Refunding Bonds and of the Pledged Taxes including the execution and delivery of investment agreements related thereto; the execution by a Designated Officer and the delivery of the Tax Certificate as required by the Supplemental Trust Agreement for the purpose of complying with the rebate requirements of the Internal Revenue Code of 1986, as amended; and the execution and delivery of documents required by The Depository Trust Company in connection with the Book-Entry Refunding Bonds. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

15. **Continuing Authority of Designated Officers.** The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by any Chief Executive Officer, any Executive Director, Finance and Budget, any Treasurer, or any Assistant Treasurer shall remain valid notwithstanding the fact that the individual officer of the

LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

16. **Further Actions.** From and after the delivery of the Refunding Bonds, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify any Related Document at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement or modification, the execution of such amendment, supplement or other modification being conclusive evidence of LACMTA's approval thereof.

17. **Costs of Issuance.** The LACMTA authorizes funds of the LACMTA together with the proceeds of the Refunding Bonds to be used to pay costs of issuance of the Refunding Bonds, including but not limited to costs of attorneys, accountants, verification agents, financial advisors, the costs associated with rating agencies, bond insurance and surety bonds, printing, publication and mailing expenses, and any related filing fees.

18. **Investment Agreements.** In connection with the issuance of the Refunding Bonds, each of the Designated Officers is hereby authorized and directed to terminate, amend, assign or otherwise dispose of any investment agreement relating to the Series 2006-A Bonds, including the Forward Purchase and Sale Agreement, dated December 12, 2006, by and between SunTrust Bank, the LACMTA and the Trustee, in such manner and on such terms and provisions as any such Designated Officer shall determine is appropriate or necessary.

19. **Severability.** The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

20. **Effective Date.** This Resolution shall be effective upon adoption and shall be effective with respect to Refunding Bonds issued on or before December 31, 2016.

21. **Contract.** This Resolution and the pledge of the Pledged Taxes contained herein shall constitute a contract between the LACMTA and the holders of the Refunding Bonds.

[Remainder of Page Intentionally Left Blank]

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2016.

LACMTA Board Secretary

DATED: _____