

Metro

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



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Agenda - Final

Thursday, August 18, 2016

11:30 AM

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

Executive Management Committee

John Fasana, Chair

Eric Garcetti, Vice Chair

James Butts

Sheila Kuehl

Mark Ridley-Thomas

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

CALL TO ORDER**ROLL CALL****35. APPROVE Consent Calendar Items: 36, 38, 39 and 40.**

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

CONSENT CALENDAR

36. RECEIVE AND FILE status update report on the **Project Labor Agreement and Construction Careers policy programs** through the quarter ending June 2016. [2016-0520](#)

Attachments: [Attachment A - PLA CCP Report Data Through June 2016](#)

(ALSO ON CONSTRUCTION COMMITTEE)

38. RECEIVE AND FILE report **identifying strategies to develop effective partnerships with ridesource companies** in response to April 2016 Motion #45. [2016-0581](#)

Attachments: [Attachment A - Transit Operator Experience](#)
[Attachment B - Literature Review](#)
[Attachment C - Antonovich and Kuehl Motion](#)

39. RECEIVE AND FILE **State and Federal Report**. [2016-0582](#)

Attachments: [08 - August 2016 Leg Matrix](#)

40. RECEIVE AND FILE **report on extending expiration of reduced fare TAP Cards for customers with permanent disabilities** from three years to ten years and eliminating remaining reduced fare application fees. [2016-0564](#)

NON-CONSENT

41. RECEIVE **Citizens' Advisory Council update**. [2016-0599](#)

42. ADOPT staff recommended positions: [2016-0583](#)

- A. **AB 1889 (Mullin)** -High-Speed Rail Authority: high-speed train operation.
SUPPORT
- B. **SB 882 (Hertzberg)** - Crimes: Public Transportation: Fare Evasion by minors **NEUTRAL**
- C. **Proposition 53 (Cortopassi)** - California Public Vote on Bonds Initiative
OPPOSE
- D. **AB 1217 (Daly)** - Membership on the Orange County Fire Authority (OCFA) **OPPOSE**

Attachments: [Attachment A - AB 1889 Mullin](#)
 [Attachment B - SB 882 - Hertzberg](#)
 [Attachment C - Prop 53](#)
 [Attachment D - AB 1217 Daly](#)

43. AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS5603300, for **media planning and placement services that include strategy, planning, placement, and optimization of traditional, digital, and social media advertising** with Civilian, Inc., for a not-to-exceed amount of \$1,804,590 for the three-year base period, and a not-to-exceed amount of \$1,245,179 for the two-year option term, for a combined not-to-exceed total of \$3,049,769, effective September 1, 2016 through August 31, 2021. [2016-0560](#)

Attachments: [Attachment A - Procurement Summary](#)
 [ATTACHMENT B - DEOD SUMMARY](#)

44. AUTHORIZE the Chief Executive Officer or his designee to: [2016-0236](#)

- A. AMEND the **existing revenue services contract with All Vision LLC by entering into a Second Amended and Restated Contract** to clarify the terms of such contract and provide Metro with an additional option to develop new digital billboard signs on Metro property; and
- B. EXERCISE the four remaining one-year options to extend the Contract for four (4) years commencing September 1, 2016 and ending June 30, 2020.

Attachments: [Attachment A - Summary of Contract Amendment Key Terms](#)
 [Attachment B- Table of Existing Billboard Locations on Metro Property](#)

45. CONSIDER AUTHORIZING: [2016-0317](#)

- A. investing \$9,000,000 in the **Metro Affordable Transit Connected Housing Program (Metro MATCH) as described in the Metro MATCH Investment Plan** and \$1,000,000 in a Transit Oriented Community (TOC) Small Business Program to be managed by the Community Development Commission of Los Angeles County (CDC) by establishing a \$10,000,000 Life-of-project budget as empowered by the Board's September 2015 motion (Attachment A);
- B. the CEO or his designee to execute necessary agreements in support of Metro MATCH investment and with the CDC in support of the TOC Small Business Program.

Attachments: [Attachment A - Metro Board of Directors Motion, File #2015-1479, September 2](#)
[Attachment B - Metro MATCH Investment Plan](#)
[Attachment C - TOC Small Business Program Terms](#)

46. AUTHORIZE the Chief Executive Officer to: [2016-0457](#)

- A. AWARD a five-year firm fixed price contract, Contract No. PS520450021002, to Parsons Transportation Group, Inc., in the amount of \$4,725,226 for the **modernization of the Regional Integration of Intelligent Transportation Systems (RIITS)**; and
- B. APPROVE Contract Modification Authority specific to Contract No. PS520450021002 in the amount of \$1,000,000.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)

47. APPROVE the following actions for **Round 2 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of** [2016-0549](#)

- \$54,155,000.
- A. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110;
 - B. a total of \$13,800,000 for continued incremental Transit Service improvements (see Attachment A for detailed distribution).
 - C. a total of \$5,580,000 for Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment B)
 - D. the I-10 recommended projects and funding awards totaling \$10,239,525 and program \$920,475 in reserve for the corridor as shown in Attachment C
 - E. the I-110 recommended projects and funding awards totaling \$17,615,000 which includes \$875,000 from Round 1 as illustrated in

Attachment D

- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for cost increases; and,
- G. AUTHORIZE the Chief Executive Officer (CEO) or his designee to enter into funding agreements with grantees and Transit service providers.

Attachments: [Attachment A](#)
 [Attachment B](#)
 [Attachment C](#)
 [Attachment D](#)
 [Attachment E](#)
 [Attachment F](#)

52. Motion by Garcetti - Federal Freight Funding Program Update.

[2016-0632](#)

Adjournment

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



Board Report

File #: 2016-0520, **File Type:** Informational Report

Agenda Number: 36.

**EXECUTIVE MANAGEMENT COMMITTEE
CONSTRUCTION COMMITTEE
AUGUST 18, 2016**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)
REPORT (DATA THROUGH JUNE 2016), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update report on the **Project Labor Agreement and Construction Careers policy programs** through the quarter ending June 2016.

ISSUE

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

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

The attached report provides the current status (through June 2016) of construction projects subject to the PLA/CCP.

DISCUSSION

There are ten active construction contracts and nine completed contracts with the PLA/CCP program requirements, as of June 2016.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	* Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	58.74%	19.31%	12.49%	40.40%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	57.12%	19.62%	8.46%	48.73%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	69.83%	15.00%	9.92%	62.26%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	59.15%	24.34%	18.00%	83.23%
Universal City Pedestrian Bridge	Griffith Company	38.17%	27.98%	9.17%	64.18%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	67.16%	22.53%	22.79%	27.10%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	50.90%	20.84%	4.36%	0.00%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	29.97%	13.99%	7.01%	98.69%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	72.34%	9.26%	47.81%	0.00%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	62.17%	22.35%	47.00%	22.24%

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

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

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

Currently Active Contracts

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

The Crenshaw/LAX Transit Corridor project contractor has completed 64.35% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 58.74%, Disadvantaged Worker goal at 12.49% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 19.31% and the 6.90% Female Participation goal at 3.11%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in the middle of 2017. Staff will continue to work closely with the contractor towards meeting all worker goals for this project.

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

The Regional Connector Transit Corridor Project has completed 9.21% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 57.12%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 19.62%, the 10% Disadvantaged Worker goal at 8.46% and the 6.90% Female Participation goal at 2.85%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. This project is still in the design-phase with limited construction activities and attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in the latter part of 2016.

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

The Westside Subway Extension Project, Section 1 is underway and only 4.76% of the estimated

construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker goal at 69.83% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 15.00%, the 10% Disadvantaged Worker goal at 9.92% and the 6.90% Female Participation goal at 4.74%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. This project is in the early stage of the design-phase with limited construction and the attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in Mid-2018.

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

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project contractor has completed 91.95% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 59.15%, Apprentice Worker Goal at 24.34%, Disadvantaged Worker goal at 18.00%, Female Participation goal at 8.90% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met all PLA/CCP workforce provisions.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project contractor has completed 97.80% of the estimated construction work hours on this project. The contractor is currently exceeding the Apprentice Worker goal at 27.98%, and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 38.17%, the 10% Disadvantaged Worker goal at 9.17% and the 6.90% Female Participation goal at 1.61%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Metro has issued several Notices of Non-Compliance to the Contractor for low attainment on the Targeted Worker goal and will keep the Board updated on the Contractor's progress.

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

The Westside Extension Project Advanced Utility Relocation project contractor has completed 93.74% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 67.16%, Apprentice Worker goal at 22.53%, Disadvantaged Worker goal at 22.79%, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.65%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

Metro Blue Line Pedestrian & Swing Gates
Prime: Icon-West

The Metro Blue Line Pedestrian & Swing Gates Project contractor has completed 35.72% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted

Worker goal at 50.90%, Apprentice Worker goal at 20.84% and the minority participation percentage goals, but not meeting the 10% Disadvantaged Worker goal at 4.36% and the 6.90% Female Participation goal at 2.34%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by mid-point of construction activities.

Division 16 - Southwestern Yard
Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard Project is underway and only 1.25% of the estimated construction work hours for this project have been performed. This project is in the early stage of the design-phase with limited construction, and as such, is not representative of the typical trades and hours that will be performed on the project. The contractor is currently exceeding the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 29.97%, the 20% Apprentice Worker goal at 13.99%, the 10% Disadvantaged Worker goal at 7.01% and the 6.90% Female Participation goal at 5.70%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by mid-2017. This contract falls under the U.S. DOT's Local Hire Pilot Program.

MRL Pershing Square Canopy Addition and Escalator Replacement
Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement Project contractor has completed 7.26% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 72.34%, Disadvantaged Worker goal at 47.81% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 9.26% and the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by September 2016.

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

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs Project contractor has completed 32.89% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 62.17%, Apprentice Worker goal at 22.35%, Disadvantaged Worker goal at 47.00% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

Completed Contracts

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

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at

21.08% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

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

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

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

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

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

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

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

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

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

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

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

Metro Rail Security Kiosks
Prime: Icon-West

The Metro Rail Security Kiosks project contractor is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged Worker attainment at 20.17% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

FEMALE UTILIZATION UPDATE:

Below is a female utilization participation report on Metro's PLA/CCP projects to track progress. The chart shows the number of cumulative female workers on active PLA/CCP projects within the last three months of FY16, as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers April 2016	No. of Female Workers May 2016	No. of Female Workers June 2016
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	77	78	81
Regional Connector Transit Corridor	Regional Connector Constructors, JV	12	12	17
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	16	18	19
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	4	5	5
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	4	4	4
Metro Blue Line Pedestrian and Swing Gates	Icon-West	1	1	2
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	1	2	2
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	0	0	0

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 3.22% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- Metro convened a "Women Build METRO LA (WBMLA)" Committee to develop strategies and outreach activities to highlight the need of women in the construction industry, with emphasis on the opportunities and assistance that is available. The WBMLA Committee members includes: LA/OC Building and Construction Trades Council Executive Secretary, Ron Miller, Metro's DEOD Executive Officer, Miguel Cabral, IBEW Vice President, Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), Deputy Director,

Office of the Speaker of the Assembly, President, Larry Franks, Los Angeles Trade-Technical College, Southwest Carpenters Training Fund, Prime Contractors, Jobs Coordinators and others.

- The Metro “Women Build METRO LA” Committee Pre-Apprenticeship Boot Camp, which began on June 6th, has now graduated 21 women committed to finding work in the Trades.
 - A unique aspect of the training is Metro’s commitment to individually introduce the graduates to the Jobs Coordinators of our mega-projects, track the women’s progress for one year, whether they work on our projects or on other public/private construction projects.
 - At the graduation luncheon hosted by the WBMLA Committee, motivational presentations were provided by Metro leadership to assure the graduates that all professional women in the vanguard of careers in an industry have faced obstacles that are overcome by fortitude and tenacious commitment to excellence, despite the circumstances.
 - Before acceptance into the Boot Camp, potential candidates went with WBMLA to various Union Apprenticeship Training Centers and completed a volunteer project with Habitat for Humanity. Upon fulfillment of these requirements, candidates were accepted to the intense, 6 week Boot Camp.
 - Additionally, Boot Camp participants received OSHA Safety Training Certificates, met Metro’s Prime Contractors, had presentations from Trade Union Representatives and Mr. Ron Miller, Executive Secretary of the Los Angeles/Orange Counties Building and Construction Trades Council, to set realistic expectations and see first-hand what the life in the trades entails.

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

PILOT LOCAL HIRE INITIATIVE

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub-recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative was carried out as a pilot program for a period of 1 year and has been extended through March 6, 2017 under the FHWA and FTA’s existing Authorities. The Pilot initiative may be implemented immediately on federally funded Construction projects.

While LA Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, as of this quarterly reporting period, there is currently only one construction project that is active and subject to the US DOT Pilot Local Hire Initiative;

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

This requirement is also included in the solicitation for the Westside Purple Line Extension Section 2 design build contract. Staff is continually monitoring federally funded PLA/CCP covered projects

awarded during the “Pilot Local Hire Initiative” implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

Metro received DOT and FTA approval on September 30, 2015 to use Metro’s Local Employment Program (LEP) on four (4) Rolling Stock procurements. The Local Employment Program may only be applied on an experimental basis on Metro’s New Heavy Rail Car, New Bus Buy and two Rail Car Overhaul solicitations. The FTA’s approval also contained specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

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

Proposers that volunteer to participate in Metro’s Local Employment Program and who commit to new local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirement will be a condition for obtaining any preferential scoring points.

Currently, the New Heavy Rail Car, A650 Red Line Car Overhaul and P2000 light Rail Car Overhaul RFPs are in Black-out. The A650 Red Line Overhaul is scheduled to be presented to the Board for contract award in September 2016, and the New Heavy Rail Car and P2000 Overhaul are scheduled for November 2016.

Metro is preparing a new Bus Buy RFP for 600 40’ CNG buses and 400 60’ CNG buses that will be issued in August 2016. Staff also intends to include a requirement for up to 200 electric buses in that same RFP. Staff is preparing an updated application request to the FTA seeking approval to apply the Local Employment Program on all 1200 vehicles, as part of the U.S. Department of Transportation’s recent announcement to extend the Local Hire Pilot Program through September 2016.

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

OUTREACH

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

- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.

- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Women Build METRO LA event held on March 23, 2016.
- Participated in the Resource Fair sponsored by Council District 8 & 10, held on March 12, 2016.
- Women Build METRO LA - Union Training Center Tours held on March 23, 2016.
- Participated in the 6th Annual Spring into Summer Hiring Spree Event sponsored by Supervisor Mark Ridley-Thomas held on April 13, 2016.
- Construction Careers Awareness Day in partnership with LAUSD and Los Angeles Trade Tech College (LATTTC) held on April 14, 2016.
- Participated in the 15th Annual Job Fair for Foster Youth and Local Community, Office of L.A. County Supervisor, Mike D. Antonovich, held on May 14, 2016.
- City of L.A., Economic and Workforce Development Department, Clean Technology Business Development Forum event held May 16, 2016.
- Participated in East Los Angeles Community College Job Fair held on May 25, 2016.

NEXT STEPS

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

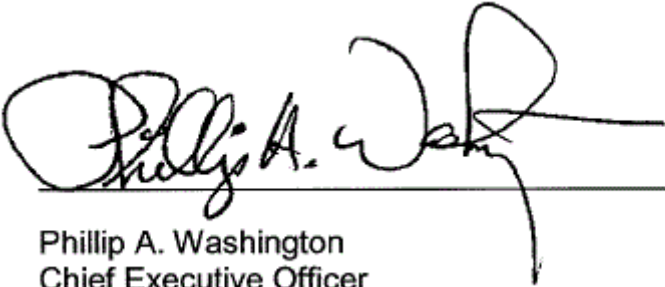
ATTACHMENTS

A. PLA/CCP Report, Data Through June 2016

Prepared by: Keith Compton, Director, PLA/CCP
Compliance & Administration, (213) 922-2406
Miriam Long, Manager, Strategic Business & Construction Career
Resources, (213) 922-7249
Victor Ramirez, Interim Executive Officer, Vendor/Contract
Management, (213) 922-1059
Miguel Cabral, Executive Officer
Diversity & Economic Opportunity (213) 922-2232

Reviewed by: Ivan Page, Chief, Vendor/Contract Management (Interim)

(213) 922-6383



Phillip A. Washington
Chief Executive Officer

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

**Report Data Through
June 2016 Reporting Period**

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,930,522.77	58.74%	19.31% Based on Total Apprenticiable Work Hours	12.49%

Percentage Project Complete Based on Worker Hours: 64.35% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,930,522.77	14.31%	1.06%	23.65%	56.09%	1.15%	3.75%	72.61%	3.11%



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

Regional Connector Transit Corridor Project

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

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
302,441.75	57.12%	19.62% Based on Total Apprenticesable Work Hours	8.46%

Percentage Project Complete Based on Worker Hours: 9.21% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
302,441.75	6.90%	0.50%	29.04%	61.03%	0.69%	1.84%	69.12%	2.85%



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

Westside Subway Extension Project, Section 1 – D/B

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

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
155,041.63	69.83%	15.00% Based on Total Apprenticeable Work Hours	9.92%

Percentage Project Complete Based on Worker Hours: 4.76% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
155,041.63	9.67%	0.69%	21.70%	63.06%	0.17%	4.71%	73.59%	4.74%



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

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
68,043.40	59.15%	24.34% <small>Based on Total Apprenticesable Work Hours</small>	18.00%

Percentage Project Complete Based on Worker Hours: 91.95% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
68,043.40	12.81%	0.08%	26.93%	54.92%	1.28%	3.99%	69.09%	8.90%



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

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
105,619.80	38.17%	27.98% <small>Based on total Apprenticeable Work hours</small>	9.17%

Percentage Project Complete Based on Worker Hours: 97.80% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
105,619.80	8.39%	4.22%	22.32%	61.48%	0.63%	2.96%	74.72%	1.61%



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

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
45,932.10	67.16%	22.53% <small>Based on Total Apprenticeable Work Hours</small>	22.79%

Percentage Project Complete Based on Worker Hours: 93.74% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
45,932.10	5.12%	0.00%	7.45%	87.43%	0.00%	0.00%	92.55%	0.65%



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

Metro Blue Line Pedestrian & Swing Gates

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
8,110.00	50.90%	20.84% <small>Based on Total Apprenticesable Work Hours</small>	4.36%

Percentage Project Complete Based on Worker Hours: 35.72% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
8,110.00	8.11%	0.00%	21.33%	70.55%	0.00%	0.00%	78.66%	2.34%



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

Division 16: Southwestern Yard

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

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
4,371.50	29.97%	13.99% <small>Based on Total Apprenticesable Work Hours</small>	7.01%

Percentage Project Complete Based on Worker Hours: 1.25% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
4,371.50	4.43%	0.05%	49.00%	32.13%	3.32%	11.08%	39.93%	5.70%



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

MRL Pershing Square Canopy & Escalator Replacement

PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
799.00	72.34%	9.26% <small>Based on Total Apprenticesable Work Hours</small>	47.81%

Percentage Project Complete Based on Worker Hours: 7.26% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
799.00	0.75%	2.00%	14.64%	82.60%	0.00%	0.00%	85.35%	0.00%



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

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

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,309.25	62.17%	22.35% Based on Total Apprenticeable Work Hours	47.00%

Percentage Project Complete Based on Worker Hours: 32.89% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,309.25	18.92%	0.00%	6.41%	74.29%	0.00%	0.39%	93.21%	0.00%



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

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



* Total Cumulative Project Hours as Reported by Prime Contractor.

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

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



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

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

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

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

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

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



- * Total Cumulative Project Hours as Reported by Prime Contractor.
- ** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

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

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

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

Executive Order 11246 Demographic Summary

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



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

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

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

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

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

Executive Order 11246 Demographic Summary

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



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

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

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

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

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

Executive Order 11246 Demographic Summary

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



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

Metro Blue Line Station Refurbishments

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

Report Data Through June 2015 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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

Westside Subway Extension Project AUR (Fairfax Station)

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

Report Data Through December 2015 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through March 2016 (FINAL)

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

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

Executive Order 11246 Demographic Summary

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



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



Board Report

File #: 2016-0581, File Type: Motion / Motion Response

Agenda Number: 38.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

SUBJECT: STRATEGIC PARTNERSHIPS WITH RIDESOURCE COMPANIES - MOTION RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report **identifying strategies to develop effective partnerships with ridesource companies** in response to April 2016 Motion #45.

ISSUE

In April 2016, the Metro Board Directors passed motion #45 by Directors Kuehl and Antonovich titled "Metro Partnerships with Ridesourcing Services." The motion directed the CEO to "return to the Board within 120 days with a comprehensive plan that identifies strategies to develop effective partnerships with ridesource companies, strategies to overcome these obstacles, and a review of benefit to the public as a result of partnering with these companies." This report responds to that motion, first by defining the variety of technology enabled mobility options that are entering the market, including transportation network companies (TNCs, i.e. Uber and Lyft), car share (i.e. Zipcar) and micro-transit (i.e. Bridj or Via). Based on research conducted by Metro staff, it then identifies opportunities and obstacles to partnerships with TNCs and micro-transit providers. A summary of related research and case study experiences can be found in the attachments.

DISCUSSION

The rise and proliferation of the on-demand economy is creating a new mobility marketplace. Where Los Angeles County residents once had limited options, there is now a growing array of services. In addition to the traditional modes, Los Angeles County residents can now source rides using bike share, TNCs, and car share. Together, these modes build the flexibility of choice to give up a personal vehicle.

And while mobility companies operating micro-transit have not yet entered our market, high demand for transportation options and the success of other on-demand models indicates that they are likely to begin operation in LA soon. It is expected that this diverse marketplace will grow and new technological options will continue to become available.

Agencies across the nation have begun partnering with on-demand transit in a variety of capacities. Metro was one of the first. Metro's exclusive promotional partnership with Uber during the opening of

the Expo Line extension to Santa Monica provided customers with an on-demand link to rail. It helped customers complete journeys and expand the reach of the system while providing LA area agencies insight into the potential and implications of future partnership models. The promotion, spun off from an unsolicited proposal and executed in under 6 weeks, helped establish synergy between modes. During the promotion period, 10,000 codes were applied offering customers 5 dollars off of UberPOOL trips starting or ending at new Expo stations and 5000 were activated.

Despite the appetite for transit operators to partner with ridesource companies and vice versa, the growing on-demand marketplace is relatively disconnected from the services of traditional mobility providers. This disconnect has the potential to perpetuate and increase social inequities. Therefore, it is critical to ensure that the benefits of this growing menu of options are both well integrated into the LA County transportation network and accessible to all customers, across socioeconomic statuses, minority, and disabled populations. For these reasons of mobility and social equity, Metro has begun to explore possibilities offered by new partnership models with new mobility providers.

This report is not a strategic plan, but rather the first step towards understanding the challenges and opportunities that underlie emerging partnerships with on-demand services, and how to engage new on-demand mobility providers in a strategic manner.

This report was written by the Office of Extraordinary Innovation (OEI) with input from TAP, Service Planning, Labor Relations, Civil Rights, Environmental Compliance, and Sustainability.

Technology Enabled Mobility Providers

While there are a range of technology-enabled mobility providers entering the market, this memo focuses on transportation network companies (TNCs) and micro-transit, as these are two mobility areas that the County has not yet fully embraced. Each can be described as follows:

Transportation Network Companies

According to the California Public Utilities Commission (CPUC), TNCs are companies that “provide prearranged transportation services for compensation using an online enabled application or platform (such as smartphone applications) to connect drivers using their personal vehicles with passengers.” Well known TNCs include Uber and Lyft, but there is a growing contingent of competitors both in the United States and abroad. These services offer on-demand services with a variety of options. Using their smartphones, customers can select the size and type (premium or not) of vehicle they would like to pick them up. The driver, rather than the TNC software, generally owns vehicles.

Customers can also select whether they would like to share their ride with other customers. The ability for customers to choose to share their ride creates an important distinction between TNCs and the more traditional taxi model; the Shared Use Mobility Center (SUMC) defines this as “ride-splitting,” as this feature allows customers to split the cost of the ride. When a user chooses to share a ride with other customers, the software uses proprietary algorithms to find other riders who are going in a similar direction and prices the ride based on the likelihood that they will be able to identify such a rider.

While researchers currently do not have access to Los Angeles County specific data, on a nation-wide scale, Lyft reported 2.8 million unique riders in May 2016 with a 25 percent increase in year-over-year riders per active passenger. It is projected that Lyft will match 152 million rides by year end. Lyft currently operates in select cities in the U.S., Indonesia, Singapore, the Philippines, Malaysia, Thailand and Vietnam. In mid-July, Uber announced that it had given a total of two billion rides over its seven year lifespan; the company had reached its one billion rides landmark just six months prior. Uber is currently active in 76 countries. For a sense of scale, in 2015 transit providers in the United States provided a collective 10.6 billion rides. These numbers demonstrate that these companies are growing at an exponential rate. While TNCs are providing just a fraction of transit ridership, their numbers are significant.

Micro Transit

Micro-transit can be characterized as privately operated, dynamically routed or crowd source routed transit service, such as Bridj, Via, Chariot, or Loup. It shares a strong resemblance to traditional publicly operated demand responsive transit. It diverges from the traditional model in its integration of technology and ability to operate privately. Each provider operates a unique model. For example, Bridj selects commute heavy geographic regions and allows customers to request a shared ride on demand (when the customer is going in the direction of demand) and the 14-person bus picks up the customer within a short walk where they are and drops them at their final destination. On the other hand, Chariot crowd sources in their operating markets to determine what commuting routes are currently being under served by traditional public sector transit. It then provides a fixed route commuter service based on the crowd sourced information. A variety of other models exist.

Opportunities and Challenges

Informed by the research currently available, the experiences across the country in partnering with TNCs or micro-transit options (both in the experiences documented in the attachments and through a series of interviews performed by Metro researchers), and an exploration of mobility needs in Los Angeles County, Metro staff identified opportunities and challenges to partnership.

Opportunities and Benefits to Partnership

Decrease single occupancy vehicle trips. TNCs provide shared rides that use proprietary algorithms to match multiple riders who have trips going in the same direction. Micro-transit similarly provides shared rides, often dynamically routed. If Metro were to leverage these models, we could have the opportunity to help decrease single occupancy vehicle trips by providing a better alternative, thereby improving mobility and decreasing the number of cars on the road at any one time. The thoughtful inclusion of TNCs and micro-transit into the mobility menu could help reduce car dependency, cut down on single occupancy vehicle trips, decrease greenhouse gas emissions, and support public transit service, ultimately bolstering public benefit.

Improve service for persons with disabilities. TNCs and micro-transit providers have the potential to significantly improve service for persons with disabilities, many of who currently use or qualify for Access Services. Currently, persons who qualify for Access Services must make an appointment to be picked up using a call service at least 24 hours in advance. The service provided is a similar to a

shared ride van service. The appointments are provided in one-hour window increments to provide for unforeseen challenges with traffic; a customer is expected to wait up to 20 minutes after the one-hour pick up window. A customer cannot change his or her drop-off location once after a pickup has been made.

Partnerships with TNCs or micro-transit could improve this service by allowing customers to request an on-demand (or close to on-demand) ride, which would both shorten customer wait-time as well as provide an option for customers to make travel decisions on less than 24 hours' notice, significantly improving personal mobility for persons with disabilities. It is also possible that this service could be less expensive on an hourly or cost-per-ride basis.

Further, partnerships also have the potential to improve TNC and micro-transit service that is in operation outside of the purview of a partnership. In general, these are technology companies and therefore do not have the institutional knowledge and experience for how to best serve customers with a variety of accessibility needs. Through partnerships, Metro has the potential to demonstrate how to serve a variety of constituencies, improving service across the board.

Expand the menu of transportation options. As a mobility provider, it is our role to provide our customers with a variety of mobility options to meet their varying and shifting transportation needs. By bringing TNCs and micro-transit under the public transit mobility umbrella, we can effectively expand mobility options and help our customers get where they need to go when they need to go there.

Harness the mobility benefits provided by TNCs and micro-transit to serve an effective first and last mile solution and a new option in underserved areas. TNCs and micro-transit could be part of a solution for delivering our customers to our fixed route transit options as well as for providing service in our low-density, underserved areas. Particularly in Los Angeles, where our land use can be spread-out and/or unsafe or challenging for walking, providing a new mobility solution to access fixed route transit or to get around more suburban areas of our county could provide tremendous benefits for our customers. A partnership would allow Metro the opportunity to explore these options, expanding our transportation services.

Improve low-density corridors and late night service. Late night service and low-density corridors are a costly and challenging service to provide in any service region. TNCs and micro-transit can potentially be an alternative to fixed route service that has the potential to be less expensive and more flexible for our customers.

Improve first mile/last mile and special event options. TNCs and micro-transit service could aid customers in reaching first and last mile destinations near major transit hubs that are not accessible by full sized buses. Similarly, partnering with TNCs during special events could help regulate unexpected passenger loads on trains and buses during time frames prior to and immediately after a big event.

Leading the way in defining industry practices. As TNCs and micro-transit operators are just beginning to partner with public transit agencies, a move into this space would provide Metro the opportunity to define industry practices, prioritizing Metro values such as equity, access, and regional

mobility, and help to ensure that they are part of the national partnership model.

TNCs may offer an opportunity to reduce the bifurcation of the transportation system.

Transportation systems are, and historically have been, bifurcated, meaning that the options available depend heavily on one's socioeconomic status. The average Metro train rider has a household income of about \$22,000. According to data from the Pew Research Center, current users of TNCs tend to have much higher household incomes. Pew's research survey found that 26 percent of study respondents whose household income was over \$75,000 had used TNC services before, whereas only 10 percent of those whose household income was less than \$30,000 had used these types of services. Through the thoughtful inclusion of TNCs into the transit marketplace, Metro has the potential to upset this historic trend, creating a transit market whose modes are used across a variety of income levels.

Other potential opportunities include:

- A reduction in the need for increased parking capacity
- Access to new data streams that can help inform future planning efforts
- Provide a cost effective alternative to the Immediate Needs Transportation program

Challenges to Partnership

Lack of best practices and standards for engagement with TNCs. In general, TNCs are new to the market and the concept of partnerships between transit agencies and TNCs has only emerged within the last year or two. As a result, the transit industry has not yet defined best practices and standards for entering into such relationships. Without common industry guidelines, engagements between TNCs and transit agencies can be inconsistent, even within the same region. Lack of consistency can breed confusion and frustration for both the agency and the private sector partner, and can even lead to the dissolution of potential partnerships. Further, to provide a solution, non-profits including Transportation for America and the Eno Center for Transportation are developing transit working groups that will provide a forum for transit agencies to discuss their challenges and successes in developing non-traditional partnerships with technology enabled mobility companies.

Learning curve when partnering with non-traditional transit vendors. Many of the agencies that Metro interviewed noted that the key to their success was predicated on selecting someone who has an understanding of the TNC/ for-profit business model, and who understands how the business models differ. Public transit operators traditionally do not partner with technology start-ups; therefore, there are a number of cultural differences in play.

Inconsistent regulatory interpretation at the transit operator level and outdated federal regulations. Conversations while planning Metro's two-week marketing partnership with Uber during the opening of the Expo Line Phase II extension in May 2016 highlighted different opinions and inconsistencies in how the federal regulatory structure and guidance should be interpreted and applied to partnering with TNCs. A lack of a framework or guidance for applying laws, regulations, and guidance designed for fixed route bus and rail modes to emerging on-demand modes such as TNCs has led to de-facto interpretation and decision making on a localized and case-by-case basis. This response to the situation can be seen nationally. Interviews with various transit agencies engaging with TNCs revealed that each had a different interpretation of how to apply Title VI,

Environmental Justice (EJ), ADA, and drug and alcohol testing rules and regulations in their partnerships with TNCs. Without clear guidance from the federal level it is extremely challenging to enter into legal partnerships with TNCs or other technology enabled transportation companies not currently included in Federal Transit Administration guidance. In order to help inform this conversation, FTA is rolling out a Mobility on Demand (MOD) grant program, which may provide transit agencies regulatory flexibility in ensuring compliance with the regulatory structure. Metro has submitted a proposal for this grant that, if selected, would enable us to initiate a demonstration partnership with a TNC and evaluate synergies between our service models. The industry hope is that this grant program will help to inform future regulatory guidance.

Need for payment integration. The TAP System, which is the existing system of fare payment for Metro and 24 other transit agencies in LA County, is being asked to integrate into many new account-based technologies, such as Bike Share, Parking, Mobility Hubs, and more. A holistic and collaborative approach is needed to ensure that these new systems are not fragmented into many different and varied forms of payment. All new systems should be built with the mindset of complementary and collaborative integration, in order to keep our customers' expanded purchasing experience fast and simple.

Lack of available vehicles capable of transporting individuals in wheelchairs on a TNC platform. Both transit operators and TNCs have noted that providing vehicles that can carry individuals with disabilities, including wheelchairs, on the TNCs platforms is challenging, especially with the same level of service. The majority of vehicles on the road that are currently leveraged on Uber and Lyft's platforms cannot carry a person in a wheelchair. Uber and Lyft are currently working on providing vehicles that are accessible to individuals in wheelchairs on their platform, but this service is not yet robust and is not necessarily in compliance with ADA requirements. The taxi industry also historically has a challenge with ensuring that vehicles accessible to individuals in wheelchairs are available, because it is challenging to deploy the equipment with enough density to meet the needs of disabled users, especially with similar response times. If Metro is to partner with TNCs, it is crucial that TNCs equitably provide services to all of our customers.

Access for the unbanked, those without smartphones, and those without cellular data plans. To access TNC and micro-transit services, customers must have a credit or debit card. As of 2013, the Federal Deposit Insurance Corporation (FDIC) calculated that that 7.7 percent of Americans were unbanked and 20 percent were underbanked. "Unbanked" means that a person does not have access to bank accounts at all, whereas "underbanked" means that they have bank accounts, but rely on alternative financial providers, such as cashier's checks or pawn shops, in order to meet some of their banking needs. It is likely that a portion of Metro riders fall into this category. Without access to a bank account, within the current payment platforms, customers cannot use TNC or microtransit services. To meet our equity aims, Metro needs to provide alternative payment solutions for these populations, such as integrating TNC payment into the TAP system.

Customers must also have access to smart phones and data plans to access these services. According to Metro's spring 2015 survey, only 47 percent of rail customers and 38 percent of bus customers have access to smart phones, and overall mobile phone access in Los Angeles is increasing. For some customers, a smart phone may be the only device available to them that can access the internet. According to a nationwide Pew Institute report, 13 percent of households with

low incomes (defined as below \$30,000) are smartphone dependent, meaning that a smartphone is their only viable means of internet access. Pew's study also highlighted that smartphone dependency was found to be higher in non-white populations. As the majority of Metro's ridership is non-white populations, this finding may have implications for our customer base.

Research has also indicated that the cost of data plans and wireless data may be prohibitively expensive for low income populations who largely make up Metro's ridership base. Pew's survey found that "seven percent of Americans own a smartphone but have neither traditional broadband service at home, nor easily available alternatives for going online other than their cellphone." The findings also revealed that customers frequently are either not able to pay their smart phone bill or max-out on available data.

According to Metro's survey, 71 percent of customers live in households with incomes below \$25,000 per year. For rail customers, median income is \$19,374 and 57 percent of customers live in households with incomes below \$25,000. Based on the data from Pew, it is likely that a portion of our customer base has experienced unreliable access to smartphone data for a variety of reasons. In analyzing these demographics, it is likely that it is not uncommon for a portion of our transit dependent customers to run out of data.

Ensuring limited English proficiency access. In accordance with the Civil Rights Act of 1964, if Metro is to partner with a TNC or microtransit provider, their services need to be available in multiple languages. Not all TNCs have multilingual platforms and there does not appear to be a standard means by which they provide their drivers with options to translate conversations with their passengers.

TNC Driver Definition. A labor question is the employment definition of TNC drivers as contractors rather than as employees. Based on their contractor status, TNCs are not required to provide benefits. This relationship is manifesting itself differently in each state and city. In California, the California App-Based Drivers Association helps to represent drivers.

Drug and Alcohol Rules. Under current federal law, if Metro were to partner with a TNC, all contractors who would be driving for the TNC and picking up our riders would be subject to federal drug and alcohol laws. Due to the cumbersome nature of these regulations, FTA has exempted taxi companies from compliance. There is also currently the ability to be exempt from these requirements if a customer has a choice in what service he or she selects.

Other regulatory hurdles. In addition to the regulatory challenges already listed, there are a number of other regulatory barriers of which any transit agency entering into a partnership should be aware. For example, there are on-going discussions across the country of the type of background checks that should be mandatory for operators of TNCs. Each TNC company has their own method of ensuring safety of their operators, but in general they do not require that their drivers first be fingerprinted. This is in part due to the number of drivers TNCs generally have on their platform and the complex nature of administering fingerprinting. Uber and Lyft are no longer operating in Austin, Texas in part because of the difficulty with fingerprinting.

Findings

The mobility menu is growing, and many Angelenos are choosing on-demand and shared-use mobility for their travel. Metro has the opportunity to:

1. Improve overall mobility by ensuring that these new models are well-integrated into the existing transportation network, which taxpayers have invested billions of dollars to develop, and
2. Ensure that these mobility options are available to all of our constituents in an equitable and accessible fashion.

Transportation Network Companies (TNCs) and micro-transit both have the potential to enhance our currently existing transit options. While public-private partnerships with these types of companies are still in their infancy, Metro has the opportunity in playing a role in setting the tenor for what these types of relationships look like.

In partnering with TNCs or micro-transit, Metro would likely focus on providing service where service previously has not existed. Likely uses are first and last mile transit access and low density areas of the county that currently do not have adequate transit access. As such, the addition of TNCs or micro-transit to the Metro mobility menu would not supplant any current, union operated services. In partnering with any technology-enabled mobility option it will be necessary to engage with labor early, often and continuously to ensure the best possible outcome for all of our stakeholders.

Recommendations

Metro staff recommends the following:

1. **Partner, experiment, repeat**

Actively explore partnership opportunities, and be willing to experiment and test new models. Partnerships with technology enabled mobility companies and transit operators are still in their infancy. As such, we have the opportunity to help develop a framework for engaging with these companies. This will mean developing and piloting a variety of approaches to partnering with these types of companies. Through new pilots, we can help to define what works best for Los Angeles County, and we can also make available our experiences at national level to help transit agencies across the country learn what works best. The willingness to experiment will help Metro be the premier transit operator in the country. It will also be crucial to provide an adequate timeline for partnership deployment. In speaking with a variety of public and private sector interests that have experimented with these types of partnerships, the amount of time needed to reveal the partnership value can vary.

2. **Work with Federal partners**

Work with the Federal Transit Administration (FTA) to develop pilot programs. FTA has demonstrated a willingness to working with transit agencies to identify ways to develop equitable demonstrations to test the benefits of partnerships. Recently, FTA released a notice of funding opportunity (NOFO) for a grant program that specifically asked agencies across the country to propose pilot programs such as

partnerships with TNCs or micro-transit companies. Further, FTA offered to provide regulatory flexibility to allow agencies to work with them to define best practices in rolling out these types of programs.

3. **Incentivize Shared Rides and Multi-modal Connections**

Maximize integrated mobility by prioritizing shared riding, and trips that connect with existing transit service. Researchers have identified that there are synergies between transit and new technology enabled mobility options. One way that customers use these new options is for first and last mile access to rapid transit. Another option for customers is to share or split their rides with other customers. When developing partnerships, Metro should incentivize these types of rides.

4. **Focus on ADA and Title VI**

Prioritize ADA and Title VI accessibility in pilot development. TNCs and micro-transit operators are not currently operating services that adhere to ADA and Title VI protocol, but they could. Through thoughtfully constructed partnerships, we have the opportunity to ensure the availability of accessible vehicles and equitable access. By making this a priority, Metro can help to inform national policy and best practices in ensuring these partnerships result in service that is in the public benefit.

5. **Integrate Fare Payment**

Create an account based TAP system, providing the ability for payment integration. In order to ensure that those who are unbanked or under-banked have access to these technology enabled, privately operated services, we need to develop a payment integration system. TAP is currently in the process of procuring technology that would allow for such integration. Continued support and investment in this system is an important component of ensuring equity.

6. **Create Mobility Hubs**

Invest in comprehensive wireless access and Mobility Hubs. To ensure equitable access to these types of services, Metro should expand access to wireless connections, which will allow those without data plans to access these technology enabled services. Further, Metro should strategize in investing in Mobility Hubs, which would have screens that could dispatch these types of services for those without smart phones.

NEXT STEPS

Metro will continue to evaluate relevant Unsolicited Proposals received, and continued internal coordination between all relevant departments.

ATTACHMENTS

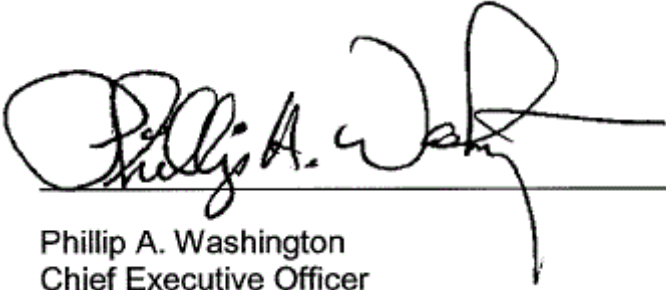
Attachment A - Transit Operator Experiences

Attachment B - Literature Review

Attachment C - Motion 45

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Phillip A. Washington
Chief Executive Officer

Experiences at Transit Operators

While there have been a growing number of transit agencies entering into marketing relationships with TNCs or other technology enabled mobility companies, few agencies have entered into service delivery relationships. There are some transit agencies experimenting with dynamically routed micro-transit, including the Kansas City Area Transportation Authority (KCATA), the Santa Clara Valley Transportation Authority, and Salem-Keizer Transit. However, there are few partnerships with TNCs for service delivery; most of transit agency/TNC partnerships have been marketing in nature. The next sections are the following:

1. An overview of agencies that have entered into marketing arrangements with TNCs,
2. A case study of a direct partnership with a TNC and a transit agency, and
3. Insights from an agency that has partnered with a micro-transit provider (Bridj) to provide transit service.

Marketing Partnerships

The majority of partnerships that have been forged between transit agencies and TNCs have been temporary marketing agreements. For example, in May 2016 Metro's Office of Extraordinary Innovation brokered a marketing partnership with Uber featuring the opening of the Expo Line extension. In this partnership, Metro and Uber offered cobranded marketing and Uber subsidized first mile and last mile pool rides at up to \$5 to the newly opened stations for a weekend. The marketing partnership lasted for two weeks; we have not yet received data quantifying the success of this partnership.

Agencies across the country have entered into similar partnerships. Metropolitan Atlanta Rapid Transit Authority and Dallas Area Rapid Transit both entered into temporary marketing partnerships with Uber where no money changed hands. In these partnerships, the agencies and the participating TNC had a co-branded marketing campaign. The Southeastern Pennsylvania Transportation Authority (SEPTA) is currently running a marketing partnership with Uber where Uber is discounting first mile-last mile rides from selected transit stops, with up to \$10 per discount. As a result of Uber paying for the discounts during this pilot, no money has changed hands between SEPTA and Uber.

Most recently, San Diego's Metropolitan Transit System entered into a marketing agreement with Uber in conjunction with Comic-Con International in which Uber will provide a one-time \$5 discount to one of 20 bus or trolley stations in the city.

TNCs as Service Delivery

While the majority of partnerships have been marketing agreements, informed by the research and as a result of the success of the existing marketing partnerships, many transit agencies are looking into ways to develop mutually beneficial partnerships with TNCs. While a number have agencies have actively solicited partnerships with TNCs through RFPs or through other processes, only one agency (at time of writing) was identified as directly subsidizing TNC operation.

Pinellas Suncoast Transit Authority (PSTA), serving the St. Petersburg region of Pinellas County in Florida, is the first transit operator in the country to execute a service delivery partnership with a TNC. PSTA serves 14.9 million customers a year with an annual operating budget of \$66.66 million.¹ The operator serves 40 bus routes with 210 vehicles.

In February 2016, PSTA announced that it was partnering with Uber, United Taxi, and Care Ride, a van option for individuals with disabilities (including individuals in wheelchairs), to provide an innovative solution to the region's first and last mile access to the rapid transit network. The pilot demonstration was deployed in a zone that was previously under served by transit options.ⁱⁱ

Within the defined service area, PSTA subsidizes rides that originate or end at the designated transit stops. The subsidy to the rider is 50 percent of the cost of the ride, up to a total of \$3.00.ⁱⁱⁱ To use the service, customers are asked to first self-select Uber, United Taxi, or CareRide. If the customer selects Uber, they are asked to use the Uber smartphone application and select the PSTA option to request a ride. If the customer selects United Taxi they have the option of calling or using an app. While Uber only accepts credit card or debit card as payment, United Taxi and the accessible van service accept both credit cards and cash. At the end of each payment cycle PSTA is invoiced for their portion of the fare. (According to a PSTA spokesman, they have not yet been invoiced.)

Following the launch of their initial pilot, PSTA was awarded \$300,000 from the Florida Department of Transportation to provide free late night ride service via Uber for low-income customers. The service will be available to customers who earn 150 percent or less of the federal poverty level. For a single person, incomes of less than \$17,655 qualify; \$36,375 for a family of four. When launched, the new service will provide qualifying customers 23 free rides per month for qualifying trips from Uber or United Taxi from 9 PM to 6 PM from any starting point and end point.^{iv}

Regulatory Hurdles

Florida's regulatory framework and political culture varies substantially from California, Los Angeles, and Metro. For example, PSTA has more flexibility on its local level procurement rules and operates for a constituency that brings forward few legal battles. As such, PSTA was able to roll out this partnership through a sole-source pilot program, complying with federal level pilot regulations. PSTA kept an open door policy with FTA, who was supportive in the process. Through providing options for the unbanked and populations without smart phone access, PSTA assuaged equity concerns.

PSTA was cognizant of ensuring accessible, ADA compliant services during the crafting of the partnership. This is illuminated by the presence of a separate contract that works in parallel for an accessible van service for those that cannot be accommodated in a passenger sedan. For all services included in the pilot, PSTA provides an estimated 20 minute wait, but the services may arrive sooner. There has not yet been discussion of a fare equity analysis for this partnership, and there was more concern from the federal level of ensuring equity in terms of geographic location.

Lessons

In terms of developing the partnership, Ross Silvers at PSTA noted that one of the key components of their success thus far has been predicated on maintaining a good relationship with Uber. Ridership has continued to grow since the launch of the pilot in February, and PSTA has credited that growth in part to Uber's own outreach efforts.

Ross Silvers, PSTA Mobility Manager, commented that the crux of developing an effective relationship with a TNC is recognizing that they are technology and marketing companies, not transportation companies. Whereas transit agencies tend to excel in providing transportation, they

are generally not as proficient in technological expansion and marketing prowess. As such, through partnerships, there is the potential to leverage each organization's skillsets.

Technology Enabled Transit as Service Delivery

In Kansas City, the transit operator is currently testing the use of micro-transit as part of the solution for its mobility needs. The Kansas City Area Transportation Authority (KCATA) is a bi-state agency in charge of planning, construction, owning, and operating passenger transportation systems and facilities within the seven-county Kansas City metropolitan area. KCATA operates bus, rapid transit, demand responsive routes, and para-transit.

In March 2016, the KCATA launched a demand-responsive micro-transit service with Bridj called Ride KC: Bridj. Bridj operates in Boston, Washington, D.C, and Kansas City. In both Boston and D.C. Bridj is privately operated and funded; Kansas City is Bridj's first public-private partnership with a transit operator. Bridj uses data points and a proprietary algorithm to determine how to route riders to their destination within a specified geographic region and direction.

This new service provides a new mobility option to downtown Kansas City, Hospital Hill, Crown Center, and portion of Midtown, University of Kansas Medical Center, and the Historic 18th and Vine Jazz district. Service is available Monday through Friday from 6 AM- 10AM and from 3 PM- 7 PM. The fare for the pilot program is \$1.50 (the same cost of the fixed route bus service). In conjunction with this pilot, Bridj is also running a promotion that allows a customer to apply a promo code to receive the first 10 rides free. Ride KC: Bridj features free Wi-Fi, a guaranteed seat (there are 14 seats per vehicle), no transfers within the zone, and fewer stops than a high capacity vehicle.^v

The year-long pilot is being paid for through local funds. The cost to KCATA is \$25 per revenue hour per vehicle. (For comparison, KCATA operates para-transit service at about \$40 per revenue hour.) While there are not contractual performance measures to evaluate the program, Bridj has an inherent incentive to provide the best possible service and to invest in proper marketing in order to maximize profits.

Labor and Equity

When KCATA initially met with the Amalgamated Transit Union (ATU) to negotiate terms of a partnership with Bridj, there was hesitation. ATU expressed concern that a privately owned service had the potential to negatively affect the ridership of the traditional KCATA service. Additionally, during negotiation there was a learning curve for both ATU and KCATA in terms of developing a contract within an entirely different service model. Ultimately, contract KCATA and ATU were able to develop a mutually agreed upon contract and the new service is fully operated by KCATA employees and union members.

In order to access Bridj, customers must have both a credit card to pay for the service, and a smart phone with a data plan to dispatch the service. Based on the experimental nature of this pilot, both the Federal Transit Administration (FTA) and KCATA agreed that demonstrating a proof of concept should come before solving for these challenges. However, in selecting the geographic region included, equity played a role.

Not all of the vehicles used are accessible for individuals with disabilities, including wheelchairs. Within the fleet, there are two vehicles that can carry individuals in wheelchairs that a customer can select to be dispatched, providing similar levels of service.

As this is a fairly new service, ridership is still growing, but low. Upon launch, ridership was about 3-4 riders a day. Recently there has been a marketing push and ridership has reached between 10-15 riders per day. Ridership is expected to continue to grow as customers learn about the service and how to use the service.

Lessons Learned

KCATA and Bridj's partnership is still in its infancy, and likely many lessons will be revealed over the course of the year. However, KCATA's experience demonstrates the necessity to both engage with labor unions early in the service exploration phase, as well as to budget a longer timeline to provide for labor negotiations. Ultimately, KCATA and ATU were able to successfully reach a mutually agreed upon contract, but there was a learning curve for each entity in determining what that contract should look like.

ⁱ <http://www.psta.net/history.php>

ⁱⁱ <https://newsroom.uber.com/us-florida/uber-announces-partnership-to-increase-transportation-access-in-tampa-bay/>

ⁱⁱⁱ <http://psta.net/directconnect/index.php>

^{iv} <http://www.bizjournals.com/tampabay/news/2016/06/10/local-transit-authority-wins-grant-for-free-uber.html>

^v http://www.kcata.org/news/ride_kc_bridj_begins_service_march_7

Literature Review

There is a growing body of research exploring the potential benefits and synergies of public transit agencies partnering with these technology enabled mobility companies. Research shows that technology enabled mobility options can augment and improve existing transit service, reduce car dependency, and improve overall mobility.

In spring 2016, the American Public Transportation Association (APTA) and the Shared Use Mobility Center (SUMC) published a paper that found that shared modes complement public transit. SUMC found that “ridesourcing services are most frequently used for social trips between 10 PM and 4 AM, times when public transit runs infrequently or is not available.” This finding suggests that transit and technology enabled mobility companies are not necessarily in competition with one another, and there may be mobility aspects that are better served by one service than another. For example, mass transit excels at effectively moving a large quantity of people efficiently, such as during commuting times. Whereas, technology enabled mobility options may provide a cost-effective, more efficient late night service.

SUMC’s report followed a paper published in early 2016 by the Transportation Research Board (TRB).ⁱ TRB found that new, innovative mobility services are expanding travel choices and are being widely embraced by millions of travelers. TRB recommend that, “policy makers and regulators should seek to integrate the features of TNCs and other innovative shared mobility services into existing transportation systems and services in ways that leverage the new services’ strengths and features.”

In 2014, Berkeley’s Transportation Sustainability Research Center published a report that found “a substantial portion of sampled ridesourcing trips are spatially and temporally not well served by public transit, suggesting a complementary relationship with transit, at least for some trips.” It also found that, “ridesourcing users also appear to be less likely to own an automobile.”ⁱⁱ

In addition to service synergies, researchers have found that there is a role for policy makers to ensure public benefit. TRB found that without public sector intervention, TNCs could exacerbate the ‘digital divide,’ which is the divide between those who both have access to technologies like smart phones and who have the digital literacy to capitalize on these serves. Similarly, SUMC recommended that, “public entities should identify opportunities to engage with [technology enabled mobility companies] to ensure that benefits are widely and equitably shared.”ⁱⁱⁱ Through thoughtful partnerships, these services could enhance mobility for low-income and older adults.

In May 2016, the Pew Research Center released a study that evaluated the rise of new on-demand services, including TNCs. Pew’s study found that TNC users generally capitalize on the larger wider range of transportation options, reducing their reliance on personal vehicle ownership.^{iv}

Pew’s study also found that 26 percent of survey respondents that made over \$75,000 had used TNC services before, whereas only 10 percent of those who make less than \$30,000 had used the service. This finding suggests that without governmental intervention, there may be a continued bifurcation based on income level for those who can and those who cannot access TNCs as a mobility service, something that this pilot program aims to overcome.

In February 2016, the Eno Center for Transportation (Eno) released a paper titled “Emerging Technology Trends in Transportation.”^v In this paper, Eno found that the federal government has a role in assisting the creation of partnerships between the public and private sectors to provide innovative mobility solutions and in ensuring equitable access to economically disadvantaged communities.

Thought leaders and policy makers have also been exploring the benefits and challenges associated with technology enabled mobility companies with full vehicle automation just on the horizon. As fully autonomous vehicles reach the market, researchers have developed a variety of potential scenarios for how vehicle automation may penetrate the market. On one side of the spectrum, policies and strategic partnerships could incorporate technology enabled mobility and vehicle automation onto the public mobility market, optimizing the use of resources and assets, increasing public mobility, and potentially cutting down on greenhouse gas emissions (GHG). However, without strategic partnerships, it is possible that autonomous vehicles may replace personal vehicles, which may lead to an increase in national and local vehicle miles travelled, increased congestion, and an increase in GHG. Policy makers have a role incentivizing the preferred option, and to be most effective that will likely have to occur prior to full vehicle automation through partnerships with technology enabled mobility companies.

This body of literature continues to grow with many current research projects underway. Research entities including Transit Center, Transportation for America, Eno, the National Research Defense Council, the Shared Use Mobility Center, and the Berkeley Transportation Sustainability Research Center currently have related research projects on-going that are expected to be released sometime within the year.

ⁱ <http://www.trb.org/Main/Blurbs/173511.aspx>

ⁱⁱ <http://www.uctc.net/research/papers/UCTC-FR-2014-08.pdf>

ⁱⁱⁱ <https://www.apta.com/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf>

^{iv} <http://www.pewinternet.org/2016/05/19/the-new-digital-economy/>

^v <https://www.enotrans.org/etl-material/emerging-technology-trends-transportation/>



Metro

Board Report

File #:2016-0375, File Type:Motion / Motion
Response

Agenda Number:45

REVISED
REGULAR BOARD MEETING
APRIL 28, 2016

Motion by:

DIRECTORS ANTONOVICH AND KUEHL

April 28, 2016

Metro Partnerships with Rideshare/Ridesourcing Services

A recent American Public Transportation Association (APTA) report, *Shared Mobility and the Transformation of Public Transit* (March 2016), highlighted four key findings regarding the emerging intersection of shared use mobility and public transit.

The key findings are as follows:

- The more people use shared modes, the more likely they are to use public transit, own fewer cars, and spend less on transportation overall
- Shared modes complement public transit, enhancing urban mobility
- Shared modes will continue to grow in significance, and public entities should engage with them to ensure that benefits are widely and equitably shared
- The public sector and private mobility operators are eager to collaborate to improve paratransit using emerging approaches and technology

These findings mirror what is happening in Los Angeles County, as shared use mobility-especially ridesourcing services like Lyft and Uber-has emerged as a first mile/last mile connection to the Metro transit system-notably at Metro Rail stations. According to the APTA report, improving the use of these services will enhance ridership on our rail system and become even more necessary as these services become more prevalent in providing connections to the Metro Rail system.

Furthermore, the need for paratransit services will continue to grow in Los Angeles County, creating a demand for innovative approaches to provide mobility and quality of life for the region's aging demographic.

In light of APTA's study and key findings-and to provide our patrons with more options to access our services with greater efficiency, reliability, and convenience-Metro should develop a comprehensive plan that identifies strategies to develop effective partnerships with ridesource companies, including a review of obstacles to partnering with ridesource companies and strategies to overcome those

obstacles. As a public agency, Metro should also clearly highlight the public benefit achieved by creating these partnerships on behalf of its patrons.

MOTION by Directors Antonovich and Kuehl that the Metro Board directs the CEO to return to the Board within 120 days with a comprehensive plan that identifies strategies to develop effective partnerships with ridesource companies. This plan will also include an identification of obstacles in partnering with these companies, strategies to overcome these obstacles, and a review of benefit to the public as a result of partnering with these companies.

**Board Report**

File #: 2016-0582, **File Type:** Informational Report**Agenda Number:** 39.

**EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 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 Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs of interest to our agency. This report was prepared on July 28, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

Federal Grants for Fiscal Year 2016

I am pleased to share with you that earlier this week Metro was awarded \$15 million for the Rosecrans/Marquardt grade separation project through the Transportation Investment Generating Economic Recovery (TIGER) grant program run by the U.S. Department of Transportation. TIGER grants are very competitive discretionary grants and I want to thank our staff for their hard work in submitting a successful application. I also want to express our appreciation for the strong support we received from our Congressional Delegation for this grant - especially from U.S. Senators Dianne Feinstein, Barbara Boxer and Congresswoman Linda Sanchez. It should be noted that our agency has secured five TIGER grants over the last eight years that TIGER grants have been issued - which is a positive track record that reflects favorably on our agency and the strong confidence the U.S. Department of Transportation has in our ability to build mobility enhancing projects.

Metro's Government Relations team will continue to actively seek Congressional support for our other grant applications which include an FTA Bus and Bus Facilities grants and FTA Mobility on Demand Sandbox Program grants.

One last note on federal grants - in August our agency will be holding a ribbon cutting ceremony for the North Hollywood Station Underpass project - which was funded - in part - with a \$10 million

federal Bus and Bus Facilities grant. This project - which will enable safe travel between the Orange and Red Lines - is another example of the dividend we enjoy because of the confidence the USDOT has and continues to have in our agency.

Federal Appropriations for Fiscal Year 2017

Most recently, the U.S. Senate moved this May to approve the Federal Fiscal Year 2017 Transportation - HUD (THUD) Appropriations Bill. We are pleased that the bill - as drafted - includes robust funding for Metro's New Starts projects. Specifically, the bill provides \$100 million for the Regional Connector and \$100 million for the Westside Purple Line Extension (Segment 1). The bill also states that \$250 million will be available for California's three New Starts projects that are awaiting Full Funding Grant Agreements - which would include funding for the Westside Purple Line Extension (Segment 2). In the U.S. House of Representatives, the Fiscal Year 2017 Transportation-HUD Bill has been advanced through the Appropriations Committee and is waiting to be considered on the full floor of the House.

Included in the House THUD bill is \$100 million for the Regional Connector, \$100 million for Purple Line Extension (Segment 1), and \$100 million for Purple Line Extension (Section 2). The House bill diverged, albeit slightly, from the Senate bill by specifically assigning the full funding amount for Westside Purple Line Extension Section 2. We will continue to work closely with our Los Angeles County Congressional Delegation as the Federal Fiscal Year 2017 appropriations process moves forward in the month of September.

Federal Regulations

We continue to work with our colleagues in the Planning department by commenting on federal rules and regulations being issued by the Federal Transit Administration, Federal Highway Administration, Federal Aviation Administration, among other agencies. Our comments on federal rules and regulations are governed and guided by the policies outlined in our Board-approved 2016 Federal Legislative Program. Consistent with our Board-approved America Fast Forward initiative - we are continuing to work to make permanent the Local Hire reforms enacted by Congress and the Obama Administration over the last several years.

I look forward to expanding on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

This concludes my remarks before the committee. I would welcome the opportunity to answer any questions from you Mr. Chairman or from members of this committee.

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of state affairs of interest to our agency. This report was prepared on August

2, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

California Air Resources Board Releases Draft Regulatory Amendments to the State's Cap-and-Trade Program

The California Air Resources Board (ARB) has released its draft regulatory amendments which would extend the Cap-and-Trade Program beyond 2020, broaden the program, comply with the federal Clean Power Plan, and enhance ARB's ability to oversee and implement the Regulations. The proposed amendments were drafted in response to the aggressive benchmark set in Governor Brown's Executive Order establishing a new 40 percent reduction target for GHG emissions by 2030. The final release of the proposed amendments to the Cap-and-Trade Program regulations is set for August 2, 2016. ARB will host a public hearing and open the formal public comment period in August. These amendments will be first considered at a Board hearing in September 2016 and voted on at a second Board hearing in the spring of 2017. Members of the Legislature, primarily in the Republican Caucus, believe that the Cap-and-Trade Programs cannot be extended without a vote of the Legislature. It is anticipated that the extension of the Cap-and-Trade Program, as well as the manner in which those funds would be allocated will be considered when the Legislature returns from recess in August.

California State Legislative Calendar Update

Summer Recess began on July 1st, 2016. The Legislature will re-convene the session on August 1, 2016. The last month of session proceeds at a rapid pace as the Legislature races to dispense with over 1500 remaining pieces of legislation. The policy and fiscal committees will be working in earnest to complete their work prior to the August 12, 2016 fiscal committee deadline. A number of major issues are still pending including the resolution of the state's cap and trade program. In addition, a number of members in the Assembly have begun discussions to see if a consensus can be reached on a transportation funding package in the last month of session. Additionally, a number of bills are still pending on which Metro staff are engaged. These include AB 2690 which would authorize Metro to set aside procurements for competition amongst small businesses and AB 522 (Mendoza), which would restructure the Metro Board of Directors, is currently pending in the Assembly Rules Committee.

ATTACHMENTS

Attachment A - August 2016 - Legislative Matrix

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

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



Phillip A. Washington
Chief Executive Officer

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	6/20/2016-S. APPR. 6/20/2016-Read second time and amended. Re-referred to Com. on E.Q. Withdrawn from committee. Re-referred to Com. on APPR.	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 156 Perea D California Global Warming Solutions Act of 2006: disadvantaged communities.	6/30/2016-A. INACTIVE FILE 6/30/2016-Ordered to inactive file at the request of Assembly Member McCarty.	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 state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Monitor

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Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 8/2/2016

Bill ID/Topic	Location	Summary	Position
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	6/28/2016-S. THIRD READING 6/28/2016-Read second time. Ordered to third reading.	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
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	6/29/2016-S. APPR. 6/29/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (June 28). Re-referred to Com. on APPR.	Would require Los 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 626 Chiu D Public contracts: claim resolution.	6/29/2016-S. APPR. 6/29/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 28). Re-referred to Com. on APPR.	Current law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Current law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project. The	Monitor
AB 779 Garcia, Cristina D Local government: financial disclosures.	6/29/2016-S. APPR. 6/29/2016-Action From GOV. & F.: Do pass as amended. To APPR..	Would require a city, county, city and county, or special district to post a link on the homepage of its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous fiscal year and the 10 employees with the greatest total compensation, as specified. By increasing the duties of local officials, 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
AB 857 Perea D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/25/2016-S. RLS. 4/25/2016-Withdrawn from committee. Re-referred to Com. on RLS.	Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated 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 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	6/27/2016-S. THIRD READING 6/27/2016-Read second time. Ordered to third reading.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger conduct violation to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws. Last Amended on 6/18/2015	Support
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

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Bill ID/Topic	Location	Summary	Position
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	6/29/2016-S. APPR. 6/29/2016-Action From E.Q.: Do pass as amended. To APPR..	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, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	Monitor
AB 1572 Campos D School transportation.	4/25/2016-A. APPR. 4/25/2016-Re-referred to Com. on APPR.	Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation.	Monitor
AB 1591 Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. 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.	6/23/2016-S. APPR. 6/23/2016-Re-referred to Com. on APPR. pursuant to Joint Rule 10.5	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.	5/27/2016 – Held in Appropriations Committee	Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill 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. Last Amended on 3/29/2016	Support
AB 1640 Stone, Mark D Retirement: public employees.	6/27/2016-S. APPR. 6/27/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 0.) (June 27). Re-referred to Com. on APPR.	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.	Work with Author

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Bill ID/Topic	Location	Summary	Position
AB 1641 Allen, Travis R Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 4/4/2016-In committee: Set, second 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 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.	Monitor
AB 1657 O'Donnell D Air pollution: public ports and intermodal terminals.	5/11/2016-A. APPR. SUSPENSE FILE 5/27/2016-In committee: Held under submission.	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- 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.	6/22/2016-S. APPR. 6/22/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (June 22). Re-referred to Com. on APPR.	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. 4/13/2016-In committee: Set, first hearing. Referred to suspense file.	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

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Bill ID/Topic	Location	Summary	Position
AB 1669 Hernández, Roger D Displaced employees: service contracts: collection and transportation of solid waste.	6/27/2016-S. APPR. 6/27/2016-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.	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 is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due.	Monitor
AB 1683 Eggman D Alternative energy financing.	4/4/2016-A. REV. & TAX SUSPENSE FILE 4/4/2016-In committee: Set, first hearing. Referred to suspense file.	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 Vehicular air pollution: civil penalties.	6/28/2016-S. APPR. 6/28/2016-SEN. JUD. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.	Current law provides that a manufacturer or distributor who does not comply with the emission standards or the test procedures adopted by the State Air Resources Board is subject to a civil penalty of \$50 per vehicle. This bill would increase those penalties to \$37,500 per action or vehicle. The bill would require the state board to adjust those penalties for inflation, as specified.	Monitor
AB 1710 Calderon D Vehicular air pollution: zero-emission and near-zero-emission vehicles.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 18). Re-referred to Com. on APPR.	Would require, on or before January 1, 2019, the State Air Resources Board to develop and implement a comprehensive program comprised of a portfolio of incentives to promote zero-emission and near-zero-emission 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. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 1725 Wagner R Vehicles: automated traffic enforcement systems.	6/16/2016-S. APPR. 6/16/2016-Re-referred to Com. on APPR.	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.	6/22/2016-S. APPR. 6/22/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (June 21). Re-referred to Com. on APPR.	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 inspectors, building officials, or other local officials responsible for code enforcement to inspect for compliance with these provisions during any inspection.	Monitor
AB 1746 Stone, Mark D Transit buses.	6/28/2016 – Senate Transportation and Housing – Hearing Cancelled at request of Author *This bill has been amended to delete the LACMTA from the references within the bill.	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.	Support
AB 1768 Gallagher R Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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 1813 Frazier D High-Speed Rail Authority: membership.	7/25/2016-A. CHAPTERED 7/25/2016-Chaptered by Secretary of State - Chapter 117, Statutes of 2016.	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
AB 1866 Wilk R High-speed rail bond proceeds: redirection: water projects.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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 1889 Mullen D High-Speed Rail Authority: High Speed Train Operation	08/01/2016 From SENATE Committee on APPROPRIATIONS with author's amendments. 08/01/2016 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 08/01/2016 In SENATE Committee on APPROPRIATIONS: To Suspense File.	Provides that the Budget Act of 2012 made appropriations for the support of State government, including an appropriation for State operations, local assistance, or capital outlay for high-speed rail projects. Provides for the purposes of that appropriation that the approval by the High-Speed Rail Authority that a corridor or usable segment thereof would be suitable and ready for high-speed train operation is conclusive.	

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Bill ID/Topic	Location	Summary	Position
AB 1919 Quirk D Local transportation authorities: bonds.	6/16/2016-S. THIRD READING 6/16/2016-Read second time. Ordered to third reading.	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 require the 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.	6/30/2016-A. CONCURRENCE 6/30/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after July 29 pursuant to Assembly Rule 77.	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
AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	6/30/2016-S. APPR. 6/30/2016-Read second time and amended. Re-referred to Com. on APPR.	Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill 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.	Work with Author
AB 2049 Melendez R Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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

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Bill ID/Topic	Location	Summary	Position
AB 2090 Alejo D Low Carbon Transit Operations Program.	6/30/2016-S. APPR. 6/30/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 29). Re-referred to Com. on APPR.	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 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	6/22/2016-S. APPR. 6/22/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 21). Re-referred to Com. on APPR.	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. 4/27/2016-In committee: Set, first hearing. Failed passage. 5/31/2016-From committee: Without further action pursuant to Joint Rule 62(a).	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.	6/29/2016-S. APPR. 6/29/2016-Action From E.Q.: Do pass as amended. To APPR..	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.	Support

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Bill ID/Topic	Location	Summary	Position
AB 2222 Holden D Greenhouse Gas Reduction Fund: Transit Pass Program.	6/29/2016-S. APPR. 6/29/2016-Action From E.Q.: Do pass as amended. To APPR..	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program. This bill 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 require that funding be allocated by the Controller, as specified, upon a determination by the department, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the criteria that eligible transit providers shall use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require that at least 30% of the moneys allocated under the Transit Pass Program benefit disadvantaged communities, as specified. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students . This bill contains other related provisions. Last Amended on 4/6/2016	Support
AB 2257 Maienschein R Local agency meetings: agenda: online posting.	6/29/2016-S. APPR. 6/29/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 29). Re-referred to Com. on APPR.	Would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would make these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2289 Frazier D Department of Transportation: capital improvement projects.	7/22/2016-A. CHAPTERED 7/22/2016-Chaptered by Secretary of State - Chapter 76, Statutes of 2016.	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.	Support
AB 2348 Levine D Department of Finance: infrastructure investment.	6/28/2016-S. APPR. 6/28/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (June 28). Re-referred to Com. on APPR.	Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees ' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund.	Monitor
AB 2374 Chiu D Construction Manager/General Contractor method: regional transportation agencies: ramps.	6/30/2016-S. THIRD READING 6/30/2016-From Consent Calendar. Ordered to third reading.	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

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Bill ID/Topic	Location	Summary	Position
AB 2411 Frazier D Transportation revenues.	6/2/2016-S. RLS. 6/2/2016-In Senate. Read first time. To Com. on RLS. for assignment.	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 2472 Linder R Personal income taxes: credits: disabled veterans: service animals.	5/25/2016-A. APPR. SUSPENSE FILE 5/27/2016-In committee: Held under submission.	The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2017, and before January 1, 2022, would allow a credit under the Personal Income Tax Law in an amount equal to 50% of the amounts paid or incurred during the taxable year by a qualified disabled veteran for the ownership and maintenance of a qualified animal, not to exceed \$2,000 for a taxable year. This bill contains other related provisions. Last Amended on 4/28/2016	Monitor
AB 2542 Gatto D Streets and highways: reversible lanes.	6/15/2016-S. APPR. 6/27/2016-In committee: Hearing postponed by committee.	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.	Support
AB 2682 Chang R Autonomous vehicles.	6/30/2016-S. THIRD READING 6/30/2016-From Consent Calendar. Ordered to third reading.	Would require the Department of Motor Vehicles, upon the development of a model state policy on autonomous vehicles or operational guidance related to the deployment and operation of autonomous vehicles by the National Highway Traffic Safety Administration, to hold public hearings on the model policy and consider, to the extent authorized by other law, conforming department regulations with that policy.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	6/30/2016-S. CONSENT CALENDAR 6/30/2016-Read second time. Ordered to Consent Calendar.	Existing 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 existing laws. Last Amended on 4/12/2016	Sponsor
AB 2673 Harper D Sales and Use Tax Exemption for Hydrogen refueling Station Equipment	5/9/2016-A Rev and Tax Comm 05/09/2016 In ASSEMBLY Committee on REVENUE AND TAXATION: Failed passage.	Relates to sales and use tax laws. Exempts gross receipts from the sale of, and the storage, use, or other consumption in this state of, hydrogen refueling station equipment, purchased by a recipient of a grant pursuant to the Alternative and Renewable Fuel and Vehicle Technology Program for the development of hydrogen refueling stations. Authorizes counties and cities to impose local sales and use taxes. Last Amended 4/26/2016	Monitor
AB 2693 Dababneh D Contractual assessments: financing requirements: property improvements.	6/2/2016-S. GOV. & F. 6/2/2016-Referred to Coms. on GOV. & F. and JUD.	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 2722 Burke D Transformative Climate Communities Program.	6/29/2016-S. APPR. 6/29/2016-Action From E.Q.: Do pass as amended. To APPR.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available 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 the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2742 Nazarian D Transportation projects: comprehensive development lease agreements.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file. 5/27/2016 – Held in Appropriations Committee	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 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. The bill 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.	Support
AB 2796 Bloom D Active Transportation Program.	6/30/2016-S. APPR. 6/30/2016-Read second time and amended. Re-referred to Com. on APPR.	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 and a minimum of 10% of all available Active Transportation Program funds to be programmed for noninfrastructure purposes, except as provided.	Monitor
AB 2835 Cooper D Public employees: orientation and informational programs: recognized employee organizations.	6/27/2016-S. APPR. 6/27/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 2.) (June 27). Re-referred to Com. on APPR.	Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. This bill would require the public employers regulated by the acts described above to provide newly hired employees, as defined, a specified public employee orientation within 2 months of hiring.	Monitor

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Bill ID/Topic	Location	Summary	Position
AB 2847 Patterson R High-Speed Rail Authority: reports.	6/29/2016-S. APPR. 6/29/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 28). Re-referred to Com. on APPR.	Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	Monitor
AB 2868 Gatto D Energy storage.	6/27/2016-S. APPR. 6/27/2016-SEN. E.,U. & C. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.	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
AB 2906 Committee on Transportation Transportation: omnibus bill.	6/22/2016-S. APPR. 6/22/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 21). Re-referred to Com. on APPR.	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 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.	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 32 Pavley D California Global Warming Solutions Act of 2006: emissions limit.	6/30/2016-A. APPR. 6/30/2016-Read second time and amended. Re-referred to Com. on APPR.	Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. This bill contains other related provisions.	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: voter instruction.	5/27/2016-S. ENROLLED 5/27/2016-Enrolled and presented to the Governor at 12:30 p.m.	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 a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more 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
SB 821 Block D Crimes: criminal threats.	4/14/2016-S. APPR. 4/22/2016-Set for hearing May 2.	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

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Bill ID/Topic	Location	Summary	Position
<p>SB 824 Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>6/28/2016-A. APPR. 6/28/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 27). 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 authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. Last Amended on 4/11/2016</p>	<p>Support</p>
<p>SB 838</p> <p>Committee on Budget and Fiscal Review</p> <p>Transportation.</p>	<p>6/16/2016-S. CONCURRENCE 6/16/2016-In Senate. Concurrence in Assembly amendments pending.</p>	<p>The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Current law requires that when the amounts described in those provisions have been paid to the transportation funds named, the revenues received by the state from the tribal compacts are required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
SB 882 Hertzberg D Crimes: public transportation: minors.	6/29/2016-A. THIRD READING 6/29/2016-Read second time. Ordered to third reading.	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.	
SB 885 Wolk D Construction contracts: indemnity.	6/2/2016-A. DESK 6/2/2016-In Assembly. Read first time. Held at Desk.	Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits 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 or lawsuits against any other person or entity arising from a construction project, except that person's or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified.	Oppose
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 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

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Bill ID/Topic	Location	Summary	Position
<p>SB 951 McGuire D</p> <p>Transportation: Golden State Patriot Passes Program.</p>	<p>4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR. 5/27/2016 – Held in Appropriations Committee</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation, with specified powers and duties, including, but not limited to, coordinating and assisting, upon request of, the various public and private transportation entities to strengthen their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate, and would require a transit operator selected to participate in the program to match any state moneys that it receives through the program with local moneys. The bill would require the participating transit operators and the department to report on the program. The bill would repeal the program on January 1, 2022. Last Amended on 4/26/2016</p>	<p>Support</p>
<p>SB 998 Wieckowski D</p> <p>Vehicles: mass transit guideways.</p>	<p>6/28/2016-A. APPR. 6/28/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 27). Re-referred to Com. on APPR.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, 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.</p>	<p>Monitor</p>
<p>SB 1018 Liu D</p> <p>Interstate 710 North Gap Closure project: cost-benefit analysis.</p>	<p>4/11/2016-S. T. & H. 4/26/2016-April 26 set for first hearing. Testimony taken. Further hearing to be set.</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 require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other existing laws. Last Amended on 4/7/2016</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
SB 1066 Beall D Transportation funds: fund estimates.	6/29/2016-A. APPR. 6/29/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	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 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.	6/1/2016-A. V. A. 6/1/2016-Referred to Coms. on V.A. and TRANS..	Would exempt vehicles registered to 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 1362 Mendoza D Los Angeles County Metropolitan Transportation Authority: security officers.	4/5/2016-S. PUB. S. 4/20/2016-April 19 set for first hearing canceled at the request of author.	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.	Monitor
SB 1383 Lara D Short-lived climate pollutants.	6/28/2016-A. APPR. 6/28/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (June 27). Re-referred to Com. on APPR.	Would require the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing 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.	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 1398 Leyva D Public water systems: lead pipes.	6/30/2016-A. APPR. 6/30/2016-Read second time and amended. Re-referred to Com. on APPR.	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.	4/21/2016-S. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 3644.) (April 20). Re-referred to Com. on APPR.	Would require the State Air Resources 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.	4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR.	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 between those facilities. This bill contains other related provisions and other existing laws.	Monitor
SB 1464 De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	6/28/2016-A. APPR. 6/28/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (June 27). Re-referred to Com. on APPR.	Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.	Monitor

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Bill ID/Topic	Location	Summary	Position
SB 1472 Mendoza D Los Angeles County Metropolitan Transportation Authority.	6/2/2016-S. INACTIVE FILE 6/2/2016-Ordered to inactive file on request of Senator Mendoza.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors, including the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and one nonvoting member appointed by the Governor. This bill would expand the board of directors to 16 members by adding 2 members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules and would prohibit these members from residing in the same city as another member of the authority, as specified. This bill contains other related provisions and other existing laws. Last Amended on 4/11/2016	Oppose
SBX1 1 Beall D Transportation funding: environmental mitigation: oversight.	4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	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.	Monitor
SCA 5 Hancock D Local government finance.	4/12/2016-S. GOV. & F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
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
ABX1 3 Frazier D Transportation funding.	9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	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.	Monitor

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ABX1 4 Frazier D Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	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.	Monitor
ABX1 5 Hernández, Roger D Income taxes: credits: low-income housing: farmworker housing assistance.	7/16/2015-A. PRINT 7/17/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	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.	Monitor
ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	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.	Monitor
ABX1 8 Chiu D Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 9 Levine D Richmond-San Rafael Bridge.	8/17/2015-A. PRINT 8/18/2015-From printer.	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.	Monitor
ABX1 10 Levine D Public works: contracts: extra compensation.	8/19/2015-A. PRINT 8/20/2015-From printer.	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.	Monitor
ABX1 11 Gray D Transportation projects: County of Merced: campus parkway project.	8/20/2015-A. PRINT 8/21/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 12 Nazarian D Los Angeles County Metropolitan Transportation Authority.	8/26/2015-A. PRINT 8/27/2015-From printer.	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.	Monitor
ABX1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 14 Waldron R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor
ABX1 15 Patterson R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
<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>

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ABX1 18 Linder R Vehicle weight fees: transportation bond debt service.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor
ABX1 19 Linder R California Transportation Commission.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor
ABX1 20 Gaines, Beth R State government: elimination of vacant positions: transportation: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 21 Obernolte R Environmental quality: highway projects.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor
ABX1 22 Patterson R Design-build: highways.	9/1/2015-A. PRINT 9/2/2015-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 23 Garcia, Eduardo D Transportation.	9/4/2015-A. PRINT 9/5/2015-From printer.	<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>	Monitor

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Bill ID/Topic	Location	Summary	Position
ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners.	9/11/2015-A. PRINT 9/12/2015-From printer.	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.	Monitor
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>4/21/2016-S. APPR. 4/21/2016-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, 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, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. 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>

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Bill ID/Topic	Location	Summary	Position
<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>

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Bill ID/Topic	Location	Summary	Position
SBX1 5 Beall D Transportation funding.	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.	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.	Monitor
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	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.	Monitor
SBX1 7 Allen D Diesel sales and use tax.	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	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, 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.	Monitor

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Bill ID/Topic	Location	Summary	Position
SBX1 8 Hill D Public transit: funding.	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.	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.	Monitor
SBX1 9 Moorlach R Department of Transportation.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
<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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Bill ID/Topic	Location	Summary	Position
SBX1 11 Berryhill R Environmental quality: transportation infrastructure.	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.	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.	Monitor
SBX1 12 Runner R California Transportation Commission.	8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.	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.	Monitor

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Bill ID/Topic	Location	Summary	Position
<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>

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Bill ID/Topic	Location	Summary	Position
<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>

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Bill ID/Topic	Location	Summary	Position
SRX1 1 De León D Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session	6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)	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.	Monitor
California Public Vote on Bonds Initiative, Proposition 53 (2016-#15-0003) Revenue Bonds. Infrastructure Projects. State Legislature and Voter Approval. Initiative Constitutional Amendment.	Will be on the November 8, 2016 ballot in California as an initiated constitutional amendment.	Requires State Legislature approve use of revenue bonds for public infrastructure projects funded, owned, or operated by the state or any joint agency that includes the state, if the bond amount exceeds \$2 billion and repayment requires new, increased, or extended taxes, fees, or other charges. Requires that legislatively approved projects be presented on statewide ballot for voter approval. Applies to previously approved projects if remaining bond amount exceeds \$2 billion. Requires that specified project information for all state bonds be included in voter ballot pamphlet.	

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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

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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>

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H.R. 2485 Torres D-CA	<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</p> <p>5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee</p>
H.R. 2495 Waters D-CA	<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</p> <p>5/21/15 House Appropriation and Budget Committees</p>
H.R. 2410 DeFazio D-OR	<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</p>

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S. 650 Blunt R-MO	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.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 (Feinstein-D-CA)	Extend the national deadline to implement Positive Train Control by one year	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2016	An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America’s Surface Transportation Act (FAST Act)	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).	Signed into law by President Obama, December 4, 2015

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Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 8/2/2016



Board Report

File #: 2016-0583, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 42.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

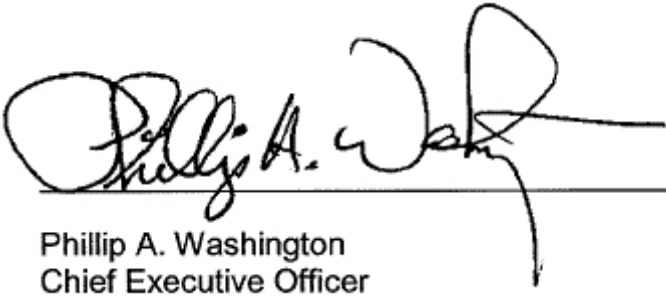
- A. **AB 1889 (Mullin)** -High-Speed Rail Authority: high-speed train operation. **SUPPORT**
- B. **SB 882 (Hertzberg)** - Crimes: Public Transportation: Fare Evasion by minors **NEUTRAL**
- C. **Proposition 53 (Cortopassi)** - California Public Vote on Bonds Initiative **OPPOSE**
- D. **AB 1217 (Daly)** - Membership on the Orange County Fire Authority (OCFA) **OPPOSE**

ATTACHMENTS

- Attachment A - AB 1889 (Mullin) Legislative Analysis
- Attachment B - SB 882 (Hertzberg) Legislative Analysis
- Attachment C - Proposition 53 (Cortopassi) Legislative Analysis
- Attachment D - AB 1217 (Daly) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Government Relations Administrator, (213) 922-2230

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

BILL: AB 1889

AUTHOR: ASSEMBLYMEMBER KEVIN MULLIN
(D-SAN FRANCISCO)

SUBJECT: HIGH-SPEED RAIL AUTHORITY: MEMORANDUM OF
UNDERSTANDING PROJECTS

STATUS: SENATE COMMITTEE ON APPROPRIATIONS

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on AB 1889 (Mullin). This bill would add clarifying language to the 2012 statute (SB 1029) that appropriated the \$8 billion federal and state funds to construct the high-speed rail segments in the Central Valley and provide “bookend” funding for the High Speed Rail project.

ISSUE

Existing law authorizes the High Speed Rail Authority to develop and implement a high speed rail system in California. Under Proposition 1A, \$9.95 billion in general obligation bond authority was programmed to fund the planning and construction of the high-speed rail system and provided allocations for “bookend” projects that would include rail system improvements that fed into the high-speed rail system. The High Speed Rail Authority has the mandate to administer funding for these “bookend” connectivity projects and AB 1889 (Mullin) adds clarifying language to the statute that would assist in securing the funding as specified.

This bill provides that upon approval of a funding plan for a specific corridor or usable segment by the High-Speed Rail Authority (HSRA), the project(s) identified in the funding plan will be deemed suitable and ready for high-speed train operation, as specified.

DISCUSSION

In 2012, the California High Speed Rail Authority (SCHRA) released its business plan which included so called “bookend” investments. These investments are essential elements of the project in Northern and Southern California that while ultimately needed for the project would provide utility for rail services now. These improvements were memorialized in Memoranda of Understanding (MOU) between Northern California transportation agencies and Southern California transportation agencies including

Metro. Metro is a signatory to the Southern California MOU. The Legislature subsequently approved legislation funding the High Speed Rail project which included funding for the bookend investments. Under that plan funding plan approved by the Legislature, funding was made available for the bookend projects in Southern and Northern California. In Northern California, this includes improvements to the Caltrain Corridor. In Southern California these projects include the required improvements to Union Station as well as grade separations and track improvements that are ultimately needed for the HSR project. The projects are ultimately needed for the HSR project and as an added benefit they do provide utility now for existing rail services.

The language in the original budget agreement needs to be clarified so that funding can be made available for these projects. These projects are not somehow separate from the HSR project; rather they are projects that are ultimately required for the completion of the HSR project. AB 1889 simply clarifies the language of the budget trailer bill and will ensure that these vital projects can be funded.

Staff recommends that the Board adopt a SUPPORT position on AB 1889 (Mullin).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The enactment of the provisions in this statute could result in securing accelerated funding for Metro's list of approved "bookend" projects. The estimated financial impact has yet to be determined.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2016 State Legislative Program Goal Number 10 which involves working to support efforts to implement the High Speed Rail project in Los Angeles and ensure timely implementation of Proposition 1A funding allocations as well as previous Board actions to support the MOU projects.

NEXT STEPS

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

ATTACHMENT B

BILL: SB 882

AUTHOR: SENATOR ROBERT HERTZBERG
(D-VAN NUYS)

SUBJECT: MINORS: FARE EVASION

STATUS: ASSEMBLY THIRD READING FILE

ACTION: NEUTRAL

RECOMMENDATION

Staff recommends that the Board of Directors adopt a NEUTRAL position on SB 882 (Hertzberg). This bill would amend existing law to prohibit a minor from being charged with an infraction or misdemeanor for fare evasion and/or the misuse of a discount transit ticket; and authorize transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts.

ISSUE

Existing law authorizes public transportation agencies to impose and enforce administrative penalties for certain adult passenger misconduct, (e.g.: fare evasion, smoking where prohibited, unauthorized sale of goods) in a public transit facility or vehicle. Existing law also allows two agencies, Metro and San Francisco Municipal Transportation Agency to adopt ordinances allowing these agencies to implement an administrative process for these citations.

This bill would:

- Prohibit transit agencies from issuing criminal citations to minors for specified offenses related to fare evasion.
- Allow transit agencies to use an administrative process to cite minors in the same manner as adults, for violations on transit properties or vehicles, including such acts as fare evasion, disturbing the peace and smoking and eating/drinking where prohibited.

DISCUSSION

Under the authority granted by the state under the provisions of SB 1749 (Migden, 2006) and SB 1320 (Hancock, 2010), Metro's Transit Court was established. Transit Court provides an alternative civil infraction (administrative) process for fare evasion for adults. Originally, the existing transit courts were limited to processing violations for

adults. Last year, SB 413 (Weickowski) allowed transit operators to seek administrative penalties against minors for specified transit violations, including fare evasion.

According to the Assembly Public Safety Committee analysis of the legislation, “This bill decriminalizes fare evasion by minors, making the administrative review process the only option for collecting penalties from minors.” Since Metro has already adopted such an ordinance SB 882 does not effectively apply to Metro with the exception that Metro needs to complete the process of incorporating minors into its transit court process in accordance with SB 413.

The California Transit Association (CTA), which sponsored SB 413 (Weickowski, 2014) opposes the measure, citing that enacting this legislation would pose an undue financial and operational challenge for transit agencies that do not currently have a Transit Court equivalent in other regions within the state of California.

The bill is currently opposed by the California Police Chiefs’ Association, State Sheriff’s Association, California Transit Association, Riverside Transit Agency and Sacramento Regional Transit District. Support for this measure includes a number of youth organizations, legal juvenile and community coalitions.

Staff recommends that the Board adopt a NEUTRAL position on SB 882 (Hertzberg).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There could be potential financial impacts related to updating the agency’s current fare evasion policy to enable the issuance of administrative citations to minors and adjudication through the use of Metro’s Transit court.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or support position on the bill. An oppose or support position would pre-suppose that Metro would be impacted by this legislation. By considering a NEUTRAL position on the measure, staff maintains that Metro has mechanisms in place to cite and process minors through Metro’s established Transit Court, and this legislation does not hinder Metro’s ability to do so.

NEXT STEPS

Should the Board decide to adopt a NEUTRAL position on this bill, staff will communicate the Board’s position on the proposed legislation and continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT C

BILL: PROPOSITION 53

AUTHOR: DEAN & JOAN CORTOPASSI

SUBJECT: CALIFORNIA PUBLIC VOTE ON BONDS INITIATIVE: PUBLIC AGENCY BOND ISSUANCES

STATUS: NOVEMBER 8, 2006 GENERAL ELECTION BALLOT

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors adopt a OPPOSE position on Proposition 53.

ISSUE

Proposition 53 would require a statewide vote on any bond issuance over \$2 billion by the State of California.

DISCUSSION

The State of California is authorized to issue bonds for various purposes based on measures that have been approved by the voters in California. Once these bond measures are approved, the State implements a process mainly through the budget act and other mechanisms to actually implement the bonds authorized by the voters. Proposition 53 would require an additional vote anytime the specific bond measures are being implemented and that implementation process results in a sale of \$2 billion or more of the previously approved bond measures.

Local agencies such as Metro are specifically exempt from Proposition 53 so there is not direct impact to Metro's ability to issue bonds. However, Metro frequently partners with the State in the funding of major transportation improvement projects and those projects may rely on the ability of the State to sell bonds as authorized by the voters. Most recently, Metro partnered with Caltrans to successfully implement projects funded by Proposition 1B which was passed by the voters in 2006. These projects include improvements to Interstate 5 in both the San Fernando Valley and the Gateway Cities areas as well as goods movement projects throughout the region.

Proposition 53 would jeopardize the state's ability to issue bonds and creates significant uncertainty with the ability of the state to sell bonds and thus implement key infrastructure projects.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There could be potential financial impacts related to Metro's ability to fund major infrastructure projects in Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a neutral position on the bill. A neutral position would be inappropriate due to the significant impact Proposition 53 would have on major infrastructure projects.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this bill, staff will communicate the Board's position on this measure in accordance with the laws governing the communication of government agencies on proposed statewide ballot measures.

ATTACHMENT D

BILL: AB 1217

AUTHOR: ASSEMBLYMEMBER TOM DALY
(D-ANAHEIM)

SUBJECT: MEMBERSHIP ON THE ORANGE COUNTY FIRE AUTHORITY
(OCFA)

STATUS: SENATE THIRD READING FILE

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board adopt an OPPOSE position on AB 1217 (Daly).

ISSUE

Assembly Bill 1217 would:

- Prohibit the Orange County Fire Authority from appointing alternates to its Board of Directors.

The bill represents an intrusion into local control by the State Legislature by prohibiting a local agency from determining its appropriate governing structure.

DISCUSSION

Existing law, the Joint Powers Act, allows government entities to form joint powers agencies to exercise their individual powers in common. Cities in Orange County have formed the OCFA for the provision of emergency services. The bill arises out of a discussion amongst the JPA members regarding the governing of this JPA. The JPA has been in existence since 1995 and has been amended before.

Staff are concerned that the introduction of legislation on a specific governing structure of a specific agency is an unwarranted intrusion by the state into the governing structure of a local agency.

Staff recommends that the Board adopt an OPPOSE position on AB 1217 (Daly).

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

This bill has no direct impact to Metro.

ALTERNATIVES CONSIDERED

Staff has considered adopting a neutral position on the bill. A neutral position would be inconsistent with previous Board actions that support local control.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this bill, staff will communicate the Board's position to the author and others in the legislative process. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

**Board Report**

File #: 2016-0560, **File Type:** Contract**Agenda Number:** 43.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016

SUBJECT: MEDIA PLANNING AND PLACEMENT SERVICES**ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS5603300, pending the resolution of a protest, for **media planning and placement services that include strategy, planning, placement, and optimization of traditional, digital, and social media advertising** with Civilian, Inc., for a not-to-exceed amount of \$1,804,590 for the three-year base period, and a not-to-exceed amount of \$1,245,179 for the two-year option term, for a combined not-to-exceed total of \$3,049,769, effective September 1, 2016 through August 31, 2021.

ISSUE

Metro Communications is charged with helping to increase ridership, improve the customer experience and educate the public about the Long Range Transportation plan. To this end, Metro needs to keep pace with changes in how our customers choose to receive information, and employ new technologies and tools that allow for more effective communications. In an effort to reach our audiences at scale with greater efficiency, Metro Communications is recommending awarding a contract to Civilian to provide traditional, digital and social media ad planning and placement services.

DISCUSSION

The Metro Communications department has, through the procurement process, identified advertising agency Civilian as the ideal firm for media planning and buying services. The firm has the capacity to provide detailed audience research, cross-platform placement, real-time optimization, conversion tracking and detailed reporting on advertising return on investment (ROI). Communications has deemed the firm's capabilities to satisfy broadcast, print, digital and social media services, as well as their capacity to leverage new technologies to develop custom media mixes for promoting each of Metro's programs and initiatives. In addition, having trusted relationships with media partners enhances Civilian's position to negotiate favorable rates for Metro.

Considerations

The benefits of hiring Civilian as Metro Communications' media planning and placement services agency include: having a team of experts dedicated to researching, developing and executing Metro's media plans; having enhanced negotiating power with media dollars due to solid relationships with media partners; having the expertise and tools to do advanced targeting, optimization and reporting for Metro initiatives, and has an existing working relationship with Metro on digital advertising campaigns.

DETERMINATION OF SAFETY IMPACT

There are no safety issues or impact associated with this procurement.

FINANCIAL IMPACT

In assessing Metro's potential budget for the life of the Contract, Metro Communications and Civilian will be responsible for approximately \$1.85 million for media planning and placement. Should the two-year option be exercised, the contract's budget would increase by an additional \$1.245 million.

Impact to Budget

Funding for these costs will parallel the allocated benefiting projects funding and may include operating eligible sources like fares, sales tax, federal and state source. The impact will vary year-to-year based on advertising dollars budgeted to support Metro programs and initiatives. Since this is a multi-year contract, the head of communications and the project managers will be responsible for budgeting funds in future years.

ALTERNATIVES CONSIDERED

Alternatives to Board approval include bringing the media planning and placement services in-house, which would require two to three full-time employees with expertise in media strategies plus procurement of enterprise level advertising placement, optimization and reporting software tools, or procuring a sole source media buyer (which is what Metro had for several years) rather than an integrated marketing agency. Either alternative would limit Metro's ability to leverage new media in a rapidly changing advertising market, reduce our ability to leverage the buying power of a full service advertisement agency, and reduce our access to the strategic advice and expertise that comes with an integrated full-service ad agency.

NEXT STEPS

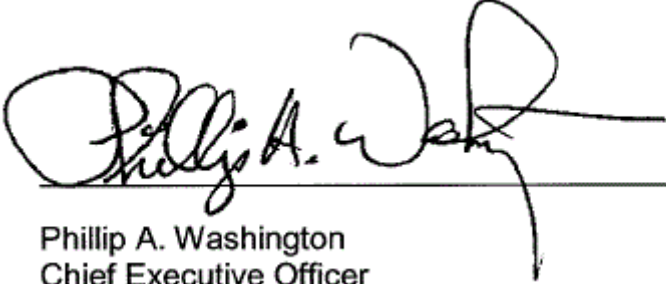
Upon Board approval, staff will execute Contract No. PS5603300 with Civilian as Metro Communications' agency-of-record for media planning and placement services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bernadette Mindiola, Director, Communications (213) 922-5646

Reviewed by: Glen Becerra, DEO, Communications (213) 922-5661
Pauletta Tonilas, Chief Communications Officer, (213) 922-3777
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

MEDIA PLANNING AND PLACEMENT SERVICES/PS5603300

1.	Contract Number: PS5603300	
2.	Recommended Vendor: Civilian, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 13, 2015	
	B. Advertised/Publicized: September 23, 2015	
	C. Pre-Proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: October 27, 2015	
	E. Pre-Qualification Completed: April 18, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 30, 2016	
	G. Protest Period End Date: August 25, 2016	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 3
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Bernadette Mindiola	Telephone Number: (213) 922-1056

A. Procurement Background

This Board Action is to approve a contract award in support of Metro's Communications Department to plan and place advertising in traditional printed, social media, and digital formats as outlined in the Request for Proposal (RFP) No. PS197287140.

The RFP was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy. The contract type is a firm fixed unit price.

No amendments were issued during the solicitation phase of this RFP.

A total of three proposals were received on October 27, 2015.

The three proposers are listed in alphabetical order:

1. Civilian, Inc.
2. RadioWave
3. Sensis

B. Evaluation of Proposals/Bids

Proposal submittals were evaluated in accordance with the criteria established in the RFP and in compliance with Metro's Acquisition Policy.

The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 25%
- Staffing and Project Organization 25%
- Work Plan 25%
- Price 25%

The evaluation criteria are appropriate and consistent with criteria developed for other similar services procurements. Several factors were considered when developing these weights, giving equal importance to the various criteria.

The Proposal Evaluation Team (PET), consisting of staff from Metro's Communications Department and external subject matter expert, met on November 10, 2015, to conduct a comprehensive review of the technical qualifications of the firms' proposals based on the technical criteria consistent with the qualifications, experience, and resources necessary to meet the requirements of the RFP.

Based on additional questions from the PET, interviews were scheduled with all three firms on January 14, 2016. During the interviews, each firm's presentation addressed the requirements of the RFP and their experience with all aspects of the required tasks. Each firm was asked questions relative to each of their proposed alternatives and previous experience. After the interviews, staff still needed to engage with all three firms on multiple rounds of questions regarding staffing plans, work plans, and perceived project issues.

This process highlighted the need for staff to revise the statement of work and increase the number of hours to accurately reflect what is needed to complete the project. In February 2016, staff began to revise the statement of work and the pricing sheets.

On May 5, 2016, a revised Statement of Work and a Schedule of Quantities and Prices were developed and sent out as a Best and Final Offer (BAFO) request to all three proposed firms.

As a result of the proposals, interviews, and BAFO responses, the PET recommendation for contract award is the following:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Civilian, Inc.				
3	Qualifications of the Firm	87.00	25.00%	21.75	
4	Staffing/Project Organization	89.00	25.00%	22.25	
5	Work Plan	85.00	25.00%	21.25	

6	Price	100	25.00%	25.00	
7	Total		100.00%	90.25	1
8	Sensis				
9	Qualifications of the Firm	79.00	25.00%	19.75	
10	Staffing/Project Organization	80.32	25.00%	20.08	
11	Work Plan	78.68	25.00%	19.67	
12	Price	99.96	25.00%	24.99	
13	Total		100.00%	84.49	2
14	RadioWave				
15	Qualifications of the Firm	67.32	25.00%	16.83	
16	Staffing/Project Organization	59.32	25.00%	14.83	
17	Work Plan	55.00	25.00%	13.75	
18	Price	98.80	25.00%	24.70	
19	Total		100.00%	70.11	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, independent cost estimate, fact finding, and technical evaluation.

PROPOSER	BAFO AMOUNT	METRO ICE	AWARD AMOUNT
Civilian, Inc.	\$3,049,769.10	\$3,408,395.00	\$3,049,769.10
Sensis	\$3,051,312.00		
RadioWave	\$3,082,047.36		

D. Background on Recommended Contractor

Civilian, Inc.

Civilian, Inc., located in San Diego, has been in business for 18 years and is a leader in marketing campaigns and placement services. In 2010, Civilian made the strategic decision to work only with organizations that help strengthen and improve

communities. The following are benefits and advantages to working with Civilian: 1) demonstrated ability to produce positive measureable shifts in attitudes, beliefs and behaviors within communities; 2) proven capacity to leverage new technologies to find the right solutions for marketing, consumer loyalty and growth, and marketing automation; 3) demonstrated public sector experience promoting public education, awareness and social marketing campaigns specifically for public transportation; and 4) a systematic and holistic approach which is informed by foundational research, fueled by engaging and resonant messaging, and directed from a strategic insight into making lasting shifts in awareness and the attitudes that deliver widespread change.

DEOD SUMMARY

**MEDIA PLANNING AND PLACEMENT FOR METRO
COMMUNICATIONS/PS5603300**

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute an SB Prime/Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Civilian, Inc., an SBE Prime, is performing 100% of the work with its own workforce and made an SBE commitment of 100%.

	SBE Firm Name	SBE % Committed
1.	Civilian, Inc. (Prime)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Board Report

File #: 2016-0236, File Type: Agreement

Agenda Number: 44.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

SUBJECT: OVERVIEW OF BILLBOARD PROGRAM AND REVENUE SERVICES CONTRACT

ACTION: AMEND EXISTING REVENUE CONTRACT WITH ALL VISION LLC

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or his designee to:

- A. AMEND the **existing revenue services contract with All Vision LLC by entering into a Second Amended and Restated Contract** to clarify the terms of such contract and provide Metro with an additional option to develop new digital billboard signs on Metro property; and
- B. EXERCISE the four remaining one-year options to extend the Contract for four (4) years commencing September 1, 2016 and ending June 30, 2020.

ISSUE

Metro has entered into that certain Revenue Services Contract with All Vision LLC (“All Vision”) issued on April 12, 2010, which was amended and restated on November 18, 2013 (“Contract”) whereby All Vision seeks and implements, at Metro direction, opportunities for new revenue from new digital outdoor advertising displays on Metro owned property. In implementing the work, the parties have discovered an alternative development option which is not currently contemplated under the Contract, but which is proving to be a viable option for more than one local jurisdiction. Further, the Contract expires on August 31, 2016 and staff would like to exercise the four remaining one-year options to extend the term of the Contract to June 30, 2020. Exercising the remaining options is in recognition of the extended time and effort likely to implement a program within the City of Los Angeles. Finally, upon review of the Contract, there are provisions that need clarification as detailed below.

Approval to amend the Contract to clarify the terms of the Contract, to include an additional alternate development option, and to exercise the four remaining one-year options to extend the Contract requires Board approval.

OVERVIEW OF BILLBOARD PROGRAM

The Billboard Removal and Relocation Program offers local municipalities and communities the

opportunity to reduce the number of billboards in their communities and to receive public benefits in exchange for the right to place a limited number of digital billboards in locations approved by the local municipality and community. It is an opt-in program, whereby local municipalities and communities can elect to participate. Some of the public benefits that this program offers include the following:

- a) Improved Rail safety;
- b) Revenue Sharing;
- c) Community messaging;
- d) Transit Messaging;
- e) Amber Alerts;
- f) Removal of billboards at undesirable locations;
- g) Increased non-fare box revenue to Metro; and
- h) No public money is used to pay for the removal of billboards.

Many local municipalities have developed ordinances that provide for the removal of static billboards in communities where the municipality and community have determined billboards are no longer appropriate. In connection with the recently completed Metro project in the City of Long Beach, the City required Clear Channel Outdoor (CCO) to remove eleven (11) billboard structures throughout the City of Long Beach, containing 5,376 square feet of billboard panels. This includes the removal of six (6) of the eight (8) structures on Metro property containing 3,288 sq. ft. of billboard area and five (5) structures on private properties that were designated by the City containing 2,088 sq. ft. of billboard faces. The two remaining static panels on Metro property were converted into a two-sided digital structure containing 1,344 square feet of billboard area. The City and the community placed a high priority on the removal of billboards from residential areas.

In addition, the placement of digital billboards allows communities, as well as Metro, to provide real-time public service announcements as part of the signage program. Each municipality and community is presented the opportunity to place signage only in locations that meet their individual safety and aesthetic criteria.

Allvision and Metro staff are continuing to meet with local municipalities to determine if they are interested in opting into this program. Following is a summary of previous Board actions concerning this program:

On January 28, 2010, the Board authorized a 3-year revenue service contract with two 1-year options (for a total of five years) with All Vision to provide management services for new outdoor advertising displays on Metro owned property. The purpose of the Contract was to increase Metro's revenues by optimizing its billboard assets, at no additional cost to Metro.

On May 23, 2013, the Board authorized the CEO to amend and restate the Contract to add five 1-year options to potentially extend the term of the Contract to a total term of 10 years and provide Metro with two options to develop new billboard signs on Metro property with different compensation rates to All Vision depending on the option selected.

At the Board meeting held in December 2015, the Board authorized further changes to the Contract which will be incorporated as part of the Second Amended and Restated Contract contemplated herein to the extent not further modified by the changes requested in this report. These changes

include, without limitation:

- a) Metro will waive the requirement for Allvision to pay \$500,000 in accrued Guaranteed Annual Revenue Payment that was due June 30, 2015;
- b) All Vision will waive reimbursement of \$769,000 in Contractor Expenses;
- c) All Vision will reduce its share of Net Incremental Payment Revenue from 30% to 25% for billboard signs developed under Option 1;
- d) If new billboard signs in the Cities of Long Beach and Carson are successfully completed and generating revenue, as compensation All Vision will receive 25% of Net Incremental Payment Revenue generated from those billboard signs over the next 30 years;
- e) Require All Vision to submit a work plan and budget, subject to Metro staff approval, prior to initiating any entitlement actions for new billboard signs on Metro property; and
- f) if Metro approves a work plan for the City of Los Angeles, New Payment Revenue generated from new billboard signs in the Cities of Downey, Long Beach and Carson shall not be used to reimburse All Vision for its Contractor Expenses associated with the new billboard signs project in the City of Los Angeles unless and until the Guaranteed Annual Payment Revenue which is then owing to Metro has been paid.

After further negotiations, the following additional amendments to the Contract are being requested under this report:

1. Clarify and update certain contract provisions, including, without limitation, integrating the Strategic Plan within the Statement of Work;
2. Add an alternative development option (Option 3) that was not included in the Contract that provides that All Vision will assist Metro staff in negotiating with billboard companies who will obtain entitlements from local municipalities, finance, construct, and operate the digital billboards, at the billboard company's sole cost and expense. All Vision will be required to provide a work plan and budget for any new billboard assets to be developed under Option 3 for Metro staff review and approval. In the event that Metro staff does not approve the work plan and budget for Option 3, Metro staff will direct All Vision not to proceed. This alternative is an option for Metro and will be evaluated on a case-by-case basis. All Vision's compensation for services under Option 3 will also be determined on a case-by-case basis but in no event shall All Vision's compensation exceed 25% of net incremental revenue generated from these projects over the next 30 years if the projects are successfully completed and generating revenue;
3. Exercise the four remaining one-year options thereby extending the term of the Contract to June 30, 2020;
4. Provide that All Vision will submit to Metro staff a proposed work plan and budget for Metro's

review and approval for any potential projects located in the City of Los Angeles within 60 days after execution of the proposed amended contract. All Vision will submit a work plan and budget for sites in other jurisdictions within six (6) months after execution of the proposed amended contract.

5. If Metro staff approves the work plan and budget for the City of Los Angeles, and the City of Los Angeles adopts a Billboard Ordinance, that provides for development of digital billboards on Metro property, any time before June 30, 2020, then All Vision, provided that they are not in default beyond any applicable cure and notice period, will have an additional three years to manage implementation, entitlement, construction and commencement of operations of such New Digital Billboard Sign(s) in the City of Los Angeles and related sales contracts, leases, and/or license agreements;
6. Provide that if Metro approves the City of Los Angeles work plan and budget and the City of Los Angeles project is developed under the new Option 3, All Vision will receive as compensation 25% of the Net Incremental Revenue over the next 30 years plus its share of the Lump Sum Monetization Payment, if any. Further, All Vision's Contractor Expenses, as defined in the agreement, associated with or incurred in connection with the City of Los Angeles project will only be reimbursed from revenue generated from the City of Los Angeles project;
7. Provide All Vision with rights to manage implementation, entitlement, construction and commencement of billboard operations of any New Digital Billboard Signs during the term of the Contract for any billboard location that Metro staff has approved a Work Plan and budget subject to the terms of the approved work plan. If Metro does not approve a particular work plan and budget, then All Vision shall not be authorized to commence work on such project and Metro shall not proceed to implement any billboard projects covered by the unapproved work plan and budget until after June 30, 2020 (or June 30, 2023, with respect to the City of Los Angeles, should an Ordinance be adopted);
8. Provide that All Vision will provide technical assistance with the inspection, review and audit of billboard companies' books and records for each billboard asset put in place under the Contract to affirm that the parties have received their appropriate share of revenue from those billboard companies during the 30 year term of the revenue sharing arrangement;
9. Require that All Vision provide all of the following services, including providing an onsite supervisor of all work, for each new billboard sign constructed on Metro property:
 - Coordinate and schedule each aspect of the development process with Metro real estate, engineering and operation departments
 - Coordinate contractor safety training with SCRRRA and other required agencies
 - Supervise contractors for each site and stage of development work
 - Coordinate boring samples
 - Coordinate site preparation
 - Oversee structure and sign installation
 - Coordinate utility connections

-
10. Provide that after the expiration of the Option 2 billboard warranty contract, the parties will jointly determine whether the Option 2 billboard needs to be replaced. The cost for the replacement of the Option 2 billboard shall be initially paid by All Vision and reimbursed from New Payment Revenue but only after payment in full of Base Annual Payment Revenue to Metro and payment of the Local Jurisdiction Fee.

A summary of the changes already approved in December, 2015 and the changes requested under this report is included in Attachment "A".

Summary of Status of Billboard Program

All Vision has completed a comprehensive review of existing billboards on Metro property. This review included an in-depth analysis of all Metro-owned property and its potential for generating additional revenue from billboard assets. As part of this review and analysis, All Vision (1) reviewed each existing billboard site; (2) investigated local and state ordinances related to billboards; (3) conducted meetings with local municipalities and Metro staff; and (4) prepared a Strategic Plan ("Strategic Plan") for Billboard Advertising on Metro Property.

The Strategic Plan, which was approved by the Board on May 23, 2013, offers Metro the opportunity to permit new digital billboards on its property that will provide the potential for significant increases in long-term revenue. All potential development sites have been reviewed for conformance with federal and state laws, valued for highest and best outdoor advertising revenue opportunity to Metro, and selected for consideration after an initial CEQA assessment and input from the Metro real estate, planning, operations and engineering departments. Proposed locations have been organized into projects by local jurisdiction. All Vision, Metro staff, and, if applicable, the billboard companies, will work with each local jurisdiction that has a Metro project opportunity to obtain the necessary entitlements.

Currently there are 263 outdoor advertising billboard structures ("Billboards") in place on Metro property and rights-of-way in the County of Los Angeles. The locations of the existing billboards on Metro property are shown on Attachment "B". These Billboards were assigned to Metro when the railroad right-of-way was purchased in the early 1990's. Due to lease terminations for transit projects, annual revenue from these Billboard leases has declined over the last several years from approximately \$2.6 million to \$1.2 million.

Meeting with Local Municipalities

All Vision, Metro, and where appropriate, the billboard companies met with the following local municipalities to discuss the proposed digital billboard program: Santa Clarita, Downey, Inglewood, Long Beach, Carson and Los Angeles. All of the municipalities were interested in participating in the digital billboard program because it provides the municipalities the opportunity to eliminate blighted conditions by converting the existing static billboards located in their jurisdiction into fewer new digital billboards that will generate additional revenue to the municipalities.

Following is a summary of the outcomes of each meeting with those municipalities:

1. Downey: Metro and the City of Downey entered into a Development Agreement on August 27, 2013, that provided for the construction and operation of a digital billboard at Metro's Division 4 located at 7878 Telegraph Road in Downey. The billboard was constructed and began operation on January 1, 2015. Metro received \$144,000 for the first year and staff anticipates that the project will generate \$9 million in new revenue to Metro over the thirty-year term of the Development Agreement, including the 10-year extension.
2. Long Beach: The City of Long Beach approved a Conditional Use Permit to Clear Channel Outdoor, Inc. (CCO) that provided for the removal of eight (8) existing static billboards at Division 11 located at 1011 Carson Street in Long Beach and the construction and operation of one two-sided digital billboard. CCO removed the existing billboards on March 13, 2016 and installed the digital billboard. The new digital billboard became operational on July 1, 2016 and that the project will generate \$4.1 million in new general fund revenue to Metro over the thirty-year term of the license agreement with CCO.
3. Carson: CCO is negotiating a development agreement with the City of Carson to provide for the construction and operation of a digital billboard on the Harbor Subdivision and anticipates obtaining City approval during the third quarter of 2016. If the City approves the project, staff will return to the Board for approval of the license agreement with CCO. Staff anticipates that this billboard project will be completed by the end of the fourth quarter of 2016 and will generate \$4.6 million in new general fund revenue to Metro over the thirty-year term of the license agreement with CCO.
4. Santa Clarita: On February 25, 2014, the Santa Clarita City Council approved a General Plan Amendment, Zone Change, Zone Amendment, Development Agreement and three Lease Agreements granting Metro entitlements and the right to use the three proposed billboard development sites for the construction and operation of three digital billboards in exchange for the removal of 118 billboards on Metro property. The Santa Clarita billboard project was never developed due to local opposition.
5. Inglewood: The proposed location in the City of Inglewood is located on the portion of the Harbor Subdivision right-of-way that is being used for the LAX Crenshaw Corridor Project. Metro staff is working with Project staff to develop a timeline for the completion of Project improvements in the vicinity of the proposed location before working with All Vision to initiate contact with City officials to discuss a development agreement.
6. Los Angeles: All Vision and Metro staff have had preliminary discussions with the City of Los Angeles. The City is considering various options for the adoption of a new billboard ordinance. The City of Los Angeles Project offers Metro the greatest potential for new revenue from the conversion of static billboards to digital billboards.

All Vision, Metro, and, if appropriate, the billboard companies will work with each local jurisdiction that has a Metro project opportunity to determine if the municipality is interested in opting into the program.

Even though static billboards will be removed, the potential revenue from the new digital billboard

signs on Metro property that could be generated to Metro ranges from \$89 million to \$111 million over thirty years depending on the number of new sites and the development option selected by Metro for these locations.

Summary

In most cases the income streams generated by the new digital billboard assets are expected to continue for thirty (30) years providing a long-term stable revenue stream. The program will continue to provide productive partnerships with local jurisdictions by converting static billboards within their municipalities with fewer new digital billboards and will allow them, in certain cases to participate in the revenue generated by the new billboard.

In addition, the placement of digital billboards allows communities, as well as Metro, to provide real-time public service information, such as amber alerts, traffic information and other public announcements. Each community is also presented with the opportunity to place signage only in locations that meet their individual safety and aesthetic criteria. Metro is also provided with the right to place Metro ads at no cost on the new billboard.

All Vision has performed significant work and has completed a comprehensive review of all Metro-owned property for the potential for generating additional revenue from billboard assets. All Vision's staff has extensive experience nationally in billboard management, operations, sales, and representing the interest of property owners, making it prudent to continue the All Vision Contract to ensure Metro receives an optimal return on its assets.

DETERMINATION OF SAFETY IMPACT

This Project will enhance rail safety and alleviate a major safety concern. Static paper and/or vinyl billboards have created safety problems during the high wind season as large numbers of these signs have been blown off the billboards and have fallen onto the adjacent railroad tracks, creating significant safety concerns.

FINANCIAL IMPACT

This is a revenue contract and is expected to generate a minimum of \$500,000 in new general fund revenue by June 30, 2020. The Contract has generated approximately \$144,000 in new revenue to Metro through December 31, 2015. Further increases are predicted to begin when development of the new billboard structures are completed. These additional revenues could range from \$2 million to \$10 million over the life of the Contract; however, only the minimum payment is guaranteed.

ALTERNATIVES CONSIDERED

The alternative is to allow the Contract to expire and to revert to negotiating and managing existing billboard leases directly with outdoor advertising companies. This is not recommended as the contractor's experience is particularly valuable in negotiating complex reduction and replacement billboard contracts. The agreement involves no out-of-pocket cost by Metro, relies upon local jurisdictions to voluntarily participate and is expected to produce revenues in excess of those that could be obtained by managing the existing billboard inventory.

Furthermore, All Vision has demonstrated a strong commitment to the billboard program by investing substantial time and resources toward moving the program forward.

NEXT STEPS

The Parties will enter into a Second Amended and Restated Contract which will include the terms and conditions set forth in this report.

All Vision will develop, subject to Metro staff approval, a work plan and budget for potential billboard opportunities. After Metro staff has approved the work plan and budget and selected which Option development of the new billboard will proceed under, All Vision and Metro staff, and, if applicable, the billboard companies will begin working with local municipalities interested in participating in the digital billboard program to obtain the necessary entitlements or identify the next steps for moving forward.


ATTACHMENTS

Attachment A - Summary of Contract Amendment Key Terms

Attachment B - Table of Existing Billboard Locations on Metro Property

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ATTACHMENT A

SUMMARY OF CONTRACT AMENDMENT KEY TERMS

Provisions	Existing Contract	Amendment
Accounting and Expenses	N/A	<p>Contractor Expenses associated with or incurred in connection with the City of Los Angeles project will only be reimbursed from revenue generated from the City of Los Angeles project.</p> <p>All Vision will provide technical assistance with the inspection, review and audit of billboard companies' books and records for each billboard assets put in place under the contract to affirm that the parties have received their appropriate share of revenue from those billboard companies during the 30 year term of the revenue sharing arrangement.</p>
Contract Options	<p>The Allvision contract provides that to the extent that entitlements for new billboard assets have been initiated by Allvision consistent with the approved Strategic Plan and the billboard assets have not commenced operations prior to the end of the Allvision contract, the Allvision contract will be automatically extended for 12 months at a time to allow Allvision to manage implementation, construction, and</p>	<p>All Vision will be required to submit a work plan and budget for Metro approval prior to initiating entitlements on new billboards on Metro property. All Vision will submit to Metro staff a proposed Work Plan and Budget for Metro's review and approval for any potential projects located on the within the City of Los Angeles within 60 days after execution of the proposed amended contract. All Vision will submit to Metro staff a Work Plan and Budget for sites in other jurisdictions within six (6) months.</p> <p>If Metro staff approves the Work Plan and Budget for the City of Los Angeles, then if the City of Los Angeles adopts an Ordinance that provides for</p>

Provisions	Existing Contract	Amendment
Contract Options	commencement of operation of the new billboard asset and related sales, license, and other related agreements.	development of digital billboards on Metro property, any time before June 30, 2020, then All Vision will have an additional three years to manage implementation, entitlement, construction and commencement of operations of such New Digital Billboard Sign(s) in the City of Los Angeles and related sales contracts, leases, and/or license agreements.
Exclusive Rights	N/A	All Vision shall have rights to manage implementation, entitlement, construction and commencement of billboard operations of any New Digital Billboard Signs during the term of the Contract for any billboard location that Metro staff has approved a work plan and budget subject to the terms of the approved work plan. If Metro does not approve a particular work plan and budget, then All Vision shall not be authorized to commence work on such project and Metro shall not proceed to implement any billboard projects covered by the unapproved work plan and budget until after June 30, 2020 or June 30, 2023, with respect to the City of Los Angeles, should an Ordinance be adopted.
Option 2	N/A	After the expiration of the Option 2 billboard warranty contract, the parties will jointly determine whether an Option 2 billboard needs to be replaced. The cost for the replacement of the Option 2 billboard shall be initially paid by All Vision and reimbursed from New Payment Revenue but only after payment in full of Base

Provisions	Existing Contract	Amendment
Option 2		Annual Payment Revenue to Metro and payment of the Local Jurisdiction Fee.
Site Development Process	<p>Allvision will commence the site development process on behalf of Metro after securing local entitlements and State permits (where applicable) and in conjunction with advertising sales company negotiations. This process could include:</p> <ul style="list-style-type: none"> • Coordinating and scheduling each aspect of the development process with Metro real estate, engineering and operation departments • Coordinating contractor safety training with SCRRA and other required agencies • Supervising contractors for each site and stage of development 	<p>Under all Options, Contractor will commence the site development process on behalf of Metro after local entitlements and State permits (where applicable) are secured and in conjunction with sales company negotiations. This Task shall include:</p> <p>Coordinating and scheduling each aspect of the site development process with Metro real estate, engineering and operation departments;</p> <p>Coordinating contractor safety training with Southern California Regional Rail Authority (SCRRA) and other required agencies;</p> <p>Supervising and coordinating all work performed on- site for each New Billboard Sign at all stages of the site development work;</p> <p>Coordinating boring samples; Coordinating site preparation; Overseeing New Billboard Sign installation; and Coordinating utility connection</p> <p>Contractor will coordinate and communicate with subcontractors, sales companies and Metro's engineering, operational, and real estate departments.</p> <p>Contractor will work with the Metro's County Counsel and Metro real estate staff to</p>

Provisions	Existing Contract	Amendment
<p>Site Development Process</p>	<p>work</p> <ul style="list-style-type: none"> • Coordinate boring samples • Coordinate site preparation • Oversee structure and sign installation • Coordinate utility connection <p>Developing outdoor advertising assets on property that is used primarily for public transportation is a difficult and complex process that involves many unique challenges. All Vision will develop a work plan based on strategic communications between Allvision, subcontractors, and Metro's engineering, operational, and real estate departments. All Vision understands that it is imperative that construction and operation of the signs have no adverse impact on any rail or other transit related day-to-day operations.</p>	<p>negotiate, execute, and where applicable and at Metro's election, enter into contracts, leases, licenses, entitlements, agreements, lump sum payments for New Billboard Sign(s), or any other understandings or arrangements relating to Metro's property.</p> <p>Contractor understands that it is imperative that construction and operation of the New Billboard Signs have no adverse impact on any rail or other transit related day-to-day operations and will develop and construct the New Billboard Signs in such a manner that have no adverse impact on any rail or other transit related day-to-day operations.</p>

Provisions	Existing Contract	Amendment
Option 3 Alternative Development Option	N/A	<p>All Vision will assist Metro staff in negotiating with billboard companies who will obtain entitlements from local municipalities, finance, construct, and operate the digital billboards, at the billboard company's sole cost and expense. All Vision will be required to provide a work plan and budget for any new billboard assets to be developed under Option 3 for Metro staff review and approval. In the event that Metro staff does not approve the work plan and budget for Option 3, Metro staff will direct All Vision not to proceed. This alternative is an option for Metro and will be evaluated on a case-by-case basis. If Metro approves the City of Los Angeles work plan and budget and the City of Los Angeles project is developed under the new Option 3, All Vision will receive as compensation 25% of the Net Incremental Revenue over the next 30 years plus its share of the Lump Sum Monetization Payment, if any. All Vision's compensation for services under Option 3 in other local jurisdictions will be determined on a case-by-case basis but in no event shall All Vision's compensation exceed 25% of net incremental revenue generated from these projects over the next 30 years if the projects are successfully completed and</p>

Provisions	Existing Contract	Amendment
		generating revenue.
Term	Contract term currently expires on August 31, 2016	Exercise last four remaining options now to extend the term of the contract to June 30, 2020.

TABLE OF EXISTING BILLBOARD LOCATIONS ON METRO PROPERTY

Los Angeles County Supervisorial District	No. of Billboards
1 - Hilda L. Solis	19
2 - Mark Ridley-Thomas	49
3 - Sheila Kuehl	78
4 - Don Knabe	19
5 - Michael D. Antonovich	72
Grand Total	237

**Board Report**

File #: 2016-0317, **File Type:** Program

Agenda Number: 45.

**EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016**

SUBJECT: METRO'S INVOLVEMENT IN AFFORDABLE HOUSING

**ACTION: AUTHORIZE INVESTMENT IN HOUSING AND SMALL BUSINESS TRANSIT
ORIENTED COMMUNITIES LOAN PROGRAMS**

RECOMMENDATION

AUTHORIZE:

- A. investing \$9,000,000 in the **Metro Affordable Transit Connected Housing Program (Metro MATCH) as described in the Metro MATCH Investment Plan** and \$1,000,000 in a Transit Oriented Community (TOC) Small Business Program to be managed by the Community Development Commission of Los Angeles County (CDC) by establishing a \$10,000,000 Life-of-project budget as empowered by the Board's September 2015 motion (Attachment A);
- B. the CEO or his designee to execute necessary agreements in support of Metro MATCH investment and with the CDC in support of the TOC Small Business Program.

ISSUE

In September 2015, the Metro Board of Directors approved a motion (Attachment A) directing staff to take several actions in support of investing \$10,000,000 in transit oriented affordable housing and small business loan programs including the allocation of \$2,000,000 per year for 5 years. As directed by the Board, staff has worked with a consortium led by the California Community Foundation (CCF) and the Low Income Investment Fund (LIIF) and including Enterprise Community Partners (ECP) to negotiate terms and conditions for investing in Metro Affordable Transit Connected Housing Program (Metro MATCH), focused on funding affordable housing preservation and new development. In addition, Staff has identified the Community Development Commission of the County of Los Angeles (CDC) as a partner to implement a Transit Oriented Communities (TOC) Small Business Program. In the course of these negotiations, staff has identified some changes needed to the funding account and timeline previously recommended to the Board. The recommended actions will allow Metro to invest funding for these programs and to execute the agreements necessary to implement the programs. In addition, an update is provided on efforts to execute Memoranda of Understanding with municipalities to coordinate on the development of affordable housing.

DISCUSSION

Metro Affordable Transit Connected Housing Program (Metro MATCH)

As directed in the September motion, staff has worked with CCF, LIIF and ECP (Housing Consortium) to negotiate a structure for Metro MATCH, which was submitted in draft form to the Board in January 2016. Since then, the Housing Consortium has developed a more detailed investment plan for Metro MATCH, included as Attachment B, which is generally consistent with the structure submitted in January. The investment plan is summarized herein. Staff is recommending Metro to invest \$9,000,000 over three years, and an additional \$120,000 in start-up costs. The reduction from \$10,000,000 to \$9,000,000 is to allow sufficient funding for the Small Business Loan Program.

The aim of Metro MATCH is to stabilize neighborhoods served by Metro transit investments and experiencing rising housing prices and rents, resulting in potential displacement of low-income households. This potential displacement impacts households most likely to use public transit. The program will assist by creating new affordable housing projects and preserving existing, naturally-occurring lower-rent housing threatened by increasing land values and rents with then goal of expanding the number of affordable housing units at these sites. This would be achieved through two program segments:

- *Predevelopment Loan (approximately 25% of program)* - developing approximately 800 units. This program will provide predevelopment financing for experienced borrowers that have projects with evidence of site control and an achievable strategy and schedule for project financing and implementation. A key goal of this program segment is to create a strong pipeline of transactions to compete for available affordable housing construction and permanent funding, with projects in construction within 2-3 years of the predevelopment loan closing.
- *Housing+Transportation Loan (H+T Loan) (approximately 75% of program)* - preserving 500 units initially and expanding to 1500 units, or 2,250 units if the program revolves 1.5 times. This program will provide financing to assist with the costs associated with affordable housing development beyond what is typically available from community lending institutions. In the short term, the program will preserve naturally occurring lower cost housing near transit; non-restricted housing at rents lower than average market rents that are held stable only temporarily by market forces and rent stabilization ordinances. These units are at risk of becoming unaffordable as market prices rise and properties begin to flip. The H+T Loan program will help affordable housing developers purchase multifamily properties in advance of gentrification and displacement forces. In the mid-term, the goal is to redevelop the sites with permanent, covenanted affordable housing at a higher (but appropriate) density than currently exists.

Both program segments would be administered through the investment plan detailed in Attachment B, and summarized below.

Administrative Structure

The Housing Consortium is creating a Single Purpose Entity (SPE) that will administer the Metro

MATCH Program. The SPE will be formed and constituted by three to five Community Development Financial Institutions (CDFIs) that meet the qualifications of originating CDFIs described below. The selection of participating lenders will be made by the SPE members as well as Metro staff and the Housing Consortium. Metro has been invited to invest in Metro MATCH through the SPE. The SPE will contract with an administrative agent who will manage the day to day administration of the Program and report to the investors, including Metro.

Participating Originating Lenders and Foundation Funding

CDFIs from across Los Angeles County will be invited to participate in the loan fund. All originating lenders will be required to be nonprofit CDFIs with at least ten years of experience in the Los Angeles County region, with originations of at least \$50 million in multifamily affordable lending, acquisition and predevelopment financing. The fund is expected to raise \$36 - \$66 million in originating loan funds. In addition to CDFI lenders and Metro, the fund is targeting \$11 million in philanthropic Program Related Income (PRI) from foundations which could increase to \$15 million.

Leveraging and Risk Allocation of Funds

Metro's \$9 million investment will be leveraged with the foundation and CDFI funding, creating a total fund estimated to range from \$56 - \$86 million. The investment plan assumes a portion of Metro's funds would be the most at risk, followed by the foundations and then the CDFI funds. To the extent that there is gain from the fund, Metro will receive the first return on investment. The interest rate earned by Metro investment would be 1% net of administrative costs and other fees. The loans are meant to be revolving such that repayment of principal and interest to foundations and Metro would be reinvested back into the fund for additional investments.

Eligibility Criteria

Staff has prepared a draft of the criteria that would be used to determine, at a staff level, the eligibility of a project for participation in the program. The criteria requires that projects be: (a) within a ½ mile of fixed-guideway stations and/or the intersection of two 15 minute max frequency peak period buses (of any bus operator), also known as a "High Quality Transit Node;" (b) have a safe path of travel to transit; and (c) have a minimum unit size of 49 units for the Predevelopment segment and/or 20 existing units that will be at least doubled for the preservation segment.

Advisory Committee

Staff is developing the framework for an advisory committee to the manager of the loan fund to advise on such topics as outreach to potential borrowers, geographic distribution, performance goals and metrics and similar matters. Staff will report to the Board on the proposed structure and function of the advisory committee.

Metro Investment

The program structure recommends that Metro invest \$3,000,000 per year over the next 3 fiscal years. This is at variance with the original direction of the September 2015 motion where \$2,000,000 per year for 5 years was proposed. This approach will better attract seed funding in sufficient amounts matched by the foundations to maximize the CDFI capital and support a more efficient loan program.

Transit Oriented Communities (TOC) Small Business Program

The September 2015 Board motion allocated \$500,000 for the creation of a small business loan program. Staff conducted research and informational interviews with non-profit and municipal entities to determine the most effective structure for such a program, and determined that there was no interest by small business loan administrators due to the relatively high administrative costs of such programs compared with the proposed funding. Based on this research, staff has worked with the Community Development Commission of the County of Los Angeles (CDC) to develop a small business loan program assuming an additional \$500,000 could be allocated to create a \$1,000,000 TOC Small Business Program. The program targets tenant improvements to ground floor retail spaces in Metro Joint Development Projects or other affordable housing developments and/or buildings within 500 feet of a High Quality Transit Node. The terms are included as Attachment C and summarized below.

Basic Conditions

- Loans up to \$100,000
- Local businesses with at least 3 years of cash flow
- Tenants would have a 3 year lease with an option to extend to 5 years, which would run the length of the loan
- Developments/existing buildings within 500 feet of High Quality Transit Node
- Geographic distribution across the County
- CDC will provide door to door outreach to small businesses in targeted geographies

Loan Targets

Loans to developers of new or existing affordable projects or other existing property owners adjacent to high-volume transit locations to support tenant improvements of ground floor retail space

- Low-interest loan to developers of new project or owners of buildings with vacant ground floor retail spaces with a priority to affordable housing projects and businesses near transit centers
- Targeted to affordable housing projects or other development/tenanting situations where conventional financing of such tenant improvements is unlikely
- Require property owner to pass on savings to small business tenants through reduced rent payments or flexible lease terms

Metro Investment

This program would require an additional \$500,000 dollar contribution by Metro above that authorized by the Board to create a total of a \$1,000,000 program. The additional \$500,000 is proposed to be allocated from the \$10,000,000 set aside by the Board for the transit oriented communities loan programs in March 2015. The initial \$500,000 was included in the proposed FY2017 budget for this program, and this is sufficient to implement the first year of program funding. Staff will seek the additional funding in FY18.

Memoranda of Understanding (MOUs) with Municipalities

Metro has executed a Memorandum of Understanding with the City of Los Angeles codifying our

mutual interest in prioritizing affordable housing funding near transit, and committing to working together to that end. Staff will use this MOU as a model to engage with other interested municipalities.

DETERMINATION OF SAFETY IMPACT

The creation of the proposed Metro MATCH and TOC Small Business Program funds will have no direct impact on safety. The eventual development of transit oriented affordable housing and support of small businesses adjacent to transit stations will offer opportunities to improve safety for transit riders, through better pedestrian and bicycle connections associated with new development.

FINANCIAL IMPACT

Funding in the amount of \$1,500,000 for the Metro MATCH program, including start-up costs, is included in the adopted FY17 budget under cost center 2210, project 610025. Funding in the amount of \$50,000 for start-up costs related to both Metro MATCH and TOC Small Business Programs is included in the adopted FY17 budget under cost centers 2210 and 1210, project 610021.

Since this is a multi year program, the Executive Director of Planning, Project Manager and Cost Center Manager will be responsible and accountable for budgeting funds in future fiscal years.

Impact to Budget

The source of funds for Metro MATCH and TOC Small Business Program investments is General Funds which are eligible for bus/rail operating and capital expenses. Investment in the loan programs and authorization to enter into the necessary agreements may affect future funding of operations and/or capital projects/programs as it is the most flexible fund available to support various projects and programs. No other funds were eligible for consideration.

ALTERNATIVES CONSIDERED

The Board could choose not to invest in the loan programs and structures recommended in this report. This is not recommended because (1) both funds are in direct response to prior Board direction (2) Metro MATCH provides Metro with an opportunity to invest in affordable housing through a consortium of experienced loan administrators and (3) the proposed TOC Small Business Program was developed after extensive industry research and will be administered by an experienced municipal team that works countywide and provides direct, on the ground outreach to small businesses. The Board could choose not to invest in any loan program at all. This is not recommended because the decision to make this investment was based on research and stakeholder feedback that transit investments can contribute to displacement of low-income residents and businesses, and Metro is committed to addressing this issue with innovative solutions.

NEXT STEPS

Upon approval by the Board, staff will enter into the appropriate agreements with the to-be-formed SPE to invest in Metro MATCH, and enter into the appropriate agreements with the CDC to

implement the TOC Small Business Program.

ATTACHMENTS

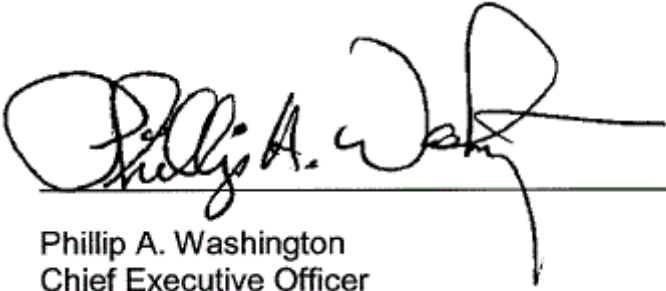
Attachment A - Metro Board of Directors Motion, File #2015-1479, September 27, 2015

Attachment B - Metro MATCH Investment Plan

Attachment C - TOC Small Business Program Terms

Prepared by: Marie Sullivan, Principal Transportation Planner, (213) 922-5667
Jenna Hornstock, Deputy Executive Officer (213) 922-7437
Cal Hollis, Executive Officer, (213) 922-7319

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



Phillip A. Washington
Chief Executive Officer

58. **APPROVED Motion by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl** directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows: **2015-1479**

- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects) that leverages Metro’s financial contribution, as previously approved by the Board in March 2015, and return to the Board for approval of the final terms and conditions;
- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

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

Memorandum:

To: Los Angeles County Metropolitan Transportation Authority (Metro)
Calvin Hollis, Managing Executive Officer – Executive Office Strategic Initiatives
Marie Sullivan, Transportation Planning Manager III, Strategic Initiatives

From: Ann Sewill, California Community Foundation
Cecile Chalifour, Low Income Investment Fund
Jacqueline Waggoner, Enterprise Community Partners

Date: May 27, 2016

RE: INVESTMENT PLAN: Metro Affordable Transit Connected Housing Program (Metro MATCH)

Introduction

The Low Income Investment Fund (LIIF), Enterprise Community Partners, Inc. (ECP), and the California Community Foundation (CCF) have been working closely with regional partners to develop a plan to preserve and increase the supply of affordable housing in communities that are being enriched by new transportation infrastructure. Through our collaboration, we have developed the Metro Affordable Transit Connected Housing Program (Metro MATCH, the “Program”), a public-private lending partnership with an estimated loan capitalization of \$75 million, including a \$9 million investment from Los Angeles County Metropolitan Transportation Authority (“Metro”) and at least \$11 million from foundations making program related investments (“PRI”); the balance will come from Community Development Financial Institutions (“CDFI”) that originate loans through the Program. The goal of the Program is to deliver innovative financing intended to stabilize and expand the housing stock near existing and proposed transit nodes throughout Los Angeles County.

Research has suggested that transit-adjacent neighborhoods that lose low-income residents due to rising housing costs may experience declines in transit ridership and increases in car ownership (Dukakis Center for Urban and Regional Policy, 2010). Additionally, further research has demonstrated that lower income residents living near transit stops in California take transit twice as frequently as higher income residents, and also have higher rates of walking and biking (California Housing Partnership Corporation and TransForm, 2014). With the Los Angeles region quickly becoming one of the most unaffordable places to live in the United States, a countywide strategy is critical to deliver the tools and resources needed to stabilize affordable housing in the region. The Program proposed here offers solutions that will prevent the affordable housing shortage in Los Angeles County from deepening amidst projections of rising rents in historically lower-rent areas. Furthermore, it is intended to be complementary to

Metro's overall Transit Oriented Communities (TOC) framework, which recognizes the importance of connecting transit riders with affordable homes within close proximity of its transit stations.

LIIF, ECP, CCF and the LA THRIVES collaborative have designed the broad outlines of the Program. An initial administrative agent – a CDFI, to be selected - will establish and then, as administrative agent, implement the Program. It is anticipated that Originating CDFIs will include LIIF, ECP, and other strong and experienced CDFIs, to be approved by all the Program participants.

Market Demand Analysis

The proposed program loan products have been developed based upon the findings from a 2013 study engaged by Metro, CCF, and The California Endowment and led by Enterprise Community Partners, LIIF and the Center for Transit Oriented Development. The study outlined tools Metro could use to encourage affordable housing and job creating development near transit. The Los Angeles County housing market continues to exhibit a high demand for affordable rental apartments in general. There is a shortfall of almost 500,000 homes affordable to very-low and extremely-low income households (California Housing Partnership Corporation, 2014). We believe it is strategic and impactful to preserve affordable housing, as construction of new affordable housing alone will never meet the growing need. Rents have risen over 10% from 2013 to 2015 and are forecasted to rise an additional 10% by 2018 (University of Southern California, 2016). Neighborhoods near station areas in particular are forecasted to sustain high demand for housing.

The Program design also reflects the findings from a Capital Absorption Workshop conducted in Los Angeles in 2014 through the Living Cities initiative as well as the priorities identified by the LA THRIVES Capital Resources Working Group, which includes foundations, CDFI's, banks, developers and representatives of local public agencies. Together these partners have demonstrated a gap in financing tools for two high priority needs: 1) the acquisition of naturally occurring affordable housing in close proximity to High Quality Transit Nodes ("HQTN"), and 2) predevelopment financing for new affordable developments, especially for community based organizations. An HQTN is defined by Metro, for the purposes of this program, as a fixed guideway station or intersection of 2 buses (of any bus operator) with minimum 15 minute peak period headways.

Naturally occurring affordable housing (often referred to as "NOAH"), defined as unsubsidized and non-deed restricted affordable housing with rents affordable to households earning 80% of area median income ("AMI") or below, has been consistently identified throughout our research and conversations with stakeholders as an "at risk" resource, particularly near transit stations, as those properties are most likely to feel the pressure from increased value. These have been identified as an opportunity for acquisition and restructuring with permanent affordability restrictions. Properties typically range from small (15 units or less) to mid-size (40-60 units). Developers have identified a gap in patient acquisition financing for such opportunities. Existing financing options don't offer the flexible terms needed to support a stabilization period and cover holding costs, such as longer term financing with high loan-to-value ratio, at affordable interest rates.

Developers have also consistently expressed a need for larger and more patient predevelopment loans than exist in the market. Affordable TOD projects, including those using Low Income Housing Tax Credits, typically require 2.5 to 3 years to secure entitlements and subsidy commitments. Mixed income and mixed use developments take longer.

Improving Health Outcomes and Increasing Transit Ridership

The Program would complement a growing portfolio of strategies to move the needle on the social determinants of health in Los Angeles County. As billions of dollars of public transportation investments and strategic priorities aim to transform key transit corridors and neighborhoods, these strategies aim to mitigate displacement and ensure improved health and economic outcomes for existing low-income communities of color in these neighborhoods. METRO MATCH will support housing projects that allow low-income households to live in affordable housing near transit stations. By infusing the community development system with additional housing, the Program will help increase the scale of developing permanent affordable housing that is integrated with multi-modal transportation – thereby reducing air pollution, encouraging physical activity through active transportation to and from transit, combatting displacement and its related mental and psychological health stressors.

New Tools

This proposed program will fill the gaps identified above by offering two products:

- 1) Housing + Transportation Loan (H + T): A loan providing patient, flexible capital for the acquisition and short-term stabilization of naturally occurring affordable housing properties with redevelopment potential, with the intent of encouraging redevelopment to double or more of existing density;
- 2) Predevelopment Loan: Financing to assist with the costs associated with new affordable housing development beyond what is typically available from community lending institutions and CDFIs. Both products will target development near HQTA throughout Los Angeles County. The program is intended to ultimately leverage existing local, state, and federal funding for development that preserves and expands affordable homes near transit, including federal and state Low Income Housing Tax Credits (LIHTC) and the state's Cap and Trade Affordable Housing and Sustainable Communities (AHSC) funds.

Preliminary Loan Product Descriptions:

Products

Allocation of Program Funds between the two proposed products:

- Predevelopment Loan product allocation – 25% of the program: 5-8 loans, 800 new affordable units assuming 100 units per project, 8 projects (assumes some revolving during the origination period)
- H+T product allocation - 75% of the Program: 5-12 loans, i.e., 500 preserved units (10 properties acquired, each with 50 units), 1,500 units preserved/produced, or 2,250 units if the program revolves 1.5 times (on average tripling the numbers of units through redevelopment).

Allocation of funds between the two products might be modified, depending on deployment with approval of the program funders (Metro and the foundations). If additional PRI funds from foundations are raised, allocation of funds between the products will be revisited, with the agreement of Metro and the foundations.

- A. Predevelopment Loan** - The program will provide predevelopment financing for borrowers that have projects with evidence of site control and an achievable strategy and schedule of milestones for securing the construction and permanent financing. Predevelopment loans will support projects that will use Low Income Housing Tax Credits and local subsidies but would also compete well for permanent financing such as the Strategic Growth Council’s Affordable Housing and Sustainable Communities (AHSC) program or Los Angeles County’s affordable housing funds. One of the goals of the Predevelopment Loan Product is to support the creation of a strong pipeline of transactions to compete for AHSC by providing experienced developers extra resources to act quickly and efficiently. The goal is for borrowers to have projects in construction within 2-3 years of the loan closing, and redeploy the funds as the loans are repaid.

Loan Amount:	<p>Maximum Predevelopment Loan for a project: \$1,500,000, in two phases:</p> <ol style="list-style-type: none"> 1. Predevelopment Loan \$1,000,000 <ul style="list-style-type: none"> • \$500,000 – CDFI Loan • \$500,000 – Metro/PRI Loan • Borrower must demonstrate site control and milestones for securing project financing 2. Supplemental Predevelopment Loan – up to \$500,000 <ul style="list-style-type: none"> • Metro/PRI Supplemental Loan (maximum Metro/PRI Predevelopment Loan will be \$1,000,000 all included) • If needed, once borrower can demonstrate committed permanent financing
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Terms of Participation	Metro/PRI loans are subordinate to CDFI loans
Term	24 months, with 12 month extension option
Revolving	Assumes loans are repaid every 2 or 3 years
Collateral	Unsecured
Recourse	100% recourse to borrower
Repayment Guarantee	100% repayment guarantee from sponsor (and principal(s), if for-profit sponsor) and if borrower is a Single Purpose Entity
Equity	The lower of \$50,000 or 3-5% of predevelopment costs
Concentration	Limit of one loan per developer, with exceptions contingent on approval from Metro and the foundations
Eligibility	<p>Experienced non-profit developers, acting solely or in joint-venture with a for-profit developer, with demonstrable project-level site control. Priority given to partnerships that include community based nonprofit developers with limited access to other predevelopment loan sources.</p> <p>The project must be within a half mile of an HQTN (as defined on page 2).</p> <p>There must be a safe path of travel to transit from the project (further detail on page 13).</p>
Eligibility Criteria	<p>The projects funded by METRO MATCH must have:</p> <ul style="list-style-type: none"> - a minimum unit size of 49 units; and h propose long term affordability restrictions for the future development plans: <ul style="list-style-type: none"> • 100% Affordable: 100% of units restricted to 60% or below AMI (or meet mixed-income rules below); or • Mixed-Income: Minimum 75% of residential units developed as affordable housing to receive full loan; if less than 75%, project loan amount will be adjusted. Or • Mixed-Use: Minimum 75% of total square footage will be developed as affordable housing restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted

B. **Housing+Transportation Loan (“H+T”)** - A large portion of the housing portfolio near transit in Los Angeles County is comprised of “naturally occurring affordable housing”, non-restricted housing at rents lower than the average market rents, held stable temporarily by market forces and rent stabilization ordinances. The purpose of the H+T program is to help affordable housing developers purchase multifamily properties in advance of gentrification and displacement forces that might occur in order to preserve and expand the number of affordable units, with likely capacity on eligible sites to at least double the number of units or square footage. The goal is to

preserve the existing units in the short term, and in the long term to redevelop the sites with permanent affordable housing at higher density. H+T loans will provide patient funding for affordable housing developers to purchase qualified multifamily properties and hold for 5 – 10 years with short term affordability restrictions while community and site-specific plans are completed to significantly increase the number of affordable units.

Maximum CDFI Loans	85% LTV based on as is value (75% on certain projects, criteria to be determined, depending on risk profile)
Maximum Metro/PRI Loan	Lower of 120% LTV (as is value) or \$2million. Can be used to cover closing, immediate repairs and any required reserves costs
Terms of Participation	Metro/PRI Loans are subordinate to CDFI Loans
Eligible Properties	Eligible properties must satisfy minimum standards for safe, decent, and sanitary housing and might require some level of repair and rehabilitation.
Eligibility Criteria	<p>The project funded by METRO MATCH must have an existing minimum unit size of 20 units, with likely capacity on the site to at least double the number of units or square footage when redeveloped. Priority given to projects that will significantly increase affordable housing opportunities on site.</p> <p>The project must be within a half mile of an HQTN (as defined on page 2).</p> <p>There must be a safe path of travel to transit from the project (further detail on page 13).</p>
Term	5-year initial interest-only term, plus optional additional 5-year term (amortizing on a 25-year schedule for the CDFI loan, residual receipts for the Metro/PRI loan). The additional term will be contingent upon: CDFI's underwriting and the funding of a DCR reserve to ensure a 1.15:1.00 DCR on the CDFI portion, as needed. The CDFI will have the option, at its discretion, to reprice the loan after five years, for the additional 5-year term.
Revolving	As early as every 5 years as loans repay
Collateral	First Deed of Trust against the property
Recourse	100% recourse to borrower
Repayment Guarantee	Above 75% LTV repayment guarantee from sponsor if Borrower is a Single Purpose Entity (and principal, if for-profit sponsor)
Developer Equity Required	The lower of \$100,000 or 3-5% of acquisition costs (exceptions for non-profit borrowers subject to approval by lenders)
Sinking Fund	Net cash flow during first term goes to a sinking fund, with an

	<p>adjustable cap at an amount to be approved at closing; cash flow above cap to be distributed to borrower. Sinking Fund would be recast as a portion of the Debt Service Coverage reserve for the 2nd term</p>
<p>Short Term Affordability Restrictions During Preservation Period</p>	<ul style="list-style-type: none"> • Program loans will include a deed restriction recorded by a government partner or other acceptable entity providing for a minimum of 75% of the units to be restricted to tenants earning no more than 80% Area Median Income on a going-forward basis. • Existing tenants at the time of acquisition may or may not meet the income restrictions; however once a unit is vacant borrowers are required to place new tenants that meet the income eligibility restrictions. Loans will be underwritten based on restricted rents. • Prior to acquisition, borrowers/sponsors will be required to submit an occupancy and management plan that demonstrates how they intend to meet the income restrictions and include a preliminary profile of the property’s current rents and renters’ incomes. They should also address how they will adjust the rents to make them affordable to the existing tenants, as needed • In terms of monitoring: Borrowers will be required to submit an annual self-certification of compliance with restriction requirements • If needed, any required relocation will be conducted in accordance with applicable laws and regulations
<p>Long Term Restrictions</p>	<p>To encourage a long term affordability outcome, H+T loans will be subject to an equity recapture provision. In the event of a sale or refinance, once the loan principal, interest and any accrued fees are fully paid, the remaining equity will be distributed based on the following parameters:</p> <ol style="list-style-type: none"> 1. Repayment of acquisition & predevelopment costs directly expensed by the borrower/sponsor; 2. Preferred equity share not to exceed 5% IRR to the borrower/sponsor; 3. Distribution of the balance of equity on a sliding scale depending on the “proportion” of units subject to long term affordability restrictions (over 30 years) as required by a document recorded on title at the time of sale/refinance, and enforced by a local government agency or other entity with capacity to monitor for enforcement of affordability. The restrictions should be expressed as a proportion to make sure it applies to either

	<p>existing units or future entitled units. The equity will be split between lenders (Metro, Foundations) and borrower/sponsor as follows:</p> <ul style="list-style-type: none"> • If 100% of the units are restricted to 60% AMI or lower, 100% of the balance of equity to the borrower/sponsor; • If between 35-100% of the units are restricted to 60% AMI or lower, the equivalent to the % units to the borrower/sponsor (i.e., 80% affordable units results in 80% of the balance of equity to the borrower/sponsor); • If less than 35% of the units are restricted to 60% AMI or lower, 100% of the balance of equity will be recaptured by Metro and the Foundations.
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Example of H+T Loan

Sources/Uses (24 units)

Sources	
CDFI Loan	\$3,185,000
Metro/PRI Loan	\$1,070,000
Borrower Equity	\$100,000
Total	\$4,355,000
Uses	
Property Acquisition	\$3,745,000
Fire/Life/Safety Repairs+Temp Relocation	\$100,000
Replacement Reserves	\$250,000
Operating Reserve	\$50,000
Interest Reserve	\$105,000
Legal, Appraisal, PNA, environmental, etc.	\$40,000
Origination Fee for Originating CDFI	\$60,000
Total	\$4,355,000

Borrower Profile

- Non-profit developers, acting solely or in joint-venture with a for-profit developer, with a minimum of 5 years of experience in affordable housing development, a successful track record of obtaining public and private financing for at least 4 affordable housing projects, and experience managing assets similar in size and budget. The Program will encourage strong joint venture partnerships with neighborhood-based community development corporations and non-profit developers as a strategy to optimize developers’ different

strengths and expertise and to use the CDCs' familiarity with communities, particularly in addressing displacement issues. A joint venture agreement should specify an active role for the non-profit or CDC partner.

- Adequate organizational capacity and stability, without material defaults or material adverse financial change within the past 7 years.

Capital Raising and Metro and Foundations' Participation

Metro's contribution of \$9 million, alongside the anticipated \$11 million in philanthropic contributions of PRI capital, for a total of \$20 million, would leverage CDFIs' financing for an estimated total Program of \$75 million (between \$56 million and \$86 million depending on products are deployed). The leverage expected from the Metro and the foundations' financing is expected to be between 2.5:1 to 4:1 for the H+T program. Leverage is expected to be 0.5 to 1 on the Predevelopment Loans. The leverage and overall size of the Program will vary as the proportion of each transaction funded by a CDFI will change on each project depending on a) the amount of total debt needed as project costs are either lower than expected or higher, and H+T is limited by the \$2 million cap leading to a larger portion of CDFI financing; or b) the loan to value ("LTV") the CDFIs will approve varies.

LIF, Enterprise and CCF are confident that sufficient capital can be raised to meet the Program capital needs. Several CDFIs have expressed interest in the Program, and at least one other foundation has expressed interest based on preliminary conversations. Negotiations with interested investors will become more detailed as the Program structure is approved by Metro and the first investors. ,

Ideally, the Program would launch with a total contribution of \$20 million from Metro and the foundations at closing, to be disbursed in a couple of installments as the Program reaches certain milestones, including deployment.

Metro/PRI Contribution

- \$20 million total contribution, including \$11 million PRI capital and \$9 million from Metro, for a leverage ratio of roughly 1:1. The Foundations' \$11million is a minimum and could increase up to \$15 million. Metro's contribution will be funded per the following installment schedule:
 - FY 17 - \$3,000,000, with an additional \$120,000 towards the start-up budget (including legal costs for the SPE, master credit agreement and template project loan documents, administrative set up costs, reserve for audits and taxes)
 - FY 18 - \$3,000,000
 - FY 19 - \$3,000,000.

Disbursement of the second and third installments will be tied to deployment milestones. The foundations PRI will be funded per the same schedule of a third each year.

Metro’s and the foundations PRI contributions will be disbursed per the above schedule to a holding account (SPE account), most likely a custodial account held by CCF. A basic remuneration may be available but is not guaranteed.

- The Program partners propose that the transit agency, Metro, take the top loss position for up to \$5MM of its total investment, or 25% of the subordinate debt (from foundations and Metro) on each project loan, with the balance of Metro and the foundations’ PRI in second loss position on a pari passu basis. This assumes a total subordinate debt pool of \$20 million; if the foundations’ PRI increased over the minimum \$11 million, to a maximum of \$15 million, Metro will consider extending its top loss over the \$5 million to keep the 25% top loss on each project loan constant. A Program Credit Agreement will outline that losses on any one loan that exceed what can be recaptured from the borrower and/or the real estate collateral, will be first the responsibility of Metro up to \$500,000 assuming a maximum loan amount of \$2 million; then the responsibility of Metro and the foundations, shared pari passu, up to \$1,500,000 (27% from Metro).
- Metro/PRI Program funds will be managed by a newly formed Special Purpose Entity (SPE) as described below, formed and managed under contract with the administrative agent (a CDFI).
- Interest rate to be charged to the projects on the financing from Metro: No fees, interest rate expected to be 1% net to Metro (interest will be earned once project loans close, and only then)
- Each participant (Metro and Foundations) will delegate a position within their organizations that will be authorized to approve and sign draws, project loan exceptions, revisions to the legal documents and all matters related to the Program.

Total Overall Program Funding: estimated at \$75 million

Metro (\$5MM)
Metro (\$4MM)
Foundations (\$11MM) pari-passu
Originating CDFIs Estimated at \$55million (\$36-66million)

Program Structure

The recommended approach is a debt Program with different tranches of capital based on risk tolerance of each participant, leveraging CDFI capital and adding a layer of financing that is not currently available from financial institutions.

The Program “Project Loans” will be structured as participations (or, potentially, syndications if it appears later to be a better option):

- a. A loan from an originating CDFI (senior) to the project borrower;
- b. A participation from the SPE in the project loan (subordinate).

The SPE will have a strong administrative agent (as described below). The foundations and Metro will enter into a credit agreement to lend their funds (each making a single loan) upfront, to the SPE. The SPE will in-turn buy participations in project loans at the time the Originating CDFI is closing a project loan. The CDFIs will fund project loans directly at the time they close, and only the loans they originate. Each Originating CDFI will underwrite, service and manage loan repayments for the loans it originates, including the portion participated to the SPE.

The SPE, which might be a Delaware Limited Liability Company (LLC), will be formed and constituted by three to five CDFIs that meet the qualifications of originating CDFIs and are “owners” of the entity, with a limited role for the managing member of the SPE, who should have no control over the entity to avoid consolidation issues. A CDFI will be named as an “Initial Administrative Agent” to set up the program (which includes acting as the managing member of the SPE), and later on as the Administrative Agent to manage the program's pipeline, serve as the intermediary between the SPE and the originating CDFIs to manage the approval, closing and funding process of the project loans, and handle administrative duties for the SPE, including reporting.

There are a few key points to note in regards to the structure:

- The proposed structure reflects an attempt to have a streamlined process, and at the same time allow Metro and the foundations to make one loan to an entity, versus having to book loans for each transaction.
- The CDFIs will fund project loans directly at the time they close, and only the loans they originate;
- The foundations and Metro would fund the loans to the SPE in Year 1 in a couple of installments to avoid ongoing capital calls;
- Fees will be consistent with fees on similar funds such as TOAH or Golden State Acquisition Fund, to support the duties described above. Fee will be confirmed as the Program gets set up, reflecting the final structure, roles and responsibilities.
- The start-up budget will include a small set aside to pay for administrative costs for a couple of

years.

- Underwriting Standards for the Program will be prepared, adopted by the Administrative Agent, and approved by Metro, the foundations and Originating CDFI's as part of the set up process. The standards will provide a working baseline for loan amounts, eligible project types, interest rates, loan-to-value ratios and other terms of the Program loans

Qualifications for Lenders to Originate through the Program:

All originating lenders must be nonprofit CDFIs with at least ten years experience in the Los Angeles County region, with originations of at least \$50 million in multifamily affordable lending, acquisition and predevelopment financing, with projects using Low Income Housing Tax Credits and leveraging local public resources. Among an estimated 20 CDFIs active in LA County, a subset of 4 to 6 might qualify. The Administrative Agent will review the originating lender applicants to ensure that each meets the portfolio size, financial strength, and portfolio quality criteria. The final selection of the lenders will be made by the SPE members as well as Metro and the foundations.

Program Terms:

- 13-year Program, with a 3-year initial origination period, to allow for loan terms of a maximum of 10 years (Metro/PRI and CDFI contributions to be co-terminus)
- Project loan terms as short as 2 years up to 10 years (as 2 consecutive 5-year terms) depending on the Product
- Revolving Program, with new loans originated as loans are repaid.
- Eligibility Criteria:
 - Project sites located within a half mile of a high quality transit node ("HQTN"), as defined on Page 2, including future stations or stops anticipated to be completed within the next 10 years. There must be a safe path of travel to transit from the project. Residents of the project must be able to safely walk or bike to a nearby transit stop or station on existing or planned sidewalks or bicycle lanes and crosswalks at major intersections.
 - Projects with long term affordability restrictions placed as part of the future development plans – see details below on the approach for each Product:
 - **100% Affordable:** 100% of units restricted to 60% or below AMI (or meet mixed-income rules below); or
 - **Mixed-Income:** Minimum 75% of residential units restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted; or
 - **Mixed-Use:** Minimum 75% of total square footage will be developed as affordable housing restricted to 60% or below AMI to receive full loan; if less than 75%, project loan amount will be adjusted.

Partners' Role and Capacity

The Program will have a management and governance structure that reflects the learnings from other successful CDFI-managed funds and programs.

Program Management:

The Administrative Agent will manage the Program day-to-day operations of the Program, including the project loans approval process, financial management and reporting.

Each Originating CDFI will service and track its project loans, including the portion syndicated to the SPE.

Loan Approval Process:

The approval process for project loans is intended to support a quick turnaround to allow developers to compete with the market. The Originating CDFIs will certify compliance with underwriting guidelines and the foundations/Metro will have three business days to approve a project loan on that basis. There will not be a separate loan committee. The Administrative Agent will serve as the intermediary between the SPE and its funders and the Originating CDFIs, to get the project loans closed, but will not review or approve the other Originating CDFIs' underwriting.

SPE Governance:

The governance structure for the SPE will comply with California law and IRS codes.

Procedures:

The Program will make and purchase loans that fit the Program's mission. The Administrative Agent will accept project loan applications from Originating CDFIs on an open window basis, and manage the pipeline, with a clear process to reserve funds. All the pre-approved Originating CDFIs will be able to originating project loans into the Program.

Geographic Diversity

Project loans will be offered on an open window basis. The CDFI administrative agent, with the program participants, will engage in a robust marketing and outreach strategy to ensure that potential borrowers in all communities with qualifying HQTAs or stations have the opportunity to benefit from the program.

Approvals

Upon pre-approval by the Metro Board, and the foundations the initial Administrative Agent will prepare the following final documents for consideration and approval by each investing entity's delegated stakeholder:

1. Credit Agreement between Metro and the foundations as lenders and the SPE as borrower
2. Legal documentation required to form the SPE
3. Template documents for the syndicated project loans, including an Agency Agreement between the Originating CDFIs and the SPE
4. Underwriting guidelines for loans
5. Loan origination and servicing procedures
6. Administrative Agent management contract with the SPE
7. LA TOC budget

Metro and the foundations will work with the Administrative Agent to negotiate and approve these documents.

Partners

Low Income Investment Fund (LIIF): Since its inception over 25 years ago, LIIF has provided over \$1.9 billion of financing and technical assistance to community organizations, leveraging an additional \$9 billion of capital and providing 1.8 million low income people with stable housing, quality child care, high performing schools, and vital community services.

Enterprise Community Partners (ECP): Enterprise Community Partners has more than two decades of experience in providing capital needed to create and preserve approximately 100,000 affordable homes across the nation. ECP's affiliate, the Enterprise Community Loan Fund, has invested more than \$1.3 billion to support affordable homes for low-income households, as well as facilities that support education opportunities, access health care, and small business growth. The Loan Fund also leverages financial, technical and policy resources from across all of Enterprise Community Partner's leading entities, providing specialized expertise and financing structures to support borrowers' community development goals.

California Community Foundation (CCF): CCF has been working since 1915 to transform generosity into impact to realize a stronger, healthier and more prosperous future for all Angelenos. Since 2000, CCF has tripled its assets, received more than \$2.2 billion in donor contributions and given out almost \$2 billion in grants, making CCF the fourth largest community foundation in the United States based on total giving.

Los Angeles County Metropolitan Transportation Authority (Metro): Metro serves as transportation planner and coordinator, designer, builder and operator for Los Angeles County. More than 9.6 million people – nearly one-third of California's residents – live, work, and play within its 1,433-square-mile

service area. Metro envisions the creation of “transit oriented communities” (TOC). TOCs represent an approach to development focused on compact, walkable and bikeable places in a community context (rather than focusing on a single development parcel), integrated with transit.

Exhibit 1: Diagram of Metro MATCH Proposed Structure

References:

Maintaining Diversity in America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change, Dukakis Center for Urban and Regional Policy, October 2010.

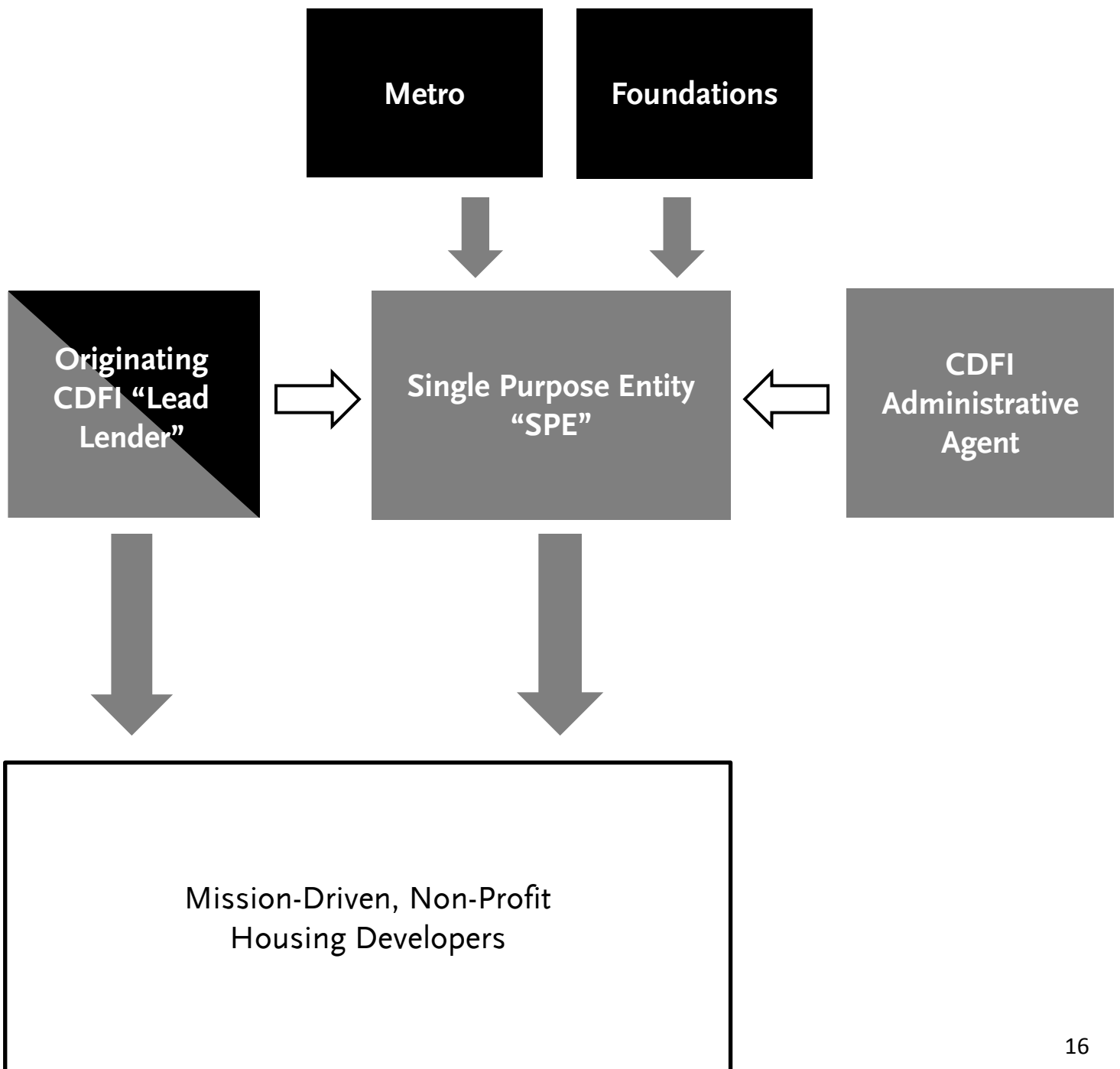
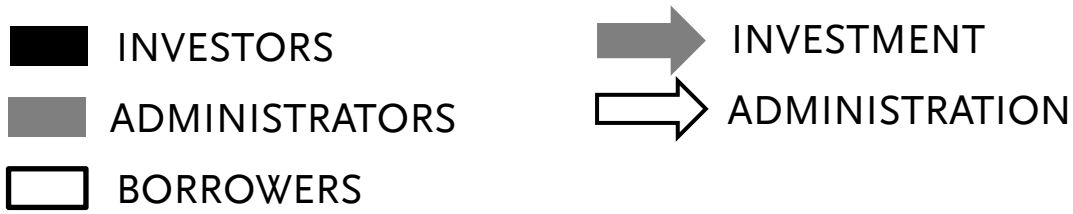
Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy, California Housing Partnership Corporation and TransForm, May 2014.

How Los Angeles County’s Housing Market is Failing to Meet the Needs of Low-Income Families, California Housing Partnership Corporation, May 2014.

Incentives to Encourage Equitable Development in Los Angeles County Transit Oriented Districts, Center for Transit-Oriented Development, Enterprise Community Partners, and Low Income Investment Fund, July 2013.

Casden Real Estate Economics Forecast: 2016 Multifamily Report, USC Lusk Center for Real Estate, 2016.

Exhibit 1: Diagram of Metro MATCH Proposed Structure



TRANSIT ORIENTED COMMUNITIES (TOC) – SMALL BUSINESS PROGRAM TERMS

Overview

The Metro Transit Oriented Communities (TOC) Small Business Program will provide low - interest, flexible loans to support tenant improvements of ground-floor retail space and enable spaces to be occupied by small business. The loans will be offered to developers of new projects, and/or owners of buildings with vacant ground floor retail spaces, with a priority for affordable housing projects and businesses near transit centers. Owners/developers would be required to pass on savings from the loan terms to small business tenants through either:

- Below market rent payments (owner/developer would supply data to prove)
- Flexible lease terms

Program Attributes

- Hard loan (would be repaid), allowing the program to revolve
- Aimed at local small businesses
- Addresses issue of vacant ground floor space in affordable housing and mixed use projects
- A lien would be placed on the property to collateralize the loan
- If a business fails, or is unable to repay, their tenant improvements could be used by a new small business tenant

Administration

The loan program would be administered by Community Development Commission of the County of Los Angeles (LACDC). The LACDC will provide door to door outreach services to identify eligible business tenants, and the developer/owner will be expected to assist as well. Because of the high service level associated with tenant improvement loans to small businesses, and the need for direct and targeted outreach, the program has relatively high administrative costs. Based on discussions with LACDC, a minimum of \$1,000,000 must be committed to the program. Of that total, \$184,225 would cover program administration and marketing and \$815,775 could be provided in loans. The relatively high cost of administration per loan is due to the outreach and increased administration associated with targeting small business.

Eligible Geography

1. Metro Joint Development Project
- OR
2. New development project or existing property within 500 feet of fixed-guideway stations and/or intersection of two 15 min max frequency peak period buses (of any bus operator)
- AND
3. Projects should be geographically distributed throughout the County, not concentrated in a single area.

Eligible Small Business Tenants

- a. Small Business – Fewer than 100 full-time employees, annual revenues of less than \$14 million (consistent with the LA County definition)
- b. Local businesses (LA County) which have been operating for at least three years
- c. Businesses are required to have a minimum of 2 years of positive cash flow.
- d. Tenant must have at least a 3-year lease, with an option to extend for an additional 2 years for a total of 5 years, which would run the length of the loan
- e. The fund would not fund the following business types:
 1. Fast Food
 2. Check Cashing
 3. Liquor Stores / Smoke Shops
 4. Pawn Shops
 5. Firearms Retailers
 6. Formula Retail (chain stores)

Eligible Buildings

- a. Buildings must be new buildings without funding sources for retail tenant improvements in their underwriting or existing buildings with retail spaces that have been vacant for at least 1 year.

Approximate Loan Sizes and Terms

- a. Maximum \$100,000 per loan
- b. Maximum 5-year loan term

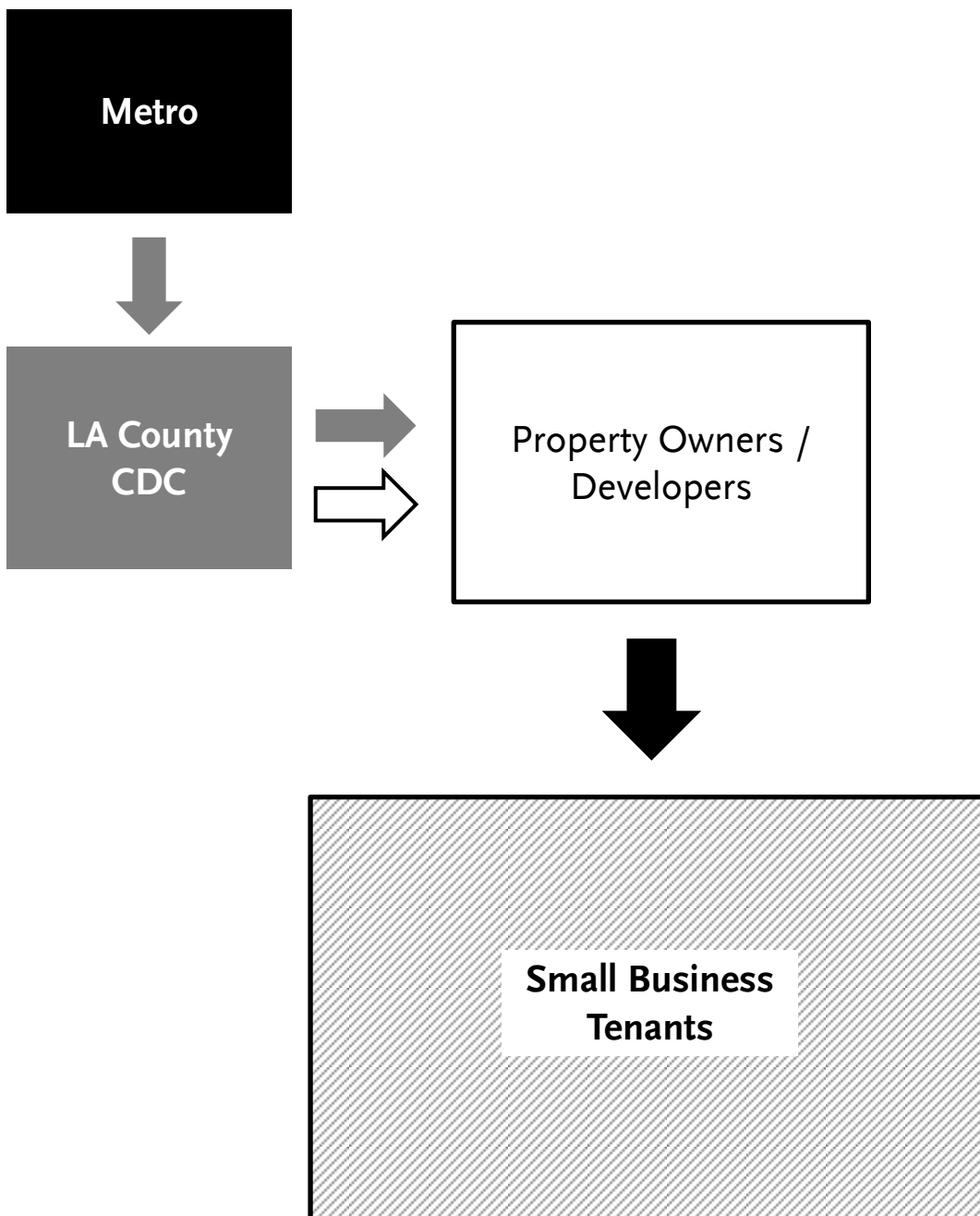
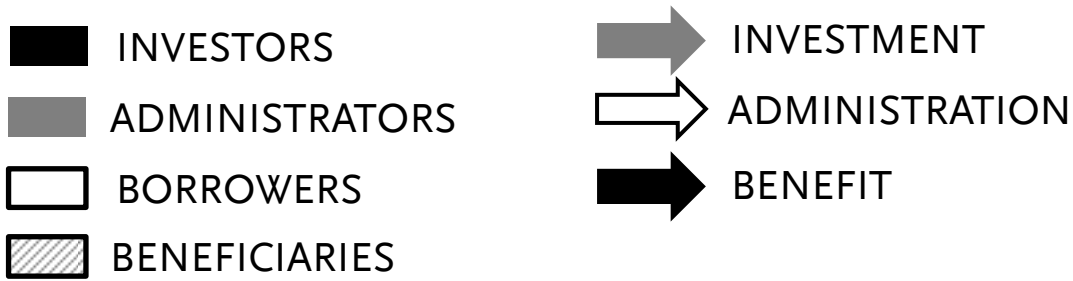
Management / Reporting Requirements to Metro

Quarterly reports detailing:

- a. Loan disbursement by geography
- b. Default/Repayment rates
- c. Summary of impacts: new jobs, change in business revenues, other

Exhibit 1: Diagram of Metro TOC Small Business Program Proposed Structure

Exhibit 1: Diagram of Metro TOC Small Business Program Proposed Structure



**Board Report**

File #: 2016-0457, **File Type:** Contract**Agenda Number:** 46.

**EXECUTIVE MANAGEMENT COMMITTEE
AUGUST 18, 2016****SUBJECT: REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a five-year firm fixed price contract, Contract No. PS520450021002, to Parsons Transportation Group, Inc., in the amount of \$4,725,226 for the **modernization of the Regional Integration of Intelligent Transportation Systems (RIITS)**; and
- B. APPROVE Contract Modification Authority specific to Contract No. PS520450021002 in the amount of \$1,000,000.

ISSUE

RIITS was designed, developed, and deployed as a demonstration project and prototype system in 2004 to integrate, store, share, host, operate, maintain and expand on the sharing of transportation related data in the region. Since the initial prototype deployment, there have been a number of individual component improvements; however, there has not been a complete systematic upgrade and modernization. Modernization is required to ensure the ability of RIITS to effectively and efficiently serve the transportation needs of the region, take advantage of new technologies and enable the exchange of new data as they become available.

DISCUSSION

The RIITS program's roots can be traced back to the 1984 Olympics when the need to coordinate inter-agency and inter-jurisdictional traffic management operations became essential. From that need and experience, and as a result of the implementation and deployment of intelligent transportation systems (ITS), which created real-time data, the idea of RIITS was conceived. In 2004, the three party Memorandum of Understanding (MOU) between Metro, the City of Los Angeles, Department of Transportation (LADOT) and Caltrans, District 7 was executed to officially designate/adopt RIITS as a program.

RIITS consists of a network, system, and administrative processes to exchange real-time or near real-time transportation data amongst agencies in Southern California. Initially, the data consisted of freeway traffic data from Caltrans District 7, traffic signal data from LADOT and transit data from Metro. RIITS was able to collect, compile and exchange data amongst the agencies and also provide the combined data to the public. Since 2004, RIITS has expanded the network to include Caltrans Districts 8 and 12, California Highway Patrol (CHP), Foothill Transit, Los Angeles County Public Works (IEN), Waze and others. As more data becomes available through each agency, as a result of the deployment of ITS products, that data is made available to program participants through RIITS.

RIITS may exchange data of any type and quantity including census data for planning purposes, transit related data from buses and rail, traffic related data from signal systems as well as the exchange of video. Traffic data exchanged through RIITS is used for travel times and for the development of navigation applications by private companies. As RIITS is a platform for the exchange of information, it also includes a large communications network throughout Southern California that is used to exchange information on police, fire, and nearly any event within the region that may be used for situational awareness.

As a service, RIITS has not only expanded its available data but has also become the primary data source for the Southern California 511 traveler information system. Additionally, RIITS developed and deployed the prototype Archived Data Management System (ADMS) which successfully used real-time data to store and create a data warehouse providing historic data for near real time analysis of transportation based on current data rather than models based on data that may only be collected once per year or more, enabling better management.

As a result of a variety of factors (including technological advances, implementation of ADMS, expanding implementation of ITS), RIITS as currently deployed is not able to efficiently meet increasing demands and opportunities. The modernization of RIITS will better meet today's needs through the implementation of a modern self-service multi-tenant hybrid-cloud architecture that enables the development and implementation of future transportation programs and projects through a collaborative approach supported by data and technology. The modernization of RIITS will provide a more streamlined, efficient, adaptable, user friendly, open and dynamic data environment concentrated on the needs of the user to enable and promote the collection, sharing and storing of transportation and associated data in order to improve existing transportation systems and spur innovation. More specifically, it will improve RIITS' ability to integrate new data sets from agencies as they are developed and share the data with the appropriate partners. The modernized RIITS will also integrate ADMS as a full production system, provide data to Southern California 511, and support planned transportation advancements, such as integrated corridor management programs, connected vehicle opportunities and other related projects.

As this is a five-year technology contract to meet the transportation and partner data needs, it is highly improbable that all future advancements or needs can be fully identified at this time. As a result, staff is recommending that the delegated contract modification authority be raised to \$1 million to facilitate incorporation of new technologies, partners, services, or data that emerge over the course of the period of performance.

Metro's agreed upon role with the partner agencies through the MOU is to administer, develop, upgrade, operate and maintain RIITS. Modernization of RIITS will allow Metro to continue to meet its commitment to the region to develop, upgrade, operate, and maintain RIITS while continuing to promote collaboration and coordination through the use of technology, partnerships and user agreements.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not have any direct impact on the safety of the public and our employees. There is an indirect improvement in safety to the public as coordinated efforts to distribute data/information through RIITS will provide better, actionable, and more accurate transportation data and information.

FINANCIAL IMPACT

Funding in the amount of \$4,618,000 in cost center 3351, project 405526 is included in the FY17 budget. This funding includes the cost of the modernization of RIITS. As this is a multi-year contract, the cost center manager and the Executive Officer of the Congestion Reduction department will be responsible for budgeting for RIITS in future years.

Impact to Budget

RIITS is funded with Proposition C 25% Streets and Highways funds. These funds are not eligible for and have no direct impact on transit operations. The initial development and deployment costs have been included in the FY17 budget request. The operation of the modernized RIITS will be more efficient than the current system and is not anticipated to have a negative impact on future budgets.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this contract to modernize RIITS. This is not recommended as Metro would not be able to meet current demands and will be unable to take advantage of the opportunities provided in today's rapidly emerging field of big data analytics, to compile data, and collaborate with partners to improve transportation and mobility within the region.

NEXT STEPS


Upon approval by the Board, staff will execute Contract No. PS520450021002 with Parsons Transportation Group, Inc. to modernize RIITS.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Kali K Fogel, RIITS Administrator, (213) 922-2665
Kenneth Coleman, DEO Highway Operations/Congestion Reduction, (213) 922-2951
Shahrzad Amiri, Executive Officer, Congestion Reduction,

Reviewed by: (213) 922-3061
Ivan Page, Chief, Vendor/Contract Management (Interim), (213) 922-6383
Stephanie Wiggins, Deputy Chief Executive Officer,
(213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION/PS520450021002

1.	Contract Number: PS520450021002	
2.	Recommended Vendor: Parsons Transportation Group, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 21, 2015	
	B. Advertised/Publicized: October 21, 2015	
	C. Pre-Proposal/Pre-Bid Conference: November 3, 2015	
	D. Proposals/Bids Due: January 25, 2016	
	E. Pre-Qualification Completed: March 24, 2016	
	F. Conflict of Interest Form Submitted to Ethics: May 12, 2016	
	G. Protest Period End Date: August 24, 2016	
5.	Solicitations Picked up/Downloaded: 124	Bids/Proposals Received: 6
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Kali Fogel	Telephone Number: (213) 922-2665

A. Procurement Background

The Board Action is to approve Contract No. PS520450021002 issued in support of the procurement of hardware, software and related services for the modernization of the Regional Integration of Intelligent Transportation Systems (RIITS). The procurement seeks a technology-based solution that upgrades the data processing system's collection, management, and exchange of transportation data obtained from different public agencies.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a Small Business Enterprise (SBE) goal of 20% (SBE 17% and DVBE 3%).

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 6, 2015, removed Good Faith Effort (GFE) requirements, revised SBE/DVBE instructions, updated the list of SBE-certified firms, and provided the pre-proposal conference agenda, PowerPoint presentation slides, sign-in sheets, and the planholders' list.
- Amendment No. 2, issued on November 10, 2015, extended the proposal due date and date for submitting questions.

- Amendment No. 3, issued on December 10, 2015, updated the submittal requirements to clarify what is included in the proposal page limit, updated the evaluation criteria to notify proposers that scores may be adjusted based on their oral presentations, revised the statement of work to increase the time for setting up the Solution and initial data, provided responses to the first set of proposer questions, provided a list of estimated data sources, and extended the proposal due date.
- Amendment No. 4, issued on December 30, 2015, updated the statement of work to include liquidated damages, increase the time for populating the Solution and apply industry terms to describe scope requirements, updated responses to the first set of proposer questions, and provided responses to the second set of proposer questions.
- Amendment No. 5, issued on January 6, 2016, extended the proposal due date.
- Amendment No. 6, issued on January 11, 2016, provided responses to the third set of proposer questions and updated the evaluation criteria to notify proposers that scores may be adjusted based on their product demonstrations at oral presentation.

A pre-proposal conference was held on November 3, 2015, and attended by 58 participants representing 45 companies. There were 338 questions asked and responses were released prior to the proposal due date. A total of 124 firms downloaded the RFP and were included in the planholders' list. A total of six proposals were received on January 25, 2016.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from Congestion Reduction, Metro Highway Programs, Information Technology Services, City of Montebello Information Technology Division, and Caltrans Intelligent Transportation Systems Operations Division, was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated by the PET in accordance with the following evaluation criteria and associated weights:

- | | |
|--|-----|
| • Understanding of the Work and Approach | 70% |
| • Degree of Team Skills, Experience & Past Performance | 5% |
| • Price Proposal | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for professional services. Several factors were considered when developing these weights, giving the greatest importance to understanding of the work and approach.

Of the six proposals received, one proposal, Compuline International, Inc., was deemed non-responsive to the RFP submittal requirements and eliminated from evaluation.

On January 27, 2016, the remaining five proposals were distributed to the PET. During January 27, 2016, through April 1, 2016, the PET completed its independent evaluation of the proposals. Two firms, Applications Software Technology Corporation (AST) and Axiom xCell, Inc. (Axiom), were determined to be outside the competitive range. These firms were not included for further consideration.

AST's proposal did not demonstrate an adequate understanding of the work, and the proposal presented a cloud-based solution, which did not meet the RFP's hybrid-cloud requirement. Additionally, AST's proposal did not meet the SBE requirement.

Axiom's proposal recommended a cloud-based solution, which did not meet the RFP's hybrid-cloud requirement. The proposal did not explain how massive complex data sets from varied sources (i.e., "Big Data") would be processed or how analytics would be incorporated. The proposal did not provide a plan for modernizing the communications network.

The three firms determined to be within the competitive range are listed below in alphabetical order:

1. International Business Machines Corporation (IBM)
2. Kimley-Horn and Associates, Inc. (Kimley-Horn)
3. Parsons Transportation Group, Inc. (Parsons)

On April 1, 2016, the PET interviewed the three firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's understanding and approach to the contract, their respective qualifications, and respond to the PET's questions. Generally, all three firms elaborated on their vision for the modernized RIITS system and described each team member's role in performing the work. In addition, the firms conducted a demonstration of their proposed systems, tools and products.

The project manager and key personnel from each firm responded to the PET's inquiries regarding how public agency participation can be increased, how many data integrations can be completed annually, and how the communications architecture can be modernized using the existing communications network.

Qualifications Summary of Firms Within the Competitive Range

IBM is a multinational technology and consulting company that specializes in analytics, cloud computing, IT infrastructure, mobile applications, IT security, and

other related industries. With a spectrum of technology solutions, IBM's proposal presented a large catalog of products and tools.

IBM's proposal did not provide a transportation architecture. Although the proposal presented an impressive catalog of products and tools, it did not specify which and how those products and tools would be used. The oral presentation did not detail how different products and tools would be integrated. In addition, the products and tools require expert knowledge to implement and use. Users who do not have a computer programming background would find the products and tools difficult to use.

The proposal also did not present an institutional architecture. The proposal and the oral presentation did not present a plan for obtaining new data from current data sources and acquiring new data sources. No discussion was made as to the acquisition of new data from current sources or the acquisition of new data sources. Significantly, the proposal and oral presentation did not explain how training programs would be implemented to teach users how to operate the proposed products and tools.

Kimley-Horn is an engineering, planning, and environmental consulting firm that possess significant experience in the transportation industry. Kimley-Horn's proposal identified several products and tools that are intuitive, user-friendly, and effective.

Kimley-Horn's proposal did not present a communications architecture. The proposal did not describe how the communications network would operate, explain how products and tools would be integrated, and provide detailed illustrations of different components of the communications network. In addition, Kimley-Horn's oral presentation did not explain how Big Data would be processed and how data would be integrated from proprietary applications.

Kimley-Horn's proposal and oral presentation did not provide details as to how it intended to proactively obtain new data. Though the proposal suggested networking activities and presentations, it did not set forth a plan for active outreach. The proposal did not detail how the firm would extract new data from current users or target new data sources.

Parsons is an engineering and consulting firm that specializes in engineering design, public transportation, and intelligent transportation systems (ITS). Parsons' proposal demonstrated a comprehensive understanding of the work and presented a detailed approach to providing a technology-based solution for modernizing the RIITS system.

The proposal provided a communications and transportation architecture that identified products, explained their importance, described the technical approach, and provided illustrations of different components of the communications network. The oral presentation addressed alternative connections that may be utilized to reduce equipment failures, system interruptions, and network downtime.

In addition, the oral presentation addressed the number and the type of data integrations the firm could complete annually. The oral presentation also explained how data could be integrated from proprietary applications.

The proposal provided an institutional architecture that targets business users, not computer programmers. No coding or programming is required by the end user. The proposal set forth a plan to transition current users and acquire new data sources and identified different stages of outreach. The oral presentation explained how workshops, forums, and training programs would be utilized.

Moreover, the proposal provided the required hybrid-cloud solution. The proposal provided Big Data analytics tools that can be used by a non-technical end user and provided performance monitoring and measurement tools that provide data visualizations and reporting. The proposal provided social media connections to receive tweets and notifications, which the PET found useful for RIITS users, data source providers, and other stakeholders. The proposal provided an open solution that allows new or different tools to be introduced at any time. The proposal eliminated the dependence on a systems integrator, which is used by RIITS currently.

The final scoring determined that Parsons is the top ranked firm. A summary of the PET's scores is provided as follows:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Parsons Transportation Group, Inc.				
2	Understanding of the Work & Approach	88.00	70.00%	61.60	
3	Degree of Team Skills, Experience & Past Performance	82.00	5.00%	4.10	
4	Price Proposal	100.00	25.00%	25.00	
5	Total		100.00%	90.70	1
6	Kimley-Horn and Associates, Inc.				
7	Understanding of the Work & Approach	74.00	70.00%	51.80	
8	Degree of Team Skills, Experience & Past Performance	76.00	5.00%	3.80	
9	Price Proposal	74.00	25.00%	18.50	
10	Total		100.00%	74.10	2
11	International Business Machines Corporation				
12	Understanding of the Work & Approach	68.00	70.00%	47.60	
13	Degree of Team Skills, Experience & Past Performance	62.00	5.00%	3.10	
14	Price Proposal	28.40	25.00%	7.10	
15	Total		100.00%	57.80	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations.

The negotiated amount includes the integration of current data sources and a select range of new data sources to be added progressively at intervals. In contrast, the ICE, ~~which~~ takes a broad and inclusive approach that includes ~~nonessential~~ the full suite of potential upgrades and partners, accounts for as well as the immediate integration of all potential and possible data sources.

Moreover, the ICE includes the deployment of advanced video systems, modernization of the entire communications network, and extensive outreach and training support services (including outreach and training support services relating to the integration of all potential and possible data sources and the deployment of advanced video systems).

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1	Parsons Transportation Group	\$4,725,228	\$7,174,749	\$4,725,226
2	Kimley-Horn and Associates, Inc.	\$6,395,995	\$7,174,749	N/A
3	International Business Machines Corporation	\$16,640,586	\$7,174,749	N/A

D. Background on Recommended Contractor

The recommended firm, Parsons, headquartered in Pasadena, California, has been in business for over 70 years in engineering design, public transportation, and intelligent transportation systems (ITS). The firm has completed over 30 ITS systems integration projects, which have involved data integration, software development, agency interface development, cloud computing, data analytics, multimodal transportation operations, and TMS operations. Parsons was responsible for the design of the San Diego Integrated Corridor Management (ICM) System, Gateway TIS (GTIS) for the Gary-Chicago-Milwaukee (GM) Corridor, and the Caltrans District 7 Advanced Transportation Management System (ATMS).

The proposed team is composed of Parsons and four subcontractors (two SBE firms, one DVBE firm, and one non-SBE/DVBE subcontractor). The proposed project manager has 26 years of experience in the ITS industry, the majority of which has been focused on the design, development and deployment of ITS software and technology systems. The proposed project manager led the development of the San Diego I-15 Integrated Corridor Management and Caltrans District 7 South Bay Dynamic Corridor Congestion Management (DCCM) Project.

In addition, key staff have more than 40 years of experience in software development, cloud computing, data analytics, database design, systems engineering, project management, IT security, communications design, data integration, LAN/WAN design and troubleshooting, server/desktop configuration, installation and repair, switch, router, and firewall configuration, backup/disaster recovery, and infrastructure cabling. Overall, staff have well over 100 combined years of experience in multimodal information systems, technology systems, and systems engineering in the ITS industry.

The proposed project team has worked with a diverse range of public agencies across the nation in developing, operating, or integrating RIITS-like systems. Local agencies include Metro, Caltrans, Los Angeles County Department of Public Works, and cities across the County of Los Angeles.

With its extensive knowledge in ITS solutions and experience with stakeholders, Parsons demonstrates a thorough understanding of the requirements necessary for modernizing the RIITS system.

DEOD SUMMARY

REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS
(RIITS) MODERNIZATION / PS520450021002**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% small business participation goal for this solicitation, inclusive of a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE). Parsons Transportation Group, Inc. exceeded the goal by making a 23.13% commitment, inclusive of 17.96% SBE and 5.17% DVBE.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	17.96% SBE 5.17% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

SBE Subcontractors	% Commitment
Sarakki Associates	16.38%
System Metrics Group (SMG)	1.58%
Total SBE	17.96%

DVBE Subcontractors	% Commitment
Virtek Company	5.17%
Total DVBE	5.17%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Board Report

File #: 2016-0549, File Type: Program

Agenda Number: 47.

EXECUTIVE MANAGEMENT COMMITTEE AUGUST 18, 2016

SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE PLAN - ROUND 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE the following actions for **Round 2 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program**, in the amount of \$54,155,000.

- A. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110;
- B. a total of \$13,800,000 for continued incremental Transit Service improvements (see Attachment A for detailed distribution).
- C. a total of \$5,580,000 for Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment B)
- D. the I-10 recommended projects and funding awards totaling \$10,239,525 and program \$920,475 in reserve for the corridor as shown in Attachment C
- E. the I-110 recommended projects and funding awards totaling \$17,615,000 which includes \$875,000 from Round 1 as illustrated in Attachment D
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for cost increases; and,
- G. AUTHORIZE the Chief Executive Officer (CEO) or his designee to enter into funding agreements with grantees and Transit service providers.

ISSUE

In October 2015 the Board approved the Guidelines for the Net Toll Revenue Allocation (Attachment E) and in January 2016 the Board approved the application package, including the evaluation criteria, for the grant program (Attachment F). Staff began the grant process in early February with a Board approved submittal deadline of May 16, 2016. A total of 28 applications requesting \$60,328,680 in

funding were received. Based on the technical evaluations and in consultation with the Corridor Advisory Group (CAG) Subcommittee, staff recommends funding of 21 projects totaling \$27,854,525 in Metro grant approval.

Based on the October 2015 Board approved fund estimates, staff also recommends the following funding allocations: \$6,000,000 in reserve funds; \$13,800,000 for continued funding of incremental transit service improvements along both corridors and \$5,580,000 for Caltrans improvements within the I-10 and I-110 freeways.

DISCUSSION

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the re-investment framework for the expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. A set aside of funds to be placed into a reserve account ;
3. Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
5. Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI);and,
6. Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three mile radius. Projects beyond a three mile radius must demonstrate regional significance.

Per the approved guidelines, the baseline targets of 40% for Transit Improvements, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements were identified as goals, however the actual allocation of the funds is based on the merits of the proposed projects and programs, irrespective of modal category.

Funding Availability

Round 2 Final funding targets are as follows:

	Net Toll Revenues	Available to I-10 Corridor	Available to I-110 corridor
Round 2 Funds Available	\$53,280,000		

Round 1 Reserve (I-110)	\$875,000		
Net Funds Available	\$54,155,000		
Reserve Funds (3%)	\$6,000,000		
Transit Service	\$13,800,000		
Caltrans	\$5,580,000		
Subtotal	\$25,380,000		
Grant Funding	\$27,900,000	\$11,160,000	\$16,740,000
Transit Use (40%)		\$4,464,000	\$6,696,000
System Connectivity/ Active Transportation (40%)		\$4,464,000	\$6,696,000
Roadway Improvements (20%)		\$2,232,000	\$3,348,000

As part of Round 2, \$27,900,000 is available for grant funding which represents a 41 percent increase in available funding over Round 1. Additionally, the distribution of funds between the two corridors reflects the level of funding generated in each corridor. The recommended funding level for the I-110 projects reflects the inclusion of \$875,000 from Round 1 which was placed in reserve for the corridor. The recommended funding level for the I-10 projects reflects \$920,475 in Round 2 unprogrammed funds which will be placed in reserve for future projects within the corridor.

Reserve Funds

Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the ExpressLanes to avoid the use of general funds. Staff is recommending a set aside of \$6,000,000 in reserve.

Transit Service

The adopted guidelines approved the continuation of funding for transit service improvements that were part of the original Congestion Reduction Demonstration (CRD) project. This funding is

provided through a direct allocation to the transit providers to subsidize the incremental operating costs. These transit enhancements are a benefit for low income commuters along the ExpressLanes corridors and have proven to be one of the major success stories for the project. Transit agencies that receive this direct allocation include: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's Silver Line service. A breakdown of the funding can be found in Attachment A.

Caltrans Set Aside

In addition to receiving funding on an annual basis for ongoing maintenance of the ExpressLanes, Caltrans has received \$6.6 million in prior years through Round 1 of the Net Toll Revenues as well as the Bi-Annual Work Plan. As part of Round 2, staff recommends \$5.58 million in funding to Caltrans for three projects outlined in Attachment B.

Evaluation and Ranking of Grant Applications

In February 2016, staff distributed the application package to eligible applicants through the South Bay, San Gabriel, and Gateway Councils of Governments, the County of Los Angeles, and Metro. Notice was also sent out to City of Los Angeles's elected officials and staff and to Metro's Community Relations Managers. Potential applicants were then invited to a workshop to review the application and evaluation process. The I-110 Workshop was held on March 3rd at the South Bay Council of Governments (SBCCOG) office in Torrance. The I-10 Workshop was held on March 8th at Metro Service Council office in El Monte. Presentations on the Grant application package and process were provided in January 2016 to the Streets and Freeways Subcommittee and in February 2016 to the Technical Advisory Committee (TAC), Streets and Freeways Subcommittee, Local Transit Systems Subcommittee (LTSS), Arterial ITS Committee, and the San Gabriel Valley COG Active Transportation Working Group.

Applications were received on Monday May 16, 2016 and were reviewed for eligibility. 3 of the 28 applications submitted were deemed ineligible (Please see Attachments C & D for more detail). All projects submitted were sorted by corridor and reviewed and scored by the technical team comprised of Metro staff. Projects were then ranked based on scores.

Upon completion of the technical review, project applicants were invited to a meeting of the respective I-10 and I-110 Corridor Advisory Groups (CAG) Reinvestment Subcommittees. The subcommittees were formed from members of each CAG who volunteered to be on the review panel and represent the following agencies: City of Gardena, Great Streets, Los Angeles County Bicycle Coalition (LACBC), Los Angeles Neighborhood Initiative (LANI), San Gabriel Valley Economic Partnership, Fixing Angelenos Stuck in Traffic (FAST), Day One, Foothill Transit. The Subcommittee members were provided access to all project applications. After hearing all of the presentations from the applicants, CAG members then indicated their own project rankings based on the following: High= Project is a priority for funding; Medium= Project has potential and could be funded, if funds are available; and low=Project is not recommended for funding. High = 80; Medium = 70; Low = 60 points.

Final overall scores were averaged based on the technical review and CAG feedback and projects were then sorted into modal categories. An overall score of 70 was considered the cutoff line for

funding consideration. Any projects receiving an overall score of less than 70 were not recommended for funding. Funding recommendations were based on the score within the modal category and the amount of available funding.

Staff received 28 applications totaling \$60,328,680 in funding requests. Based on the technical evaluations and in consultation with the CAG Subcommittee members, staff recommends funding for 21 projects totaling \$27,854,525. The recommended projects reflect a modal distribution of 41% for Transit Use, 20% for Roadway Improvements, and 39% for System Connectivity/Active Transportation. Project funding recommendations are provided in Attachments C and D for the I-10 and I-110 respectively.

Due to funding limitations, staff worked with project sponsors to downscope 5 projects. As part of the new scope, sponsors identified portions of the project, as defined in the project description, that could be implemented with reduced funding.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on established safety standards and in many cases will improve safety in those locations where projects will be implemented.

FINANCIAL IMPACT

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. The FY 2017 budget includes funding for all recommended actions in cost center 2220. Since many of these are multi-year projects, the cost center manager and Executive Officer, Congestion Reduction, will be responsible for budgeting project expenditures in future years.

Impact to Budget

Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action. No other funds were considered due to the fact that these funds are specifically required to be reinvested within the two corridors per State Law. This activity will not impact ongoing bus and rail operating costs.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2016 Net Toll Revenue Reinvestment Grant Program. This alternative is not recommended because each project was evaluated based on its technical merits in consultation with the Corridor Advisory Groups (CAGs). Additionally, any projects added to the recommended list will result in displacement of other projects from the funded list resulting in either removal of the project from the funded list or a reduction in the project's recommended grant amount.

NEXT STEPS

With Board approval of the recommendations, we will develop and execute funding agreements with project applicants. We will also amend the FY 17 budget and program the funds into the Regional TIP.

ATTACHMENTS

Attachment A - Transit Funding

Attachment B - Caltrans Funding

Attachment C - I-10 Grant Recommendations

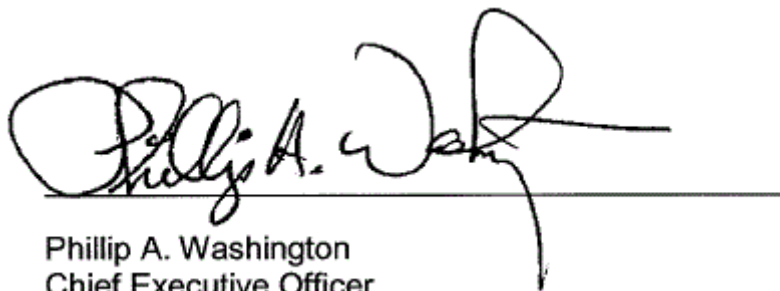
Attachment D - I-110 Grant Recommendations

Attachment E - Guidelines for the Net Toll Revenue Allocation

Attachment F - Application and Guidelines for Net Toll Revenue Grant Application

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Chief Executive Officer

Annual Funding Breakdown for Incremental Transit Service

Agency	Lines	Annual Amounts
Foothill Transit	Silver Streak and Route 699	\$1,600,000
Gardena Municipal Bus Lines	Line 1X and Line 2	\$800,000
Metro	Silver Line	\$3,800,000
Torrance Transit	Line 4	\$700,000
Annual Total		\$6,900,000

Caltrans Work Plan for Improvements on I-10 and I-110 Corridors - Round 2 Net Toll Reinvestment Funding

PROJECT No.	City/ County	Rte	Post mile		Location	Capital \$ (1,000)	Support \$ (1,000)	Total \$ (1,000)	Description / Purpose
			Begin	End					
1	LA	10	20.000	26.000	Route 10, between Route 605 and East Los Angeles Interchange	\$650	\$195	\$845	Implementation of Adaptive Ramp Metering (DCRMS) - this includes upgrading communication to IP, upgrading controllers (170 to 2070), upgrading/fixing VDS/LDS and other related system upgrades.
2	LA	10	20.000	26.000	Route 10, between Route 710 to Route 605	\$1,000	\$160	\$1,160	System Integration for Regional Freeway Ramp Metering System and Traffic Signal Control System for Incident Congestion Relief.
3	LA	110	7.762	21.000	Southbound and Northbound Route 110 Just South of Route 10	\$2,675	\$900	\$3,575	Pavement delineation improvements. Install double row of reflective Bott Dots pavement markers spaced every 4 ft. along Route 105 HOV lanes, in advance of the I-110 Northbound Express Lanes direct connector. Install channelization along and between the Route 105 HOV lanes and the general purpose lanes, approaching the direct connector, replace overhead sign panels with new Type XI sheeting, install LED lighting system along major interchanges and ramps.
ESTIMATED TOTAL COST						\$4,325	\$1,255	\$5,580	

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-10)

Attachment C

Rank	Project Information				Scoring Information			Funding		Funding Availability \$11,160,000	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Procurement of two Electric Double Decker Buses	Foothill Transit	TU	\$1,392,000	80	77	78.5	\$1,458,000	\$1,458,000	\$9,702,000	Capital
	Replace 2 CNG Commuter Express buses with 2 all-electric double decker buses. One plug in charger will be included at Foothill Transit's Pomona Operations & Maintenance facility.										
2	Accessible CNG-Fueled Vehicles for Access Services	Access Services	TU	\$300,626	79	77	78	\$1,130,925	\$1,130,925	\$8,571,075	Capital
	Purchase 20 alternative fueled Compressed Natural Gas (CNG) minivans to provide ADA complementary paratransit service.										
3	Downtown LA On Demand Mobility Connectivity Center * / **	City of Los Angeles	TU	\$1,448,500	70	74	72	\$992,000	\$992,000	\$7,579,075	Capital/ Operating
	Shared mobility service that will provide intermodal connectivity to the destinations and surrounding areas around Downtown Los Angeles. Will fund a mobility connectivity center, pop-up outreach & marketing events throughout DTLA to the South Park & Exposition Park communities of Los Angeles, along the Metro Expo Line, Chinatown, Union Station, & portions of Boyle Heights.										
Transit Use Category - Subtotal								\$3,580,925	\$3,580,925		
1	Whittier Blvd Transit Signal Priority Project *	County of Los Angeles	RI	\$98,400	77	75	76	\$516,600	\$516,600	\$7,062,475	Capital
	Deployment of intelligent transportation systems (ITS) infrastructure to enhance arterial operations and monitoring on Whittier Blvd between Indiana Ave. and Saybrook Ave. in East Los Angeles.										
2	City of Arcadia Transit and Pedestrian Mobility Enhancement Project *	City of Arcadia	RI	\$165,000	75	70	73	\$470,000	\$470,000	\$6,592,475	Capital

Rank	Project Information				Scoring Information			Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation	Funding Availability \$11,160,000	
3	Vision Zero I-10 Corridor Area Traffic Signal Improvements	City of Los Angeles	RI	\$0	74	70	72	\$776,000	\$776,000	\$5,816,475	Capital
	Install a new traffic signal at the intersection of Mohawk St. & Sunset Blvd. Upgrade the existing signalized intersection of 8th St. & Soto St. to include left turn phasing. Upgrade 3 existing signalized intersections to include pedestrian scramble phase at 6th St. & Alvarado St., 7th St. & Alvarado St., & Wilshire Blvd & Alvarado St.										
Roadway Improvements Category - Subtotal								\$1,762,600	\$1,762,600		
1	Eaton Wash Bike Path - Phase 1 *	County of Los Angeles	SC/AT	\$0	76	70	73	\$3,100,000	\$3,100,000	\$2,716,475	Capital
	Design & install a 1.1 mile long Class I bike path along Eaton Wash between Longden Avenue & Rosemead Blvd in the city of Temple City; Class III bike route along Muscatel Avenue; Grade separated crossing; 6 inverted bike racks and automated counters.										
2	Sixth Street Viaduct Mission/Myers Roundabout Project *	City of Los Angeles	SC/AT	\$2,552,000	74	70	73	\$2,300,000	1,796,000	920,475	Capital
3	I-10 Freeway Washington/Toberman Underpass Pedestrian & Bicyclists Safety Enhancements	City of Los Angeles	SC/AT	\$0	61	67	64	\$670,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways.										
4	Big Dalton Wash Greenway & Neighborhood Connections *	City of Baldwin Park	SC/AT	\$88,863	Not Eligible. Requested funds for feasibility study only. No capital or operational component to the project.			\$445,600	N/A		Planning
	Feasibility Study for 6 miles of bikeways.										
System Connectivity/Active Transportation Category - Subtotal								\$6,515,600	\$4,896,000	\$920,475 available***	
Total for I-10 Project List								\$11,859,125	\$10,239,525		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

*** Project is partnering with a Non-Profit Agency**

**** Public/Private Partnership**

***** To be placed in reserve for the Corridor**

ExpressLanes Net Toll Revenue Reinvestment Grant Expenditure Plan (I-110)

Attachment D

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Community DASH Service Improvements Linking with Harbor Freeway Connections	City of Los Angeles	TU	\$441,420	80	77	78.5	\$1,765,680	\$1,765,680	\$15,849,320	Capital/ Operating
	Purchase 2 CNG fueled 35 foot buses. Re-route Dash Vermont/Main to serve the Slauson station on the Harbor Transit Way. Increase in service frequency on the Dash Vermont/Main.										
2	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express) **	Long Beach Transit	TU	\$400,000	79	74	76.5	\$600,000	\$600,000	\$15,249,320	Operating
	Partner with StubHub Center to provide L.A. Galaxy "game-day" shuttle service from the Metro Del Amo Blue Line Station and adjacent off-site park and ride lots.										
3	Carson Rapid Bus Priority System *	City of Carson	TU	\$268,709	72	80	76	\$584,150	584,150	\$14,665,170	Capital
	Improvements will be made at each stop along the Carson Circuit, which will include covered bus shelters, bike racks, improved lighting, wayfinding, and bike sharrows. Project will also improve transit service on game days.										
4	Torrance Transit System - Line 4 Express Buses and Relief Vehicles	Torrance Transit	TU	\$240,000	75	75	75	\$960,000	\$960,000	\$13,705,170	Operating
	Increase service to expand the Line 4 Express by changing it to a bi-directional weekday service, increasing the number of revenue vehicles in use and adding Saturday service.										
5	Bus Rapid Transit Freeway Station Sound Enclosure	LACMTA	TU	\$3,088,000	75	68	72	\$2,750,000	\$1,833,332	\$11,871,838	Capital
	Design & construct sound enclosure systems along the perimeter of the Bus Rapid Transit stations along the I-110 freeway at the Slauson Ave. and Manchester Avenue Harbor Transitway Stations.										
6	Willowbrook/Rosa Parks Station Improvements Project	LACMTA	TU	\$31,550,000	80	64	72	\$22,000,000	\$2,000,000	\$9,871,838	Capital
	Improvements to the Southern pedestrian crossing & entrance to the Blue Line platform including ramps, stairs, canopies, and lighting.										
7	Dodger Stadium Express - Harbor Gateway Extension **	LACMTA	TU	\$896,360	Not Eligible. Funding for this service was previously provided in Round 1 of the grant program			\$564,943	N/A		Operating
	Bus service from the Harbor Gateway Transit Center to Dodger Stadium with 6 bus stops.										
Transit Use Category - Subtotal								\$29,224,773	\$7,743,162		

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	I-110 Freeway Arterial Improvements Implementation of intersection improvements at 10 intersections which are lacking bicycle & pedestrian amenities. Del Amo Blvd/Vermont Ave. - Add a left turn. Del Amo Blvd/Figueroa St. - Add a left turn, through lane, & right turn lane. Del Amo Blvd/Main St. - left turn & right turn lane. Hamilton Ave./I-110 southbound on/off ramps - signalize intersection & restripe southbound Hamilton Ave. to provide 2 left turns. Figueroa St./I-110 northbound on/off ramps - add a right turn lane to southbound Figueroa St. Figueroa St./Torrance Blvd. - Add a left turn to southbound Figueroa. Main St./Torrance Blvd - Restripe eastbound Torrance Blvd to provide an exclusive left turn lane. Carson St./Figueroa St. - Add a right turn lane. Avalon Blvd/Carson St. - Add a right turn lane.	City of Carson	RI	\$1,760,000	78	72	75	\$1,760,000	\$1,760,000	\$8,111,838	Capital
2	Gardena Transit Innovative ITS Rollout Implement transit signal priority for 8.4 miles from the Harbor Gateway Transit Station to 120th Street in the city of Gardena.	City of Gardena Transit	RI	\$800,000	73	77	75	\$2,000,000	\$1,375,000	\$6,736,838	Capital
3	South Bay Arterial ITS Congestion Relief Project Installation of wireless communications at 20 intersections along Broadway and Main Street. 9 traffic signal controllers will be upgraded along Crenshaw Blvd. In addition a CV enabled, mobile accessible pedestrian signal system, for 3 intersections along Crenshaw Blvd.	County of Los Angeles	RI	\$136,640	79	62	70.5	\$717,360	\$717,360	\$6,019,478	Operating
4	Vision Zero I-110 Corridor Area Traffic Signal Improvements New traffic signals will be installed at 8 intersections 112th St & Wilmington Ave./42nd Pl. & Central Ave./75th St. & Broadway/88th St. & Western Ave./98th St. & Main St./84th St., 84th Pl. & Figueroa Blvd/ 112th St & Vermont Ave./168th St. & Figueroa St. 3 signalized intersections will get left turn phasing at Gage Ave. & Main St./Florence Ave. & Hoover St./62nd St. & Western Ave.	City of Los Angeles	RI	\$0	68	67	67.5	\$3,200,000	Not Recommended		Capital
Roadway Improvements Category - Subtotal								\$7,677,360	\$3,852,360		

LEGEND:

- TU - Transit Use
- RI - Roadway Improvements
- SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency
 ** Public/Private Partnership

Rank	Project Information				Scoring Information			Funding		Funding Availability \$17,615,000 (Includes \$875,000 in Reserve Funds)	Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Technical Score	CAG Score	Overall Score	Requested Amount	Recommendation		
1	Vermont Green Line Intersection Improvement Project *	County of Los Angeles	SC/AT	\$407,000	81	68	74.5	\$1,626,000	\$1,626,000	\$4,393,478	Capital
	Pedestrian oriented safety improvements at 6 intersections along Vermont Avenue between 110th St. & 120th St.										
2	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	City of Los Angeles	SC/AT	\$350,000	77	70	73.5	\$1,231,000	\$1,231,000	\$3,162,478	Capital
	Planning, outreach, capital improvements for bicycle & pedestrian connectivity at various intersections between Gage Avenue & Manchester Avenue.										
3	Firestone Blue Line Station Intersection and Bikeway Improvements Project *	County of Los Angeles	SC/AT	\$0	77	70	73.5	\$1,863,000	\$1,863,000	\$1,299,478	Capital
	Pedestrian improvements to 4 intersections; Firestone Blvd & Graham Ave., Florence Blvd & Holmes Ave., 87th Pl. at Compton Ave., 89th St. at Compton Ave.										
4	Dominguez Channel Bike Path Improvements *	City of Carson	SC/AT	\$30,000	72	73	72.5	\$2,208,000	\$1,299,478	\$0	Capital
	Design & construct a 1 mile bicycle & pedestrian path from Avalon Blvd to Carson Street on the Dominguez Channel levee. A Class I bike path with signage & striping.										
5	I-110 Freeway Washington Bl. Underpass Pedestrian & Bicyclists Safety Enhancement	City of Los Angeles	SC/AT	\$0	61	77	69	\$680,000	Not Recommended		Maintenance
	Remove & replace existing lighting of underpasses & walkways from 3rd Street in the north to Gardena Blvd to the South.										
6	Broadway Corridor Streetscape Project – 7th Street to 8th Street *	City of Los Angeles	SC/AT	\$346,000	64	67	65.5	\$3,767,000	Not Recommended		Capital
	Pedestrian & Complete Street improvements that include widening & upgrading of sidewalks, curb ramps, & bulb outs to the Broadway Streetscape between 7 th & 8 th Street.										
7	Arroyo Seco Bicycle and Pedestrian Trail	City of South Pasadena	SC/AT	\$1,940,110	Not Eligible. Outside of the 3-mile radius and not regionally significant. Project does not provide direct benefit to the corridor.			\$192,422	N/A		Capital
	0.6 mile trail along the Los Angeles River and the South Pasadena Woodland & Wildlife Park. Improvements requested for funding include drip irrigation, signage, & water fountains with pet attachments.										
System Connectivity/Active Transportation Category - Subtotal								\$11,567,422	\$6,019,478	\$0 available	
Total for I-110 Project List								\$48,469,555	\$17,615,000		

LEGEND:

TU - Transit Use

RI - Roadway Improvements

SC/AT - System Connectivity/Active Transportation

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership



Metro

Board Report

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

File #:2015-1397, File Type:Program

Agenda Number:32.

REVISED
AD-HOC CONGESTION REDUCTION COMMITTEE
OCTOBER 14, 2015

**SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE ALLOCATION
GUIDELINES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AD-HOC CONGESTION REDUCTION RECOMMENDED (3-0) AS AMENDED:

- A. APPROVING the guidelines for **Round 2 of the ExpressLanes Net Toll Revenue Allocations** (Attachment A); and
- B. ADOPTING a timely use of funds provision to be applied to projects funded as part of the 2014 (Round 1) Net Toll Revenue Reinvestment Grant Program.

DUPONT-WALKER AMENDMENT: include the proposal release period being 3 months versus 2 months and return in January with information on including non-profits.

ISSUE

State law requires net toll revenues generated from the ExpressLanes program be reinvested for transportation improvements in the corridor where generated, pursuant to an expenditure plan adopted by the Metro Board. The Round 2 guidelines incorporate lessons learned from Round 1.

Additionally, as of this date, many of the projects funded as part of Round 1 of the grant program have not executed their initial grant agreements. Staff recommends that a timely use of funds policy be adopted for these projects providing the sponsors with six months ending on April 22, 2016 within which to execute their agreement and begin expenditure of funds or risk lapsing the funds. Incorporation of such a policy is consistent with board adopted policy for other Metro discretionary grant programs. Any funds that are lapsed as a result of non-compliance with this policy will be added to the available funding for Round 2 projects.

BACKGROUND

Gross toll revenues generated from the ExpressLanes program are first used to cover the direct expenses related to the maintenance, administration, and operation, including marketing, toll

collection, and enforcement activities related to the ExpressLanes. Any remaining revenue produced must be used in the corridor from which the revenue was generated.

The net toll revenue program's primary objective is to increase mobility and person throughput through implementation of integrated strategies that enhance transit operations, transportation demand management, transportation systems management, active transportation, and capital investments in the 1-10 and 1-110 corridors. These combined strategies have resulted in more reliable and consistent outcomes and greater magnitude of positive change than a single strategy scenario. This rationale is confirmed by actual usage on the ExpressLanes. Specifically, customer account activity demonstrates that, on a monthly basis, the majority (75%) of account trips are a combination of SOV & HOV. Only 4 % of trips are solely made by SOVs. The primary payers of the toll benefit 100% from the proposed allocation since mode shift through alternative transportation choices reduces congestion and as a result, reduces travel time and the toll amount for toll paying customers. An expenditure plan that retains this focus on integrated strategies and multi-modalism advances Metro's Long Range Transportation Plan and sustainability goals.

In October 2013, the Metro Board adopted guidelines governing reinvestment of approximately \$26.7 million in net toll revenue funds to projects with a direct mobility benefit to the ExpressLanes Corridors. The overall program is comprised of two elements: a set-aside component and a competitive grant. The set-aside is comprised of funds provided to continue the operation of transit services that address social equity and encourage increased transit ridership as well as a reserve fund. The competitive grant provides funding to implement multi-modal mobility options including freeway/roadway improvements, transit enhancements and active transportation and system connectivity.

As part of Round 2, staff estimates that \$42.5 to \$53.3 million will be available for allocation through June 30, 2017. This represents a 63 to 100 percent increase in available funding over Round 1. Staff is seeking approval of the guidelines to begin Round 2 of the net toll revenue allocation with funding from FY 16 and FY 17.

Proposed Reinvestment Guidelines for Round 2:

Maintain Core Principles consistent with Round 1:

- Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes corridors (1-10 and 1-110);
- Establish a reserve fund, consistent with the Board approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes and to enable potential system expansion;
- Direct annual allocation to fund the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak and Route 699, Gardena Lines 1X and 2, and Torrance Transit Line 4;
- Allocate net of set-asides on a competitive basis utilizing targets of 40% for other Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements to benefit the ExpressLanes and support sustainable transportation strategies; and,

- Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project/program.

Continuation of the Reserve Fund

Establishment of a Reserve fund is crucial to the continuing financial health of the ExpressLanes program. A reserve fund ensures that funding is retained to cover unanticipated costs to avoid placing a burden on general funds for operations as well as to meet future debt service obligations of the Metro ExpressLanes. This policy is consistent with the Board approved toll policy regarding the ExpressLanes' financial sustainability as well as policies of other toll facilities in the State where net toll revenues are generated.

As part of the Round 1 Net Toll Revenue program, the Metro Board approved a set aside of 3 to 5% of net toll revenues in the amount of \$801,695 toward establishing a reserve. While that level of reserve funding was adequate during the demonstration phase, given the fact that the I-10 and I-110 ExpressLanes were made permanent and have been in operation for approximately 2 ½ and 3 years respectively and based on analysis of potential needs, staff recommends an increase to \$3 million per year. This level of funding will ensure adequate funding for state of good repair, potential near term replacement of lane side and system components, as well as system expansion.

Continuation of Direct Allocation to Support Existing Metro ExpressLanes Transit Services

A continuation of the direct allocation is recommended to subsidize the incremental operating costs of the transit service deployed to support the Metro ExpressLanes. The incremental additional service was initially provided through the purchase of 59 clean fuel buses and operating subsidies funded by the CRD grant. The operation of these services within the ExpressLanes corridor has resulted in net benefit for low income commuters as well as an increase in bus ridership denoting a potential mode shift. The Silver Line has experienced consistent increase in ridership since the inception of the incremental additional services culminating in a cumulative 144% increase in ridership between FY 2012 and FY 2015. Concerns about the impact of ExpressLanes on low-income drivers decrease when toll revenues are used to enhance transit services along the same routes or corridors, thus providing more choices for low-income travelers (and others).

A direct allocation of up to \$6.25 million per year is recommended to provide an operating subsidy to support these incremental services for an additional 24 months.

Continuation of Competitive Application Categories

Three categories of projects are recommended that enhance the Metro ExpressLanes program and promote multi-modal and sustainable transportation strategies in support of the LTRP. Consistent with Round 1, a category for Transit Use is recommended because operation of high frequency

transit and feeder service as well as transit capital improvements have proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation is recommended to improve system connectivity between transit and the state highway. The category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operations activity for Active Transportation. A category for Roadway improvements is recommended to build upon prior investments in signal synchronization and ITS.

Continuation of the Requirement to Leverage Net Toll Revenues

Consistent with Metro's other discretionary grant programs, matching funds are recommended.

Proposed Guideline Changes from Round 1 based upon Lessons Learned:

- Establish a new set aside for direct allocation of funds to Caltrans for freeway improvements that benefit the ExpressLanes. In order to secure the funds, Caltrans must identify projects with a direct benefit to the ExpressLanes subject to approval by Metro. Additionally, 50% of the Caltrans set-aside will be distributed based on Caltrans' ability to meet project schedule milestones developed in collaboration with Metro. Staff discussed this policy with Caltrans representatives and secured their concurrence with the proposed changes.
- Execute agreements within 6 months of receipt of agreement from Metro or risk de-obligation of funds.
- Funds are subject to lapsing if the Grantee has not expended any funds within one year of executing their agreement.

Lessons Learned Detail: Direct Allocation to Caltrans

One of the objectives of the ExpressLanes program is to more effectively and proactively manage traffic to optimize the efficiency of the entire freeway corridor. As part of Round 1, Caltrans competed for funding within the Highway category. Based on recent discussions with Caltrans and in light of the fact that Caltrans is in a singular position to implement freeway improvements, for the purposes of Round 2 funding, staff is recommending an off-the-top set-aside equivalent to 20 percent of the competitive grant funding in the amount of up to \$2.4 million annually. This will enable Caltrans to implement mainline, on/off ramp and Intelligent Transportation Systems (ITS) improvements that benefit the ExpressLanes corridors' users. As a condition of and prior to receiving these funds, Caltrans must submit a project list identifying the benefits of the project to the ExpressLanes, project cost, milestones and schedule for approval by the Metro Board. Upon the Board's approval and execution of the necessary agreements, Caltrans will receive 50 percent of the funds. In order to ensure Caltrans is completing critical projects in a timely manner, the remaining 50 percent will be tied to Caltrans' ability to meet project milestones per their original schedule. Since Caltrans will be receiving this set aside, they will be precluded from participation in the competitive grant program.

Lessons Learned Detail: Timely Use of Funds

Based on best practices and in order to assure project readiness to implement improvements in a timely manner, staff recommends adoption of a timely use of funds provision whereby project sponsors must execute their funding agreements within six months of receipt of funding agreements

from Metro or risk losing the funds. Execution of the funding agreement is the first step in project implementation. As of this date, 14 of the 20 projects that received funding through the round 1 competitive grant have failed to execute their funding agreements. Staff is recommending that this policy also be applied to projects funded as part of Round 1 Net Toll Revenue grants. Round 1 projects will be subject to lapsing if they have not executed their agreements by April 22, 2016. Furthermore, in order to assure that funds are optimally utilized to implement ready to go project improvements, staff recommends that if no funds are expended on a project within one year of execution of the funding agreement, the project be considered for lapsing of funds. Any funds lapsed as part of Round 1 will be considered for allocation as part of Round 2 grant funds. If approved by the Board, the timely use of funds provision would also apply to the Caltrans direct allocation projects.

Funding Target Goals for Round 2

If the recommended guidelines are approved by the Metro Board as outlined above, the ROUND 2 expenditure plan could provide the following:

Draft Reinvestment Categories	Estimated Net Toll Revenues	Allocation Target Estimate (per Corridor)	
Period Ending June 2017	\$42,500,000 - \$53,300,000		
Set-Aside (Reserve Fund)	(\$6,000,000)		
Set-Aside (Direct Allocation -Transit Ops)	(\$12,500,000)	I-110	I-10
Set-Aside (Caltrans)	(\$4,000,000 - \$4,800,000)		
Subtotal Net Set-Asides	\$20,000,000 - \$24,000,000	\$12,400,000-	\$7,600,000-
		\$14,880,000	\$9,120,000
Allocation Target (40%- Transit Uses)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (40%- System Connectivity)*	\$8,000,000 - \$9,600,000	\$4,960,000-	\$3,040,000-
		\$5,950,000	\$3,650,000
Allocation Target (20%- Roadway Improvements)*	\$4,000,000 - \$4,800,000	\$2,480,000-	\$1,520,000-
		\$2,980,000	\$1,820,000
Reserve funds approved in Round 1		\$875,000	

*Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Outreach

As part of the Round 1 Net Toll Revenue program process, for the purposes of guidelines

development and project evaluation, staff consulted with the Metro ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs). The CAGs are composed of participants with subregional and multi-modal expertise whose input has proven beneficial and crucial in developing and funding a program of priority projects.

Consistent with the Round 1 process, on October 1, 2015, staff convened a CAG meeting which included representatives from both corridors to present guideline changes and seek stakeholder input. As Attachment B illustrates, the summit was attended by a myriad of agencies representing public and non-profit interests in transit, highways, active transportation, health and housing. Participants concurred with the proposed guidelines changes.

Finally, staff informed Round 1 grant recipients of the recommended timely use of funds provision that would be considered by the Board as part of this item.

DETERMINATION OF SAFETY IMPACT

Approval of the Guidelines will have no impact on the safety of Metro patrons or staff.

FINANCIAL IMPACT

Approval of Round 2 Net Toll Revenue Allocation Guidelines has no financial impact.

Impact to Budget

No impact to the FY 16 Budget is anticipated as a result of approval of the guidelines.

ALTERNATIVES CONSIDERED

The Board may choose not to approve or defer approval of the Net Toll Revenue Guidelines. Staff does not recommend this option as the program as designed furthers the Board's objectives with regard to the LRTP, reinvestment within the corridor where funds are generated, congestion reduction and sustainability.

NEXT STEPS

Upon adoption of the guidelines, staff will proceed as follows:

- Develop a grant application package for Board approval: January 2016
- Release grant application package: February 2016
- Application due date: April 2016
- Evaluate applications/outreach: May 2016

- Seek Board Approval:

June 2016

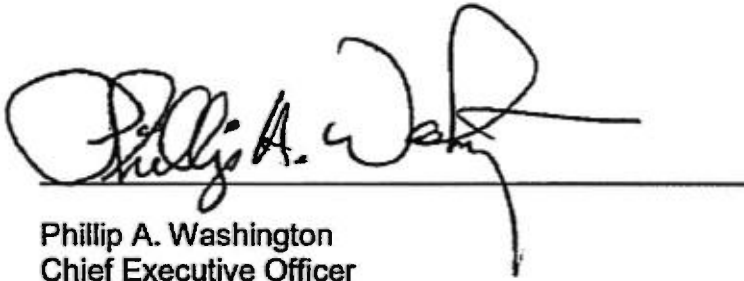
ATTACHMENTS

Attachment A - Metro ExpressLanes Round 2 Net Toll Revenue Allocation Guidelines

Attachment B - ExpressLanes 1-10 and I-110 CAG Summit Attendees

Prepared by: Kathleen McCune, Director, (213) 922-7241
Shahzad Amiri, Executive Officer, (213) 922-3061

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



Phillip A. Washington
Chief Executive Officer

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** ~~Congestion Reduction Demonstration project~~ offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund of ~~3-5%~~, consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1, and Torrance Transit Line 4;
4. **Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.**
5. Net of set-asides identified in #2 & #3 & 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for **Highway Roadway** Improvements to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Note: Guidelines would be amended by the Board to address changed circumstances such as the ability to bond against the toll revenues or any subsequent policy changes adopted by the Board.

Sustainability

The LRTP and the CSPP identify principles and priorities to be advanced through a broad range of activities across all modes. The principles/priorities include:

- **Connect People and Places**
 - Access – Better integrating land-use and transportation planning to reduce trip lengths and increase travel choices
 - Prosperity – Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness
 - Green Modes – Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil
- **Create Community Value**
 - Community Development – Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity
 - Urban Greening – Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems
- **Conserve Resources**
 - Context Sensitivity – Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities
 - System Productivity – Increase the efficiency and ensure the long-term viability of the multimodal transportation system
 - Environmental Stewardship – Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing

Eligible Uses

The LRTP and CSPP identify a number of key concepts which will help outline eligible uses to reduce congestion on the I-10 and I-110 corridors:

- **Green Modes**

Green modes include active transportation, rideshare, and transit. Given that all three of these modes operate along the I-10 and I-110 corridors, this key concept would make expanded use of the above modes consistent with the Plan.

Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.

- Bundling Strategies for Greatest Impact

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multimodalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles
- Station enhancements and capacity improvements, including intelligent transportation system improvements

- Metro transit corridor projects serving ExpressLanes corridors

2. System Connectivity/Active Transportation (40% of Funds)

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share)
- Complete streets projects which emphasize multi-modalism
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements including on/off-ramp safety improvements, street crossings, and ADA-compliance improvements
- Infrastructure and programs to support the use of electric vehicles.
- Bus station improvements including enhanced bus shelters, real-time arrival information, and other related improvements
- El Monte Bus Maintenance facility
- Rideshare/Vanpool programs
- Park-n-Ride facility improvements including restrooms, lighting, and security.
- Landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable.

3. Highway Roadway Improvements (20% of funds)

- Intelligent transportation system improvements to manage demand
- **Signal Synchronization programs**
- ~~Deck rehabilitation and maintenance above the required Caltrans maintenance for the facility~~
- On/off ramp improvements which reduce the incidents of bicycle and pedestrian collisions with vehicles
- ~~Expanded freeway service patrol~~
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/ or provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLanes corridors

NOTE: Baseline targets of 40% for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Highway Improvements are identified as goals, however the actual allocation of the funding will be based on the merits of the proposed projects and programs.

Project Evaluation Criteria

Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

Cost Effectiveness

- The project, program, or enhanced transit service's cost effectiveness in relationship to the total project cost

- The applicant's demonstrated commitment to covering life-cycle operational and maintenance expenses

Recommended Standard Project Requirements

- Project, program, or enhanced transit service must operate along or within three miles of either the I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) or the I-10 Corridor (between the Alameda Street on the West and the El Monte Transit Center to the east) or provide regionally significant improvements for the 110 or 10 Corridor.
- Project, program, or enhanced transit service must provide direct operational benefits to the operation of the ExpressLanes and/or transit service within the corridors.
- Project, program, or enhanced transit must incorporate, to the extent possible, utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, Caltrans, and Metro. Transportation-related public joint powers authorities must be sponsored by one of the above public agencies. All applicants must be in compliance with Maintenance of Effort requirements.
- **Timely Use of Funds provision: project sponsors must execute their funding agreement within six months of receipt of the agreement from Metro and begin expenditure of funds within one year of executing the agreement to avoid potential lapsing of the funds.**
- If applicant is seeking funding for transit operations or highway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor.
- Applicants must maintain their existing commitment of local, discretionary funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- Monies cannot be used to supplant, replace, or reduce the project sponsor's previously required match in Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure

that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."

ATTACHMENT B**ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit****October 1, 2015 - Attendee List**

<u>Contact</u>	<u>Organization</u>
Ta-Lecia Arbor	City of Los Angeles Housing Department
Eric Bruins	Los Angeles County Bicycle Coalition
Ruben Cervantes	Foothill Transit
Le Chen	Caltrans
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Dawn Helou	Caltrans
Ihenacho Ifeanyi	Torrance Transit
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Joseph Loh	Gardena Transit
Sherry Matthews	Los Angeles Trade Tech College
Jordan Miles	Gardena Transit
Sheik Moinuddin	Caltrans
Hilary Norton	FAST
Garland Seto	LADOT
Matt Stauffer	Office of Assemblywoman Autumn R. Burke
Kim Sterling	Mount St. Mary's College
Kim Turner	Torrance Transit
Pat Williams	Mount St. Mary's College
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Patricia Soto	LACMTA
Philbert Wong	LACMTA



File #:2015-1733, File Type:Program

Agenda Number:24.

**AD HOC CONGESTION REDUCTION COMMITTEE
JANUARY 20, 2016**

SUBJECT: METRO EXPRESSLANES ROUND 2 NET TOLL REVENUE GRANT APPLICATION PACKAGE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the **Metro ExpressLanes Round 2 Net Toll Revenue Grant Applications** (Attachments B and C).

ISSUE

State law requires the net toll revenues generated from the Metro ExpressLanes be invested in the corridor from which they were derived, pursuant to an approved expenditure plan. In October 2015 the Board approved the guidelines (Attachment D) for allocation of net toll revenue. As part of this allocation, funding was approved for a grant program which includes three (3) transportation funding categories - Transit Uses; System Connectivity/Active Transportation; and Roadway Improvements. The application package requires Board approval prior to solicitation of grant proposals from local agencies.

DISCUSSION

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (Metro) goals for a more sustainable multi-modal countywide transportation system. To further advance these goals, staff initiated and the board approved Round 1 of the Net Toll Revenue Reinvestment Program in 2014.

The Round 2 scoring criteria furthers this objective in the following manner:

Transit Uses and Roadway Improvements - In the Innovative Transportation Technology, Practices, and Strategies criterion, five (5) out of the 15 points will be given to those applicants that partner with a non-profit agency.

System Connectivity/Active Transportation - For applications in this category, staff has identified 10 out of 100 points for partnership with Non-Profit agencies.

Eligible Projects/Programs

To be eligible for funds, the project, program, or enhanced transit service must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and demonstrates direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects/programs that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, Metro Countywide Sustainability Policy and Implementation Plan, or other relevant sub-regional plan.

New Program Requirements

- Two versions of the application will be available. The first version will be for Transit Use and Roadway Improvements, the other for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Encouraging, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

funding approval.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for approved projects will be derived from net toll revenues generated. The costs for the grant program are already included in the FY16 budget in Cost Center 2220, Congestion Reduction, in Project 307002 (ExpressLanes I-10) and Project 307001 (ExpressLanes I-110).

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended as State legislation requires that the net toll revenues be reinvested in the corridor where generated.

NEXT STEPS

Staff will distribute the application package and return to the Board with recommended projects based on the following schedule:

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 3, 2016 & March 8, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Expenditure Plan Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

ATTACHMENTS

- Attachment A - Project Eligibility Guidelines
- Attachment B - Project Application - Transit Uses and Roadway Improvements
- Attachment C - Project Application - System Connectivity/Active Transportation
- Attachment D - Adopted Guidelines for Net Toll Revenue Allocation

**Round 2 - Congestion Reduction
ExpressLanes Net Toll Revenue Re-Investment Grant
Project Eligibility Guidelines**

I. Overview

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have been resulted in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

II. Eligible Applicants

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

III. Eligible Projects

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached maps). A project/program beyond the 3-mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high frequency transit and feeder service as well as transit capital improvements have

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand
- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/or which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

IV. Project Selection Process

Projects will be evaluated based on the following criteria:

Transit Uses and Roadway Improvements:
A. Mobility Benefits (up to 25 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)* * 5 points will be given to those applicants that partner with a non-profit agency.
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)
F. Safety (up to 10 points)
G. Project Implementation Readiness (up to 15 points)

System Connectivity/Active Transportation:
A. Mobility Benefits (up to 20 points)
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)
D. Local Match (up to 10 points)
E. Cost Effectiveness (up to 10 points)

- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) is **not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.
- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro’s Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

Quarter Ending	Quarterly progress/Expenditure Report Due to Metro
March 31 st	May 31 st
June 30 th	August 31 st
September 30 th	November 30 th
December 31 st	February 28 th

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

IX. Schedule (dates are estimated and may change)

Board Approval of Application Package	January 28, 2016
Distribution of Application Package	February 12, 2016
Applicant Workshop	March 1, 2016 & March 3, 2016
Deadline for Grant Submissions	May 16, 2016
Presentation of Projects to CAGs	June 2016
Recommendation of Projects to Metro Board for Approval	July 2016
Allocation of Funds to Grantees	December 2016

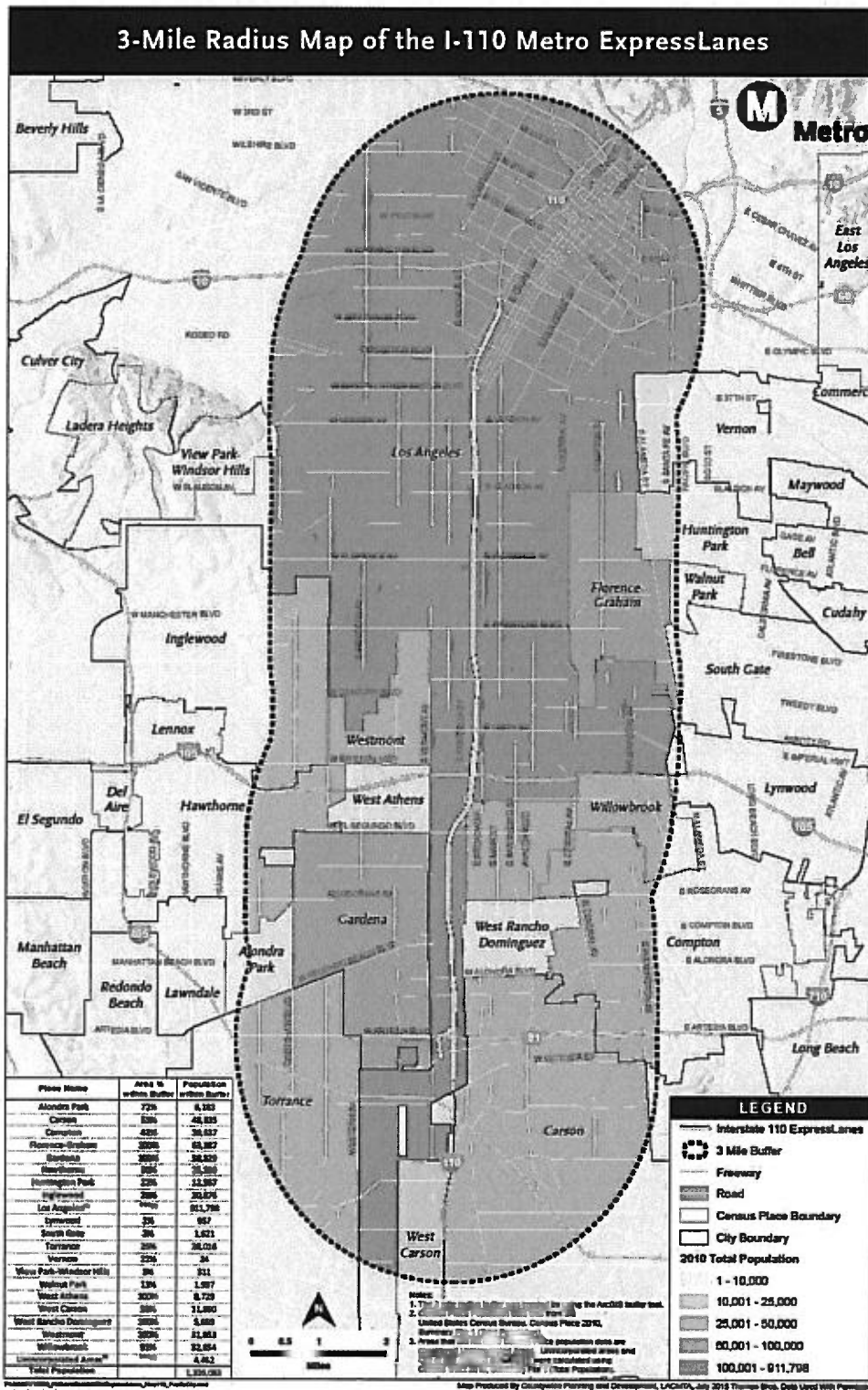
If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

XI. New Program Requirements:

- Two versions of the application will be available. The first version for Transit Use and Roadway Improvements, the second version for System Connectivity/Active Transportation. Project sponsors should submit an application in which the project would score the highest possible points under the evaluation criteria.
- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment, therefore we are recommending, wherever possible, for eligible applicants to partner with a non-profit organization to deliver projects/programs. The Non-Profit agency should be a 501 (c)(3) non-profit entity. Proof of IRS Determination letter must be provided.
- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.

Attachment B: 3-mile Radius Map I-110



ATTACHMENT B

MTA Use Only: Project #: _____ Category: _____
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**Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program:
Transit Uses & Roadway Improvements**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

**LACMTA
Attn: Silva Mardrussian
One Gateway Plaza
Mail Stop 99-9-2
Los Angeles, CA 90012**

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

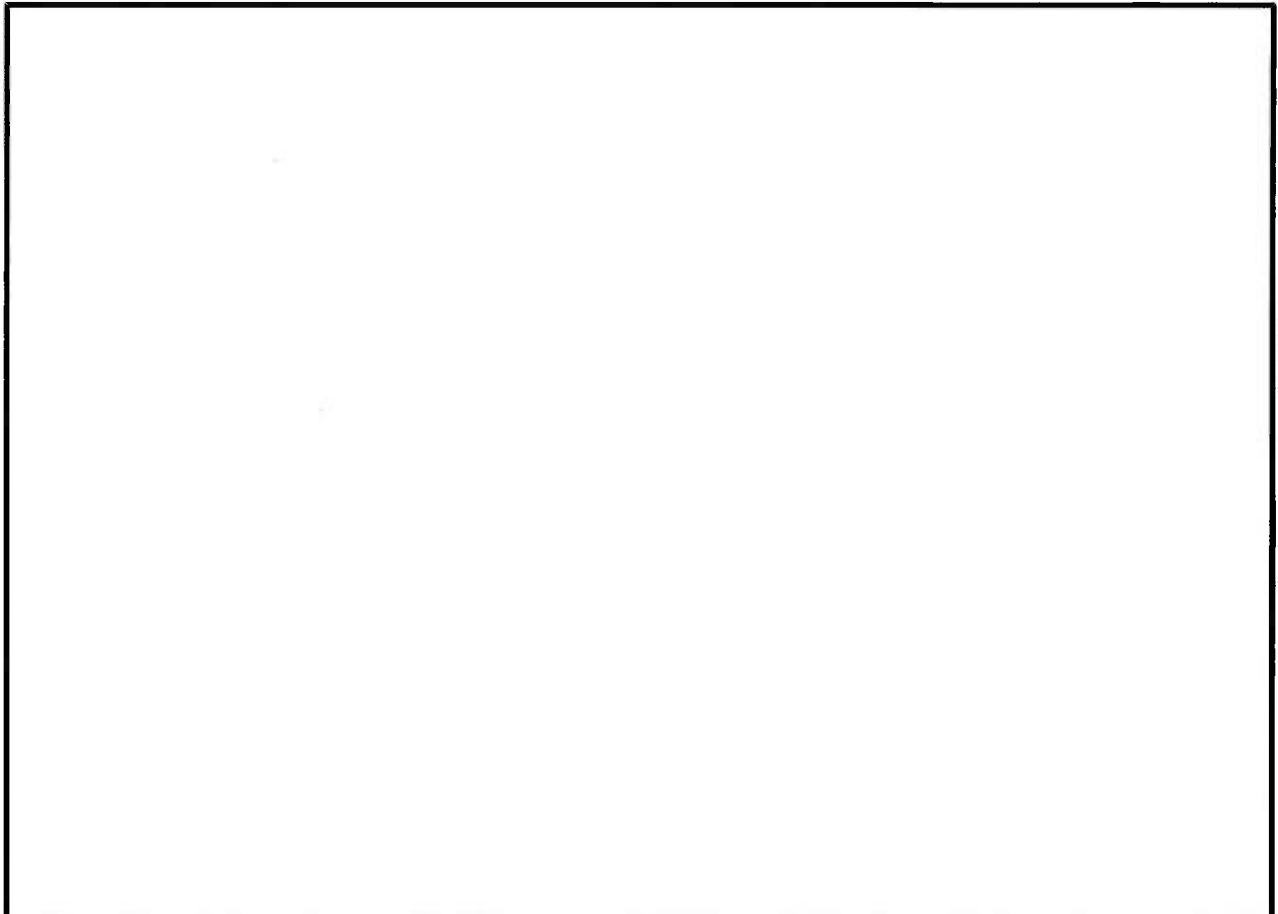
Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:



2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)



3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.


2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points) *

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

*** 5 points will be given to those applicants that partner with a non-profit agency**



4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

ATTACHMENT C

MTA Use Only: Project #: _____ Category: _____
--

**Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Grant Program:
System Connectivity/Active Transportation**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit two (2) copies of each application (Parts 1 & 2) along with the required documentation. Include one (1) CD-R, DVD or USB drive to MTA to the following address:

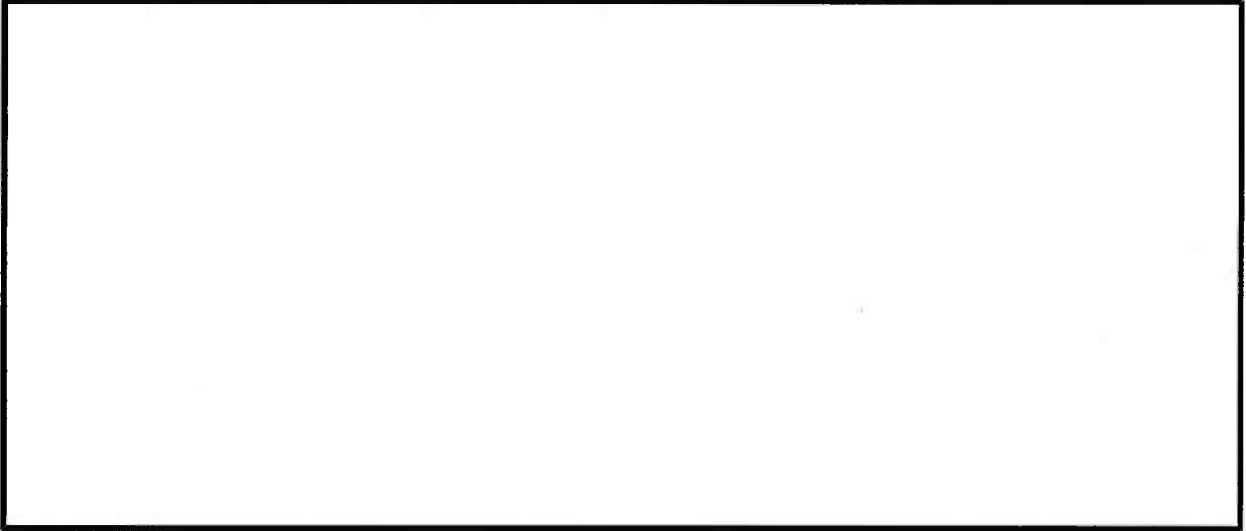
**LACMTA
Attn: Silva Mardrussian
One Gateway Plaza
Mail Stop 99-9-2
Los Angeles, CA 90012**

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

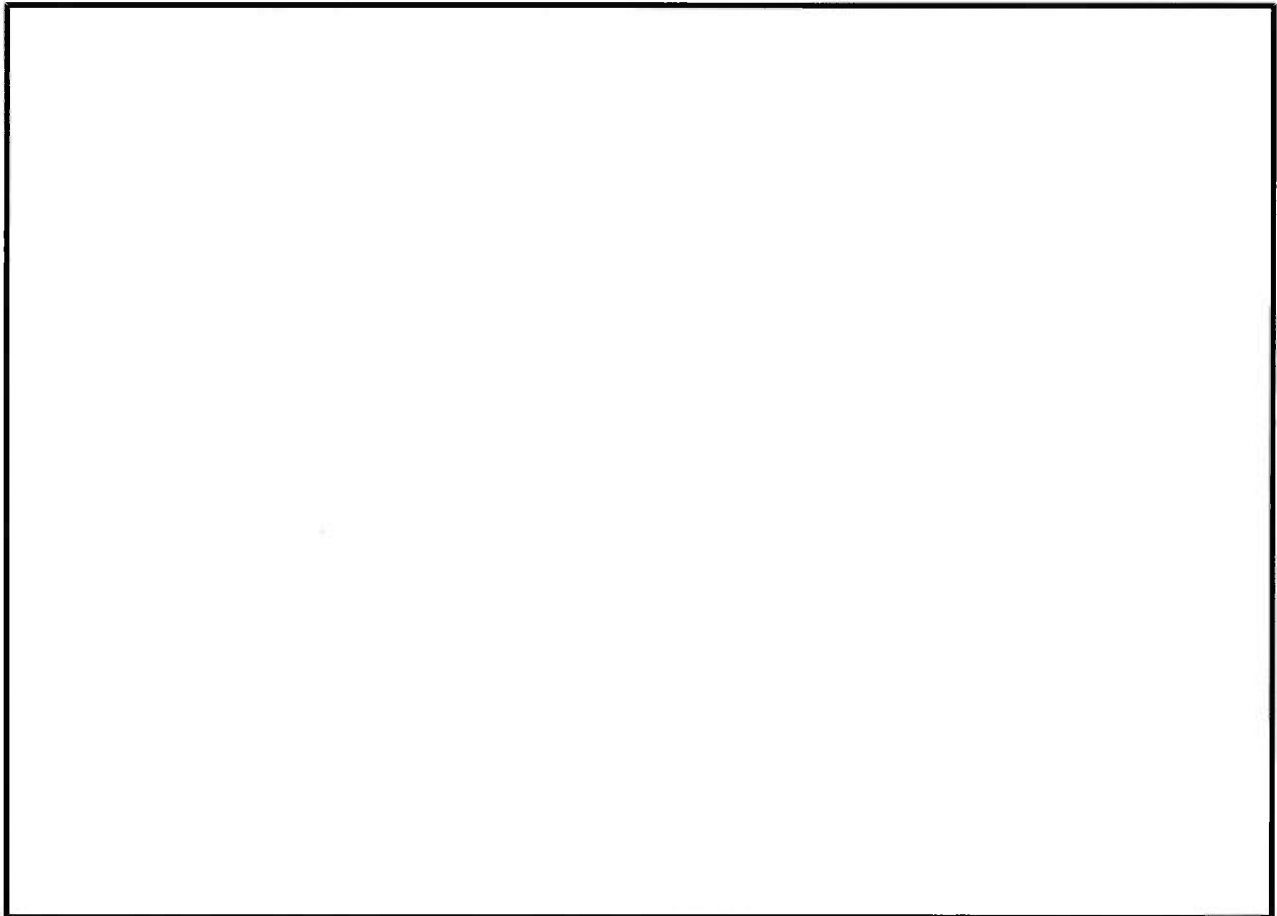
Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

PART A

1- PROJECT LOCATION / PROJECT LIMITS:



2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)



3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

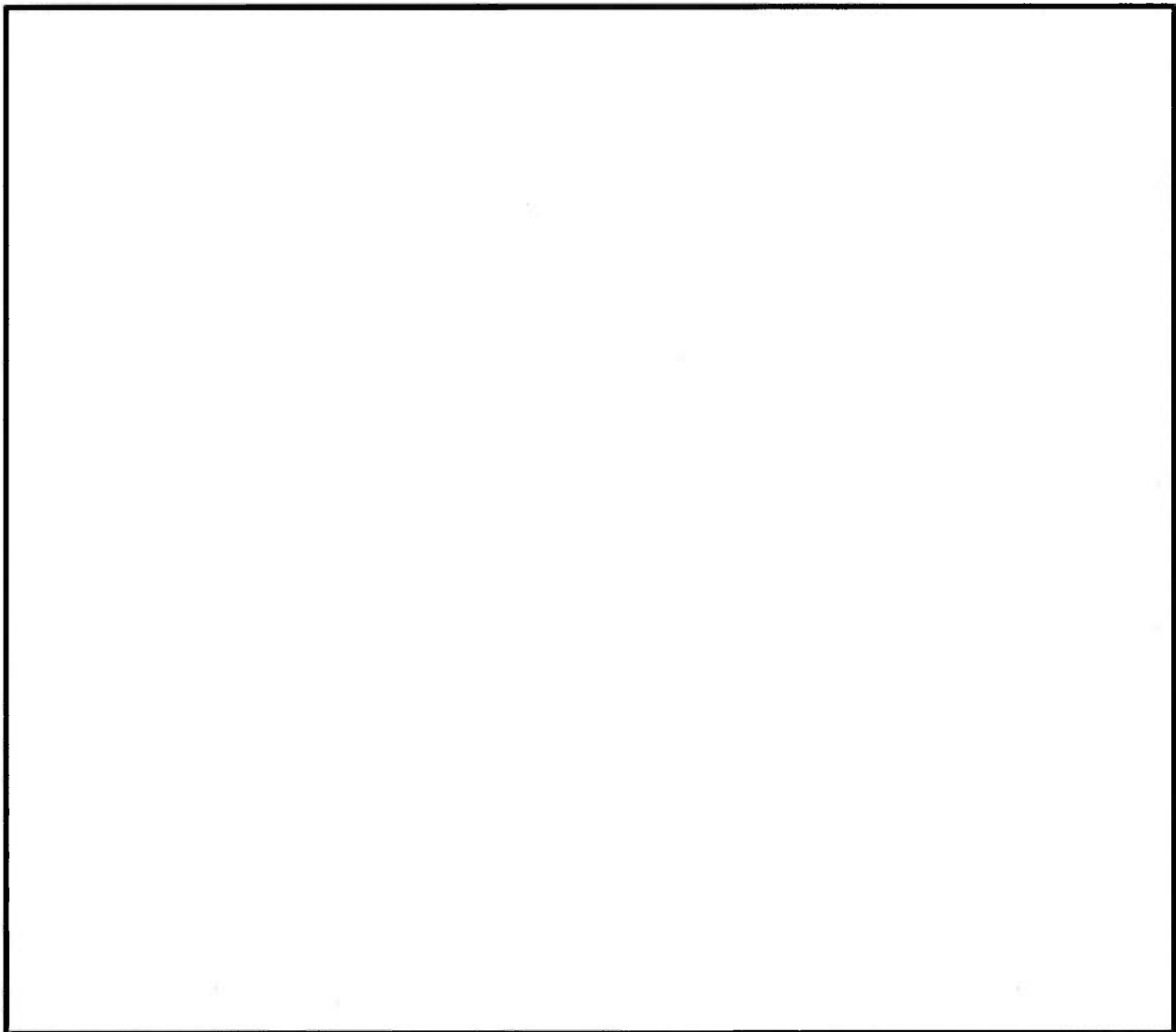
Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.



4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer’s estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.

Partnering with a 501 (c)(3) non-profit entity	Yes <input type="checkbox"/>	No <input type="checkbox"/>	10 points
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- **Please provide the Non-Profit's Name and IRS determination letter.**

Metro ExpressLanes Round 2 Net Toll Revenue Reinvestment Guidelines

The generation of net toll revenues from the **Metro ExpressLanes program** offers a unique opportunity to advance the Long Range Transit Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility and person throughput through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have consistently shown to result in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

The guideline principles are summarized as follows:

1. Reinvestments in the transportation corridor provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. Establish a reserve fund consistent with the Board Approved Toll Policy to ensure financial sustainability of the Metro ExpressLanes;
3. Direct allocation of revenue to support the incremental transit service implemented to support the deployment of the Metro ExpressLanes. The incremental services include Metro Silver Line, Foothill Silver Streak, Foothill Route 699, Gardena Line 1, and Torrance Transit Line 4;
4. **Direct allocation of revenue to Caltrans for Intelligent Transportation Systems (ITS), deck rehabilitation, on/off ramp and mainline improvements that benefit the ExpressLanes Corridors. Caltrans will be precluded from seeking additional funding from the competitive grant. 50% of Caltrans's funding will be tied to the agency's ability to meet agreed-upon timelines.**
5. Net of set-asides identified in #2, #3 & 4 above, establish allocation targets of 40% for Transit Uses, 40% for Active Transportation, and 20% for **Roadway Improvements** to support sustainable transportation strategies; and
6. Leverage net toll revenues with other funding sources. Locally sponsored capital projects and operating programs are encouraged. The funding will be mutually determined by Metro and the lead agency, proportionate to the local and regional benefits of the project or program.

Such projects include the addition of bicycle and pedestrian facilities, expanded park-n-ride facilities, expanded service span and/or increased levels of service.

- Bundling Strategies for Greatest Impact

The Metro ExpressLanes, as designed, seeks to increase mobility and person throughput through a series of integrated strategies (transportation demand management, transportation systems management, and multimodal capital investments) in specific corridors. This “bundling of strategies” as referred to in the CSPP has been consistently shown to result in more reliable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would exemplify guidance from the CSPP. Projects that demonstrate the ability to further link or expand the use of existing facilities such as complete streets improvements and first mile/last mile improvements are recommended.

- Network Optimization

One of the primary objectives of the ExpressLanes project is to better utilize existing capacity within a corridor by using dynamic pricing. This approach of network optimization through the use of data represents the future of transportation policy and planning. To that end, the Policy also identified the concept of network optimization as a key component of sustainability. Projects falling under this concept include complete streets, signal prioritization, real-time ride share matching, and other smart technology improvements.

- Act Regionally and Locally

The I-10 and I-110 are two of the busiest corridors in Los Angeles County. Given the regional significance of these corridors, improvements to these facilities as well as additional services utilizing these corridors should emphasize the varying needs of the corridors as well as needs of adjacent communities. Projects which can improve the connection of the local communities to the regional network will be essential to improving the quality of life in those neighborhoods as well as maximizing the potential of the corridors. Projects falling under this concept include first mile/last mile improvements, expanded park-n-ride facilities, expanded service span and/or increased levels of service, and urban greening initiatives which reduce pollution and improve the quality of life for residents.

Based on the key concepts, three project categories are recommended for the allocation of net toll revenues (excluding set-asides):

1. Transit Uses (40% of funds)

- Increased levels of service and/or increased service span
- Fare subsidy programs
- Purchase of new bus and commuter rail vehicles

Project Evaluation Criteria

Implementation of Regional and Local Sustainability Plans and Policies

- The extent to which the project, program, or enhanced transit service supports the recommendations and goals for each transportation mode as stated in the LACMTA's adopted Long Range Transportation Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Extent to which the project, program, or enhanced transit service conforms to local plans to support the implementation of sustainable projects, including transit-oriented development and bicycle and pedestrian master plans

Matching Funds/Leveraging Funds

- Extent to which project, program, or enhanced transit service uses ExpressLanes funds to leverage additional local, state, and/or federal funds

Innovative Transportation Technology

- Extent to which the project, program, or enhanced transit service facilitates the adoption of zero and near-zero emission vehicles
- The degree to which the project, program, or enhanced transit service supports improved transportation systems management strategies

Sustainable Transportation

- Extent to which the project, program, or enhanced transit service increases mobility options to support car-free and/or one-car living
- Extent to which project, program, or enhanced transit service enhances transit coverage, frequency, and reliability within the corridor
- The project, program, or enhanced transit service's connectivity with and ability to complement nearby transit projects
- The degree to which the project, program, or enhanced transit service provides access to regional trip generators, regional activity centers, fixed guideway, and Metrolink, and improves access between jurisdictional or community plan area boundaries
- Extent to which project, program, or enhanced transit service gives priority to transit and active transportation modes
- Extent to which the project, program, or enhanced transit service increases the mode share of transit services operating within the corridor
- The degree to which the project, program, or enhanced transit service provides additional resources for transportation demand management strategies to reduce solo driving
- The degree to which the project, program, or enhanced transit service promote the Metro ExpressLanes.

Cost Effectiveness

- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."

ATTACHMENT E

ExpressLanes I-10 and I-110 Corridor Advisory Groups (CAGs) Summit

December 14, 2015 - Attendee List

<u>Contact</u>	<u>Organization</u>
Jackie Bacharach	SBCCOG
Devon Deming	Los Angeles World Airports
David Diaz	Go Day One
Steve Diels	AAMCOM Call Center
KeAndra Dodds	Office of Supervisor Hilda L. Solis
Bart Doyle	SGVEP
Hank Fung	Southern California Transit Advocates
LaShawn Gillespie	Foothill Transit
Veronica Hahni	LANI
Ifeanyi Ihenacho	Torrance Transit
Naomi Iwasaki	Community Health Councils
Steve Lantz	SBCCOG
James Lee	Torrance Transit
Henry Lo	Office of Assembly member Ed Chau
Jessica Meaney	Investing in Place
Jessica Medina	Council District 8
Jordan Miles	Gardena Transit
Hilary Norton	FAST
Bryce Rosauo	Council District 9
Fernando Rodriguez	City of South Gate
Adam Sapin	Regenerative Design Studios
Kim Turner	Torrance Transit
Paul Van Dyk	City of Long Beach
Roger Yoh	Caltrans
Shahrzad Amiri	LACMTA
Bronwen Keiner	LACMTA
Silva Mardrussian	LACMTA
Kathleen McCune	LACMTA
Cassie Rojas	LACMTA
Philbert Wong	LACMTA