Metro

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

Agenda - Final Revised

Thursday, October 15, 2015

11:30 AM

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

Executive Management Committee

Mark Ridley-Thomas, Chair
John Fasana, Vice Chair
Michael Antonovich
Eric Garcetti
Paul Krekorian
Sheila Kuehl
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

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

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

CALL TO ORDER

ROLL CALL

54. APPROVE Consent Calendar Items: 55 and 56.

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

55. RECEIVE AND FILE status report on the **Project Labor Agreement and Construction Careers Policy (PLA/CCP) programs on the Crenshaw/LAX Transit Corridor, Regional Connector Transit Corridor and Westside Subway Extension - Section 1** projects for activity through the August 2015 reporting period. 2015-1374

Attachments: Girls Build LA

(ALSO ON CONSTRUCTION COMMITTEE)

56. RECEIVE AND FILE State and Federal Remarks. 2015-1510

Attachments: ATTACHMENT A- Leg Matrix October 2015

NON-CONSENT ITEMS

57. AMEND the FY16 Budget to add $2,750,000 to the Communications Department budget to fund the **first phase of Metro's Long-Range Transportation Plan (LRTP) Education Program.** 2015-1495

Attachments: LRTP Communications Plan for Board 10.1.15
Education Program Budget Worksheet 9-17-15

30. RECEIVE AND FILE: 2015-1545

A. The draft **Long Range Transportation Plan (LRTP) Potential Ballot Measure Framework** in Attachment A and draft Assumptions in Attachment B;
B. ~~The~~ Stakeholder ~~Process~~ Input in Attachment C, Attachment D, and Attachment E, as described below; and,
C. The Roadmap to a Potential Ballot Measure in Attachment F.

Attachments: Attachment A - LRTP Potential Ballot Measure Framework and Sequencing Crit
Attachment B - LRTP Potential Ballot Measure Assumptions
Attachment C - Link
Attachment D_Sub-Regional Stakeholder Draf Project_Constrained
Attachment E_Regional Facility Provider Draft Needs Lists_Unconstrained
Attachment F - Roadmap

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

64. ADOPT an expansion of existing Board Policy to allow for the **donation of Metro surplus buses to non-profit organizations** for purposes that are not transit related. 2015-1573

58. RECEIVE **oral report of the Chief Executive Officer.** 2015-1541

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.

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

Metro

Board Report

File #: 2015-1374, **File Type:** Informational Report **Agenda Number:** 37.

EXECUTIVE MANAGEMENT COMMITTEE
CONSTRUCTION COMMITTEE
OCTOBER 15, 2015

SUBJECT: PROJECT LABOR AGREEMENT /CONSTRUCTION CAREERS POLICY (PLA/CCP) REPORT ON THE FOLLOWING MEGA PROJECTS:

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

WESTSIDE SUBWAY EXTENSION PROJECT, SECTION 1

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the **Project Labor Agreement and Construction Careers Policy (PLA/CCP) programs on the Crenshaw/LAX Transit Corridor, Regional Connector Transit Corridor and Westside Subway Extension - Section 1** projects for activity through the August 2015 reporting period.

ISSUE

In January 2012, the Board approved the Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council and the Metro 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/CCP, prime contractors are required to provide monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246, the prime contractors provide Metro with worker utilization data by ethnicity and gender.

The attached report provides the current status on the two mega projects identified above that are

subject to the PLA/CCP.

DISCUSSION

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	* Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.19%	17.59%	10.19%	41.09%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	58.64%	15.54%	13.88%	58.01%

*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category: One of the nine criteria for a Disadvantaged worker is “having a criminal record or other involvement with the criminal justice system”. The data shown above is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and were given the opportunity to work in Metro’s PLA/CCP project sites.

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

Major construction for the Crenshaw/LAX Transit Corridor project is underway and 30.80% of the estimated construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker at 59.19%, Disadvantaged Worker at 10.19% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 17.59% and the 6.90% Female Participation goal at 2.47%. 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. No work stoppages have occurred on this contract.

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

The Regional Connector Transit Corridor Project is underway and only 1.49% of the estimated construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker at 58.64%, Disadvantaged Worker at 13.88% and the minority participation percentage goals, but the contractor is not meeting the 20% Apprentice Worker goal at 15.54% and the 6.90% Female Participation goal at 5.03%. 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 attainment is in line with the contractor's submitted Employment Hiring Plan which states that the Apprentice Worker goal will be met in mid-2016. No work stoppages or grievances have occurred on this contract.

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

The Westside Subway Extension Project, Section 1 is underway with approximately 0.03% of the estimated construction work hours performed through the reporting period. The scope of work performed so far is limited to surveying. Staff will report on PLA/CCP attainments upon receipt of the monthly report that is more representative of the hours and trades.

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 Relocations Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Regional Connector Transit Corridor Adv. Utility Relocations	Pulice Construction	51.61%	21.37%	22.83%	28.39%

Crenshaw/LAX Advanced Utility Relocations
Prime: MetroBuilders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final

reporting shows that the Targeted Worker at 61.41%, Disadvantaged Worker at 21.08% and the minority participation percentage goals were attained, but the contractor did not meet the goal for the Apprentice Worker 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.

Regional Connector Advanced Utilities Relocation Project
Prime: Pulice Constrution

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows that the Targeted Worker at 51.61%, Apprentice Worker at 21.37% Disadvantaged Worker 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%.

FEMALE UTILIZATION UPDATE:

At the July 2015 Board Meeting, Director Dupont-Walker requested a female utilization participation report on Metro's PLA/CCP projects to track progress. Shown below is a chart of the number of cumulative female workers on the two mega projects within the last three months.

Project Name:	Prime Contractor:	No. of Female Workers June 2015	No. of Female Workers July 2015	No. of Female Workers August 2015
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	35	43	49
Regional Connector Transit Corridor	Regional Connector Constructors, JV	5	6	7

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 2.49% on the Crenshaw/LAX Transit Corridor and 4.97% on the Regional Connector Transit Corridor during June through August 2015 period, staff is currently coordinating the following efforts.

- Metro has convened a Women Build METRO LA Committee to develop strategies and

outreach activities to highlight the need for women in the construction industry, with emphasis on the opportunities and assistance that is available. The taskforce membership includes: LA/OC Building Trade Council Executive Secretary, Ron Miller, IBEW Vice President Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), National Association of Women in Construction (NAWIC), Prime Contractors, Jobs Coordinators and others. Latest meeting was held on September 16, 2015. The group has agreed to present a female-centric event, featuring women in the Trades and women in managerial ranks. The main target audience will be women who have demonstrated an interest in construction and are actively pursuing a career. Training coordinators will be on hand to accept applications and to speak directly to women who attend the event. Young men who attend will be welcome to participate, as will people seeking information about construction as a career option. The event will be titled “Women Building Metro L.A.” and is scheduled to take place in November 2015.

- Metro staff has convened a taskforce to develop an Apprenticeship Prep training program in conjunction with Los Angeles Trade Technical College. The most recent meeting held on August 14, 2015, included the Vice President of Academic Affairs & Workforce Development of Los Angeles Trade Technical College, Prime Contractor representatives and Metro staff.

    - Prime Contractors have committed to assist in providing employment opportunities to graduates of this Apprenticeship Prep training program.
    - The 1st Apprenticeship Prep training program is scheduled to take place during the Fall of 2015.
    - Recruitment for this training program will be focused primarily on women interested in starting a career in the construction industry.

- As part of a continuing effort to introduce the entire gamut of the construction industry to young girls, DEOD will host a group as part of a larger program, entitled Girls Build LA. This is part of a Metro-wide team effort and we have committed to present a panel of women who are successful Tradeswomen to discuss the benefits of being part of a construction related union. Further, the panel will include women who have chosen a career in project management, engineering and other areas of interest.

  The focus of the panel will be to impart to the young women what it takes to be successful in the industry, and what things the women wish they had known when they were the age of the members of Girls Build LA. The session will include a question and answer period and a site tour, as appropriate. See Attachment B - Girls Build LA Ad.

Staff will provide updates as these programs are further developed.

OUTREACH

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

- Updated Metro's Federal Legislative Programs to request more stringent rules and local enforcement capabilities regarding employment of women and under-represented minorities in construction.
- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.
- Presentation at the Los Angeles County Jail on Metro's PLA/CCP workforce initiatives held on June 2, 2015.
- "10,000 Strong" Veterans Career Summit held on July 14, 2015.
- Flintridge Center Apprenticeship Preparatory Graduation Ceremony held on August 6, 2015.
- 3rd Annual Veterans Economic Summit Job Fair held on August 7, 2015.
- Inaugural Career and Resources Fair for Veterans held on August 21, 2015.
- Women Build METRO LA event scheduled on November 17, 2015.

NEXT STEPS

Staff will continue to monitor the contractors' efforts to increase the participation of apprentices, targeted workers, and females on the Crenshaw/LAX construction and Regional Connector Transit Corridor projects.

ATTACHMENTS

Attachment A - Crenshaw/LAX Transit Corridor and Regional Connector Projects PLA/CCP Report, Data Through August 2015
Attachment B - Girls Build LA Ad

Prepared by:
Miguel Cabral, Deputy Executive Officer, Strategic Business, Project Labor Agreement & Construction Careers, (213) 922-2232
Keith Compton, Interim Director, Project Labor Agreement/Construction Careers Policy, Compliance & Administration, (213) 922-2406
Miriam Long, Manager, Strategic Business & Construction Career Resources, (213) 922-7249

Reviewed By: Ivan Page, Interim Executive Director, Vendor/Contact Management (213) 922-6383

Phillip A. Washington
Chief Executive Officer

(ATTACHMENT B)

File #: 2015-1510, **File Type:** Informational Report **Agenda Number:** 56.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2015

SUBJECT: STATE AND FEDERAL REMARKS

ACTION: RECEIVE AND FILE

RECEIVE AND FILE State and Federal Remarks.

DISCUSSION

Executive Management Committee
Remarks Prepared By Michael Turner
Government Relations Director, State Affairs
Prepared on September 22, 2015

The legislature adjourned for interim recess on September 11. The following summarizes the final set of actions taken on transportation related legislation in the last week of session.

SPECIAL SESSION FUNDING PROPOSAL

On Thursday of the week prior to the end of session a one page summary of a transportation special session funding proposal was released. This proposal had the support of the Governor and Speaker Atkins but did not have the support of the Republican Caucuses in the Senate and Assembly. The proposal contained many elements such as transit and goods movement funding as well as extension of the P3 authority and transportation loan repayments which were agency advocacy goals. Metro staff also worked with the Los Angeles Times and supported the proposal resulting in a positive editorial. On Monday of the last week of session a 73 page trailer bill was released. Staff identified changes in the bill affecting transit funding and loan repayments and and began advocacy to correct those.

On Wednesday of the last week of session, the Governor and Legislative leaders announced that there was no agreement on SB 350 (De Leon) as well as the two special session funding proposals and that the special sessions would be continued.
Legislative leaders also announced that conference committees would be established for the Extraordinary Sessions but as of the writing of this report the committee membership has not been identified. A letter from our Chair was issued on Wednesday to the entire Los Angeles County Legislative Delegation urging their consideration of the proposal and urging improvements. The Extraordinary Sessions are not subject to the legislative deadlines and calendar of the regular session. The Legislature may reconvene in Extraordinary Session at any time and consider

legislation.
A conference committee has been established and the committee will begin to hold hearings in mid-October. Hearings will be held around the state.

After Wednesday's press conference the Legislature began consideration of the remaining bills Metro's Advocacy team worked to secure passage of the following measures with the following votes.

SB 767 (DE LEON) - METRO SALES TAX AUTHORITY

After working with closely with the pro tem's office and Assembly Member Santiago, SB 767 was considered on the Assembly floor and approved. The measure was then transmitted back to the Senate for concurrence in amendments made in the Assembly.
Since then staff have sought support letters on SB 767 we are pleased to report that there has been a strong outpouring of support for the legislation and over 150 individuals and organizations have communicated their support for the bill including:

•EnviroMetro - letter is signed by 15 organizations.
•Our Chair's letter
•Mayor Garcetti
•LA Chamber
•LA Building and Construction Trades
•Move LA
•California Transit Association
•Mobility 21 - Mobility 21 has received other letters from their members and over 50 members have responded to the action alert and communicated their support to the Governor through that.
•City of Santa Monica
•Investing in Place

This bill is now on the Governor's desk for his consideration.

AB 726 (NAZARIAN) - LONGER BUSES ON THE METRO ORANGE LINE.

During September Metro staff resolved last minute concerns raised by Caltrans.
In the last week of session staff secured the final floor vote in the Senate and the concurrence vote in the Assembly. This bill is now on the Governor's desk for his consideration.

AB 194 (FRAZIER) - REAUTHORIZATION OF HIGH OCCUPANCY TOLL (HOT) LANE APPROVAL PROCESS/AB 914 (BROWN) - HOT LANE PROJECT IN SAN BERNARDINO

AB 194 is modeled on legislation sponsored by Metro last year and is co-joined with AB 914 which authorizes HOT lane projects in San Bernardino. Working with a coalition of advocates including the Self Help Counties Coalition, San Bernardino, Orange and Riverside Counties, Metro was able to secure the final floor votes in the Senate and the concurrence votes in the Assembly for both bills. This bill is now on the Governor's desk for his consideration.

AB 1250 (BLOOM) - BUS WEIGHTS -

After a three year effort we were finally able to recalibrate the weight limits in state law to both address the concerns of our municipal partners and create a weight limit structure that works for the transit industry. On Thursday, the Senate Transportation and Housing Committee, at which Metro's advocacy team spoke in favor, the bill was unanimously approved and then we secured a final floor vote in the Senate and concurrence vote in the Assembly.

Throughout the year, Government Relations worked with the Administration of Governor Brown to ensure that the Administration was fully briefed on the positions of the Board of Directors. Signature request letters were delivered immediately upon the beginning of the Interim recess. Staff had previously delivered a veto request letter for the one bill. This bill is now on the Governor's desk for his consideration.

(AB 210- Gatto) on which we have requested a veto. This bill has been vetoed by the Governor.

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

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on September 22, 2015 and will be updated, as appropriate, at the Executive Management Committee meeting.

Surface Transportation Authorization Bill:

The U.S. Senate recently passed a six-year surface transportation authorization bill called the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE Act - H.R. 22). The bill authorizes $361 billion over six-years for federal transportation programs. However, the legislation as passed by the U.S. Senate only included funding for three of the six years authorized under the legislation. Overall, the bill provides 11.4% growth for highway programs and 15.4% growth for transit programs. The DRIVE Act provides a marker for the U.S. House of Representatives, which is expected to mark-up their own surface transportation authorization bill next month that can then be conferenced with the Senate's version. The DRIVE Act represents the most substantial federal policy proposal to pass either branch of Congress since the adoption of MAP-21 on June 29, 2012. Please find here a summary of some of the major programs and policies embedded in The DRIVE Act.

This week, we have issued a Board Box to all Board Members that provides a brief summary of a number of policy positions embedded in the DRIVE Act.

The U.S. House of Representatives, through the House Committee on Transportation and Infrastructure, Chaired by Congressman Bill Shuster (R-PA), will likely try to mark-up their own surface transportation authorization bill next month. Provided that legislation is adopted by the committee and then passed by the full House, both the DRIVE Act and the House passed bill would then be deliberated in a conference - which may result in a conference report - that would face an up

or down vote (no amendments) in both the House and Senate. Metro's Government Relations Department will continue to closely track the surface transportation authorization bills in both the House and Senate and will also continue to engage with federal legislators and their senior aides to ensure that the final surface transportation authorization bill presented to President Obama reflects the priorities of our Board-approved 2015 Federal Legislative Program.

Fiscal Year 2016 Appropriations Bill:

Earlier today, leaders of the U.S. Senate released the text of a continuing resolution that would keep federal agencies, like the U.S. Department of Transportation, fully funded through December 11, 2015. Without congressional action on a continuing resolution, the U.S.

Government would face a shutdown as the end of the federal fiscal year - September 30th - nears. The continuing resolution provides funding at annual rate of $1.017 trillion - which is consistent with the topline discretionary spending limit established by the Budget Control Act for Fiscal Year 2016. The Office of Management and Budget is closely monitoring the fiscal impact of a potential government shutdown and/or the passage by Congress of a continuing resolution. Based on the actions of Congress, it is very likely that the OMB will offer guidance to federal agencies, like the U.S. Department of Transportation, on how federal funds should be apportioned in the event a short-term continuing resolution is adopted by Congress and signed into law by the President. Our Government Relations staff will continue to closely monitor this matter to ensure that our agency's interests are safeguarded and advanced - consistent with our Board-approved 2015 Federal Legislative Program.

TIGER Grants:

We continue to wait to learn whether our two TIGER grant applications - Rail to Rail and All-Door Bus Boarding projects will be funded by the U.S. Department of Transportation. We will keep the Board apprised of this matter without delay when the U.S. Department of Transportation makes its announcement on TIGER grants that will be funded by the federal government this year.

Local Hire:

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

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

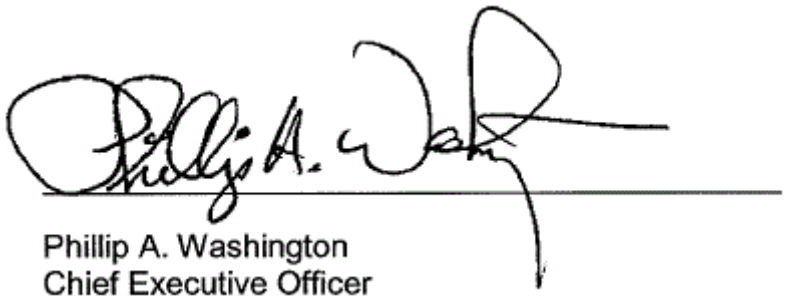
ATTACHMENTS

Attachment A - 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 Government Relations Legislative Matrix			
BILL/AUTHOR	**DESCRIPTION**	**POSITION**	**STATUS**
AB 2 **(Alejo)** D-Parajo and Salinas Valley Community revitalization authority.	The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Monitor	9/12/2015-A. ENROLLMENT 9/12/2015-Senate amendments concurred in. To Engrossing and Enrolling.
AB 4 **(Linder)** R Vehicle weight fees: transportation bond debt service.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)

AB 6 (**Wilk**) R Bonds: transportation: school facilities.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9 billion in general obligation bonds for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. **The bill would make no changes to the authorization under the bond act for issuance of $950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.**	Monitor	4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.

AB 8 (Gatto) D Emergency services: hit-and-run incidents.	Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. **The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.**	Monitor	9/9/2015-A. ENROLLED 9/9/2015-Enrolled and presented to the Governor at 4 p.m.
AB 21 (Perea) D California Global Warming Solutions Act of 2006: emissions limit: scoping plan.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. **This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.**	Monitor	6/30/2015-S. THIRD READING 6/30/2015-Read second time. Ordered to third reading.

AB 23 (Patterson) R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. **This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.**	Monitor	3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.
AB 24 (Nazarian) D Transportation network companies: public safety.	The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. **This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.**	Monitor	5/29/2015-A. 2 YEAR 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/20/2015)

AB 28 (Chu) D Bicycle safety: rear lights.	Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. **By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.**	Monitor	9/3/2015-A. ENROLLMENT 9/3/2015-Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 80. Noes 0.).
AB 33 (Quirk) D California Global Warming Solutions Act of 2006: scoping plan.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. **This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.**	Monitor	9/8/2015-S. THIRD READING 9/8/2015-Read second time. Ordered to third reading. Re-referred to Com. on RLS. pursuant to Senate Rule 29.10 (c) .

AB 156 **Perea D** California Global Warming Solutions Act of 2006: investment plan.	The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Monitor	8/28/2015-S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

AB 194 **Frazier D** High-occupancy toll lanes.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.	SUPPORT	9/11/2015-A. ENROLLMENT 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling.

AB 210 **Gatto D** High-occupancy vehicle lanes: County of Los Angeles.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	OPPOSE	ASSEMBLY ENROLLMENT 9/3/2015 - In Assembly. Ordered to Engrossing and Enrolling.
AB 227 **Alejo D** Transportation funding.	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.	SUPPORT	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was BUDGET. on 4/16/2015)

AB 318 **Chau D** Lost money and goods: restoration to owner.	Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth $100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.	SUPPORT	7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)
AB 326 **Frazier D** Public works: prevailing wage rates: wage and penalty assessments.	Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.	Monitor	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. & E. on 4/22/2015)
AB 338 **Hernández, Roger D** County transportation commissions: Los Angeles County.	The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.	OPPOSE	7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 5/21/2015)

AB 457 **Melendez R** High-occupancy vehicle lanes.	Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)
AB 464 **Mullin D** Transactions and use taxes: maximum combined rate.	Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Monitor	4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.
AB 471 **Harper R** Employment.	Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.	Monitor	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/23/2015)
AB 518 **Frazier D** Department of Transportation.	Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/5/2015)

AB 584 Cooley D Public employee retirement systems.	Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.	Monitor	5/29/2015-A. 2 YEAR 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was RLS. on 4/8/2015)
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Oppose	ASSEMBLY 2 YEAR 5/15/2015 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2015)

AB 726 Nazarian D Vehicles: Los Angeles County Metropolitan Transportation Authority.	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.	SPONSOR	9/10/2015-A. ENROLLMENT 9/10/2015-Senate amendments concurred in. To Engrossing and Enrolling.
AB 754 Ridley-Thomas D Taxation.	The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.	SUPPORT	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/25/2015)
AB 755 Ridley-Thomas D Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.	Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.	SPONSOR	5/14/2015-A. REV. & TAX SUSPENSE FILE 5/14/2015-Re-referred to Com. on REV. & TAX.

AB 779 **Garcia, Cristina D** Environmental quality: transit priority areas.	(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Monitor	8/24/2015-S. APPR. 8/25/2015-In committee: Set, first hearing. Hearing canceled at the request of author.
AB 857 **Perea D** California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or $100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor	8/28/2015-S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

AB 869 **Cooper D** Public transportation agencies: fare evasion and prohibited conduct.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.	Monitor	7/2/2015-S. INACTIVE FILE 7/2/2015-Ordered to inactive file at the request of Senator Pan.
AB 877 **Chu D** Transportation.	Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)

AB 914 **Brown D** Toll facilities: County of San Bernardino.	Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.	Monitor	9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.
AB 952 **Garcia, Cristina D** Local government: cities: special districts: governing boards: vacancies.	Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.	Monitor	4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.

AB 1068 Allen, Travis R California Environmental Quality Act: priority projects	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)
AB 1087 Grove R Greenhouse Gas Reduction Fund: high-speed rail.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)

AB 1098 **Bloom D** Transportation: congestion management.	Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)
AB 1138 **Patterson R** High-speed rail: eminent domain	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.	Monitor	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)

AB 1171 **Linder R** Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	9/3/2015-A. ENROLLMENT 9/3/2015-Ordered to Engrossing and Enrolling.

AB 1250 **Bloom D** Vehicles: buses: gross axle weight	Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Monitor	9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Re-referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 16. Noes 0.) (September 11). Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.
AB 1265 **Perea D** Transportation projects: comprehensive development lease agreements.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	SUPPORT	5/29/2015-A. 2 YEAR 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/6/2015)

AB 1347 **Chiu D** Public contracts: claims.	(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of $375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.	Monitor	9/11/2015-A. ENROLLMENT 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling.
ACA 4 **Frazier D** Local government transportation projects: special taxes: voter approval.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Monitor	8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.
ABX1 1 **Alejo D** **Transportation funding.**	Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.		6/23/2015-A. PRINT 6/24/2015-From printer.

ABX1 2 Perea D **Transportation projects: comprehensive development lease agreements.**	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.		6/25/2015-A. PRINT 6/26/2015-From printer.
ABX1 3 Frazier D **Transportation funding.**	Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.		9/10/2015-A. CONFERENCE COMMITTEE 9/10/2015-Assembly refused to concur in Senate amendments. To Conference Committee.
ABX1 4 Frazier D **Transportation funding.**	Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.		9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.

ABX1 5 Hernández, Roger D **Income taxes: credits: low-income housing: farmworker housing assistance.**	Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from $500,000 to $25,000,000 per year.		7/16/2015-A. PRINT 7/17/2015-From printer.
ABX1 6 Hernández, Roger D **Affordable Housing and Sustainable Communities Program.**	Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.		7/16/2015-A. PRINT 7/17/2015-From printer.
ABX1 7 Nazarian D **Public transit: funding.**	Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.		7/16/2015-A. PRINT 7/17/2015-From printer.
ABX1 8 Chiu D **Diesel sales and use tax.**	Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.		7/16/2015-A. PRINT 7/17/2015-From printer.

ABX1 10 Levine D **Public works: contracts: extra compensation.**	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.		8/19/2015-A. PRINT 8/20/2015-From printer.
ABX1 12 Nazarian D **Los Angeles County Metropolitan Transportation Authority.**	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. This bill contains other related provisions.		8/26/2015-A. PRINT 8/27/2015-From printer.
ABX1 13 Grove R **Greenhouse Gas Reduction Fund: streets and highways.**	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.		8/31/2015-A. PRINT 9/1/2015-From printer.

ABX1 14 Waldron R **State Highway Operation and Protection Program: local streets and roads: appropriation.**	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.		8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 15 Patterson R **State Highway Operation and Protection Program: local streets and roads: appropriation.**	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.		8/31/2015-A. PRINT 9/1/2015-From printer.

ABX1 17 Achadjian R **Greenhouse Gas Reduction Fund: state highway operation and protection program.**	Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction 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.		8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 18 Linder R **Vehicle weight fees: transportation bond debt service.**	Would, notwithstanding these provisions or any other law, effective January 1, 2016, 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.		8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 19 Linder R **California Transportation Commission.**	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.		8/31/2015-A. PRINT 9/1/2015-From printer.
ABX1 23 Garcia, Eduardo D **Transportation.**	Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation 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.		9/4/2015-A. PRINT 9/5/2015-From printer.

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

SB 8 (Hertzberg) D Taxation**.**	The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. **This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.**	Monitor	5/15/2015-S. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was G. & F. on 2/19/2015)

SB 9 **(Beall) D** Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. **This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding $100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.**	WORK WITH AUTHOR	SENATE ENROLLED 9/10/2015 - Enrolled and presented to the Governor at 3:30 p.m.
SB 16 **(Beall) D** Department of Transportation.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. **This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.**	SUPPORT	SENATE INACTIVE FILE 9/9/2015 - Ordered to inactive file on request of Senator Beall.
SB 29 **(Beall) D** Employment: sick leave.	Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. **This bill would make technical, nonsubstantive changes to that provision.**	Monitor	9/9/2015-S. ENROLLED 9/9/2015- Enrolled and presented to the Governor at 4:30 p.m.

SB 32 **(Pavley) D** California Global Warming Solutions Act of 2006: emissions limit	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. **This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.**	Monitor	9/10/2015-A. NAT. RES. 9/10/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.
SB 39 **(Pavley) D** Vehicles: high-occupancy vehicle lanes.	Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). **This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.**	Monitor	5/22/2015-A. TRANS. 5/22/2015-Referred to Com. on TRANS.
SB 59 **(Knight) R** Vehicles: high-occupancy vehicle lanes.	Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Monitor	5/15/2015-S. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/15/2015)

SB 64 **(Liu)** D California Transportation Plan.	Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	Monitor	9/8/2015-S. ENROLLED 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.

SB 122 (Jackson) D California Environmental Quality Act: record of proceedings.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.	Monitor	8/28/2015-A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)
SB 158 Huff R **Transportation projects: comprehensive development lease agreements.**	Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Monitor	5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2015)
SB 194 Cannella R **Vehicles: high-occupancy vehicle lanes.**	Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicleson highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.	Monitor	5/15/2015-S. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/19/2015)

SB 207 Wieckowski D **California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.**	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.	Monitor	7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)
SB 254 Leyva D **Transit districts: ordinances.**	Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/15/2015)

SB 321 Beall D **Motor vehicle fuel taxes: rates: adjustments.**	Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.	Monitor	9/11/2015-S. INACTIVE FILE 9/11/2015-Ordered to inactive file on request of Senator Beall.
SB 348 Galgiani D **California Environmental Quality Act: exemption: railroad crossings.**	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.

SB 350 **De León D** Clean Energy and Pollution Reduction Act of 2015.	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.	Monitor	9/11/2015-S. ENROLLMENT 9/11/2015-Assembly amendments concurred in. (Ayes 26. Noes 14.) Ordered to engrossing and enrolling.

SB 391 Huff R **Assault and battery: transit employees.**	Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	SUPPORT	5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)
SB 413 Wieckowski D **Public transit: prohibited conduct.**	Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Work with Author	SENATE ENROLLMENT 9/10/2015 - Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.
SB 461 Hernandez D **Toll bridges and facilities: funds.**	Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.	Monitor	9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.

SB 491 **Committee on Transportation and Housing** **Transportation: omnibus bill.**	Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Monitor	9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 10 a.m.
SB 508 Beall D **Transit operations: financial requirements.**	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50%of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.	Monitor	9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.

SB 516 **Fuller R** Transportation: motorist aid services.	Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of $1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.	Monitor	9/1/2015-S. ENROLLED 9/1/2015-Enrolled and presented to the Governor at 4:30 p.m.
SB 529 **Pan D** **Public transit.**	Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.	Monitor	4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.

SB 599 Mendoza D **Employment: public transit service contracts.**	Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.	Monitor	9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.

SB 767 De León D **Los Angeles County Metropolitan Transportation Authority: transactions and use tax.**	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	SUPPORT	9/11/2015-S. ENROLLMENT 9/11/2015-Assembly amendments concurred in. (Ayes 26. Noes 13.) Ordered to engrossing and enrolling.
SCA 5 Hancock D **Local government: special taxes: voter approval.**	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Monitor	7/16/2015-S. GOV. & F. 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

SBX1 1 Beall D **Transportation funding.**	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.		9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
SBX1 2 Huff R **Greenhouse Gas Reduction Fund.**	Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.		6/30/2015-S. T. & I.D. 9/1/2015-SEN. T. & I.D. Vote - Do pass, but re-refer to the Committee on Appropriations. (AYES 3. NOES 9.) (FAIL)
SBX1 3 Vidak R **Transportation bonds: highway, street, and road projects.**	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.		8/19/2015-S. T. & I.D. 8/19/2015-August 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 36.)

SBX1 4 Beall D **Transportation funding.**	Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.		9/10/2015-S. CONFERENCE COMMITTEE 9/10/2015-Senate refused to concur in Assembly amendments. (Ayes 1. Noes 39.) Ordered to Conference Committee.
SBX1 5 Beall D **Transportation funding.**	Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.		9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.
SBX1 6 Runner R **Greenhouse Gas Reduction Fund: transportation expenditures.**	Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.		7/13/2015-S. T. & I.D. 9/2/2015-September 1 set for first hearing. Failed passage in committee.
SBX1 7 Allen D **Diesel sales and use tax.**	Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.		9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.

SBX1 8 Hill D **Public transit: funding.**	Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.		9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.
SBX1 9 Moorlach R **Department of Transportation**	Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.		7/16/2015-S. T. & I.D. 8/19/2015-August 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 36.)
SBX1 10 Bates R **Regional transportation capital improvement funds.**	Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.		7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.

SBX1 11 Berryhill R **California Environmental Quality Act: exemption: roadway improvement.**	CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.		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.
SBX1 12 Runner R **California Transportation Commission.**	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.		8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.
SBX1 13 Vidak R **Office of the Transportation Inspector General.**	Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.		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.

SBX1 14 Cannella R **Transportation projects: comprehensive development lease agreements.**	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.		7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.
SCAX1 1 Huff R **Motor vehicle fees and taxes: restriction on expenditures.**	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.		9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.
SCRX1 1 De León D **2015-16 First Extraordinary Session: Joint Rules.**	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.		6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.

SRX1 1 De León D **Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session**	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.		6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)

FEDERAL

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. *Board previously supported HR 3636 bill last session.*	**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. *Board previously supported HR 5101 bill last session.*	**May 2015 – SUPPORT WORK WITH AUTHOR** Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 990 King R-NY	Would authorize and bring parity between the parking and transit commuter tax benefits available for emplyees, 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.	**May 2015 – SUPPORT** House Ways and Means Committee
H.R. 1308 Lowenthal D-CA	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. *Board previously supported HR 5624 bill last session.*	**May 2015 – SUPPORT WORK WITH AUTHOR** Subcommittee

		on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 Massie R-KY	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	**May 2015 – OPPOSE** House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 Sanford R-SC	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	**May 2015 – OPPOSE** House Ways and Means Committee
H.R. 2485 Torres D-CA	The Regional Infrastructure Accelerator Act of 2015 **w**ould, 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.	**June 2015 – SUPPORT** Subcommittee on Water Resources and Environment for House Transportation and InfrastructureCommittee
H.R. 2495	The **TIGER Grants for Job Creation Act** would, if enacted into federal law, provide an	**June 2015 –**

Waters D-CA	emergency supplemental appropriation of $7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	**SUPPORT** House Appropriation and Budget Committees
H.R. 2410 DeFazio D-OR	**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. Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	**June 2015 - SUPPORT**
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 eligibile 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 2015	A short-term continuing resolution (CR), H.J. Res. 124, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014. The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of $1.012 trillion.	Signed by President, September 19, 2014 U.S. Senate and House passes H.J. Res 124 on September 18, 2014
Moving Ahead For Progress In The 21st Century **Surface Transportation Authorization Bill**	MAP-21 • 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • **Total Funding:** $105 Billion o **Highway Funding:** $39.7 Billion in FY13 and $40 Billion in FY14 o **Transit Funding:** $10.5 Billion in FY13 and $10.7 Billion in FY14 • Includes **America Fast Forward** Innovative Financial Provision (TIFIA) o Does not include Qualified Transportation Improvement Bonds (QTIB) **H.R. 5021 passed both Chambers and provides approximately $10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.**	July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015 July 6. 2012 Signed by President into law
Obama Administration Proposal **Generating Renewal, Opportunity, and Work with Accelerated Mobility,**	**Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, $302 billion surface transportation reauthorization bill.** **The proposal includes:** • $199 billion for highways o $92.1 billion for the National Highway Performance Program o $13.6 billion for "critical immediate investments" • $72 billion for transit	Introduced – April 29 2014

Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act	o $11 billion for Capital Investment Grants o $2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • $5 billion for the TIGER program ($1.25 billion per year – an increase of more than 100 percent over current levels) • $19 billion in dedicated funding for rail programs • $5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • $4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • $1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative o $2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions o $245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations • $10 billion for a multi-modal freight program • $7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.	

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

Metro

Board Report

File #: 2015-1495, **File Type:** Budget **Agenda Number:** 57.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2015

SUBJECT: LONG-RANGE TRANSPORTATION PLAN (LRTP) EDUCATION PROGRAM

ACTION: AMEND THE FY16 COMMUNICATION DEPARTMENT BUDGET TO FUND THE LRTP EDUCATION PROGRAM

RECOMMENDATION

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED (6-0) amending the FY16 Budget to add $2,750,000 to the Communications Department budget to fund the **first phase of Metro's Long-Range Transportation Plan (LRTP) Education Program.**

ISSUE

The Los Angeles County Metropolitan Transportation Authority is updating its Long-Range Transportation Plan to include mobility priorities across the county. Accompanying the LRTP will be an expenditure plan for funding the improvements. Educating the public about the plan and the benefits of future mobility improvements is essential.

DISCUSSION

Metro has been collaborating with the various sub-area councils of governments on multi-modal transportation priorities for the future to enhance mobility and ease congestion. Communicating the county's overarching transportation strategies and corresponding projects to the public across the region is crucial.

The Metro Communications Team has developed a multi-faceted communications plan to educate the public about the LRTP and the long-term benefits to the region. This education campaign includes broad-based and targeted communication tactics to convey information effectively in the manner that reaches and resonates with the diverse audiences across the region.

To date, Metro has conducted some market research to generate feedback that will help frame the messaging platform and concepts for the education campaign.

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The public education campaign and funding to accomplish this effort will occur in two phases: an initial rollout from November 2015 through Board action on a plan to fund the LRTP, and a subsequent information program if the Board votes to pursue funding opportunities to implement the plan.

Goals

There are five overarching goals of the Education Program:

- To create greater visibility of Metro's transportation improvement projects and programs
- To educate the public about Metro's future plans to transform mobility across the county
- To engage regional partners and the public in the process to transform transportation
- To inspire confidence in Metro's programs, projects, service and leadership
- To build understanding of the funding necessary to implement future transportation improvements

The education program will be a two-pronged strategic approach: showing the progress the agency is delivering in transportation improvements, with much more still to do.

Two-Pronged Strategic Approach

Much Has Been Done

Over the past several years, Metro has been delivering a variety of mobility improvements across Los Angeles County. It is essential that the public is aware that their tax dollars are transforming the region through these improvements. Metro's Communications Team has already implemented a campaign called "In the Works" touting the infrastructure improvements spanning the county through public investment. Research shows that the campaign has resonated with the public, so the Communications Team will refresh this campaign and build on this already-effective theme.

There's Still More To Do

Despite the progress that has been made, more is necessary to position the county for future growth and transportation needs. The Communications Team will overlay the "In the Works" campaign with a new campaign to educate the public about the elements of the LRTP with the mission of moving Metro forward.

The campaign will occur through the functional areas of Metro's communications program: Marketing, Community Relations, Public Relations, Government Relations, Customer Relations and Customer Programs and Services.

The campaign will roll out through a variety of tactics including but not limited to bus and shelter ads; billboards; print advertising and newspaper inserts; safety education; transportation innovation industry forum; public meetings; telephone town hall meetings; news blogs and articles; newspaper

inserts; press events showcasing project progress, milestones and openings; radio spots; community events and festivals; speakers' bureau; stakeholder briefings; stakeholder messaging kits; cable access programming; educational and community video projects; social media campaigns; website updates and fact sheets.

Messaging Platform

Messaging the LRTP and Expenditure Plan is an ongoing, dynamic process that will evolve into an overarching theme created to reflect the thoughts and perspectives of the public. The Metro Team will continue to evaluate the outcome of public polls and focus groups and feedback from key stakeholders and regional partners to frame the messaging platform that will drive the Education Program.

Quality of Life (QoL) Report

Another key component of educating the public about the benefits of transportation improvements will come through the Quality of Life (QoL) Report. The development of the report is underway in the Planning Department and will be complete in spring 2016. The QoL Report will help educate the public on how the region is benefitting from the investments that have already been made through the current LRTP. This will aide messaging and the communications plan for informing the public during the LRTP Education Program.

FINANCIAL IMPACT

Staff requests an amendment to the Communications Department FY2016 budget as follows: $2,500,000 in Cost Center 7140, Project 100055, $200,000 in Cost Center 7160, Project 100055, and $50,000 in Cost Center 7110, Project 100055, for a total amount of $2,750,000.

Impact to Budget

The source of funds for this project is Measure R Admin which is not eligible for Bus and Rail Operations.

ALTERNATIVES CONSIDERED

The agency can disregard the effort of putting forth a proactive, multi-faceted education program. This is not recommended as it is crucial to start educating the public about the future plans for transportation improvements and the opportunity for the region to invest in transportation transformation for current and future generations. Also, the FY16 Communications Budget currently does not include funding for an overarching communications and marketing campaign.

NEXT STEPS

The Communications Team in collaboration with the Planning Department will fine tune the

messaging platform, communications plan and schedule for the Education Program, which will begin in November.

ATTACHMENTS

Budget worksheet outlining the costs associated with implementing the education campaign.

Attachment A - LRTP Communications Plan
Attachment B - Education Program Budget Worksheet

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Phillip A. Washington
Chief Executive Officer

10/1/2015

Communications/Education Plan Budget

| 2015 | | | | | | | | | | | | 2016 | | | | | | | | | | | |

Los Angeles County Metropolitan Transportation Authority
Long-Range Transportation Plan Education Program
October 1, 2015

PURPOSE
As the Los Angeles County Metropolitan Transportation Authority (Metro) plans for future growth and transportation needs, educating and engaging the public about Metro's Long-Range Transportation Plan (LRTP) is essential. This communications plan is designed to guide Metro's LRTP Education Program.

SITUATION ANALYSIS
LA Metro is updating its LRTP to improve mobility and quality of life for all Los Angeles County residents. The plan aims to provide a balanced transportation system that positions the county for future growth. The LRTP will articulate the transportation priorities for Los Angeles County for the next 40 years. The plan is being crafted through collaboration with the councils of governments (CoGs) from the county's nine sub-regions.

As Metro continues to expand its bus and rail system, build highway improvements, offer more service and bring new mobility to the county's communities, building momentum for implementing the long-range plan and building positive relationships with stakeholders are crucial to the agency's success. This plan outlines Metro's communications efforts, in partnership with regional stakeholders, to educate the public about the LRTP and provide an opportunity for the region to embrace the path forward. The overarching desired outcome is to build trust and confidence in the agency's current programs, projects and services, while also building support for Metro's vision for future transportation transformation across LA County.

GOALS
- To create greater visibility of Metro's transportation improvement projects and programs
- To educate the public about Metro's future plans to transform mobility across the county
- To engage regional partners and the public in the process to transform transportation
- To inspire confidence in Metro's programs, projects, service and leadership
- To build understanding of the funding necessary to implement future transportation improvements

MESSAGING PLATFORM
Messaging the LRTP and Expenditure Plan is an ongoing, dynamic process that will evolve into an overarching theme created to reflect the thoughts and perspectives of the public. The Metro Team will continue to evaluate the outcome of public polls and focus groups and feedback from

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key stakeholders and regional partners to frame the messaging platform that will drive the Education Program.

EDUCATION PROGRAM PROCESSES

While many elements will comprise the communications plan, four processes will guide the Education Program to communicate Metro's long-range planning and a path forward to implement the plan.

- **Expenditure Plan**
  The roadmap for the Expenditure Plan will articulate the funding and schedule to implement the plan through 2057. The Expenditure Plan will include project sequencing based on performance metrics used to evaluate the individual projects.

- **Impact of Public Investment**
  As an important part of reporting back to the public on the positive impacts of transportation investment, the Metro Team is preparing two key documents:
  - **Quality of Life Report**
    The Metro Countywide Planning Department is developing a Quality of Life (QoL) Report to showcase the benefits the region has realized thus far through transportation investment.

  - **Annual Report**
    The Communications Department has developed a Metro Annual Report to the community on the current status of the agency, its financial stewardship, progress of its programs and projects and accomplishments. The content of the report will help frame the key points for the LRTP Education Program.

- **Stakeholder Engagement**
  Collaborating with regional stakeholders will occur throughout the Education Program. Continuing a dialogue with the Councils of Governments (CoGs), elected officials, the business community and other regional partners will be important to engage county leaders and build consensus for a future transportation plan.

- **Public Engagement**
  Engaging the public will also occur throughout the program. Metro will continue feedback mechanisms to solicit the public's opinions and perspectives, which will be a key component in framing the mobility priorities for the region. Public polling, focus groups, public meetings and telephone town hall meetings will be part of the information gathering process to ensure that Metro aligns its communications with the perceptions of the public.

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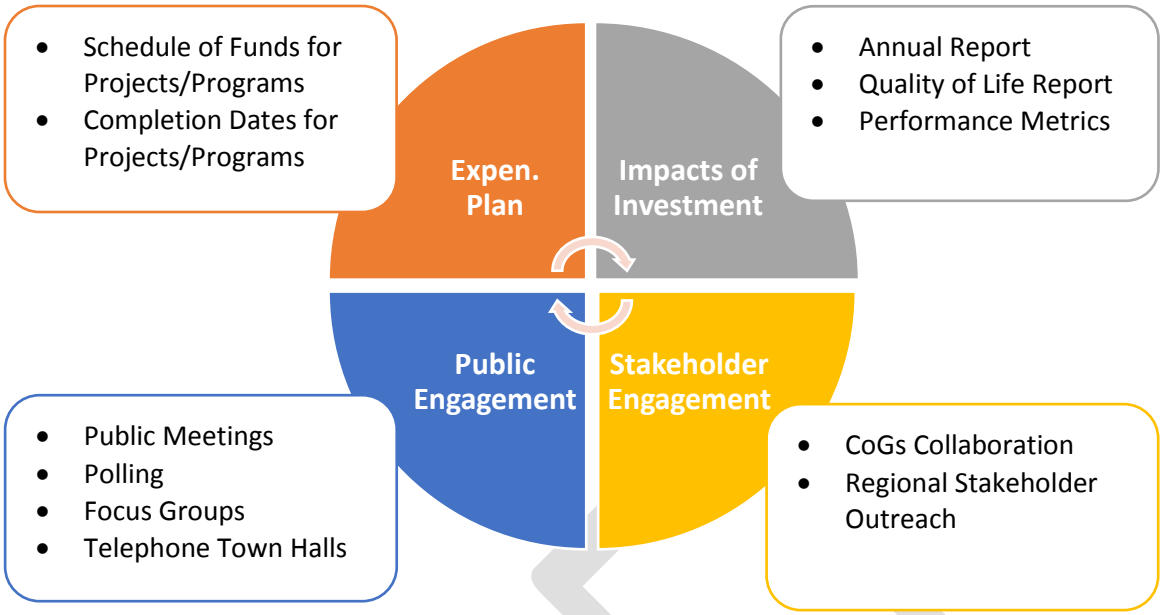

AUDIENCES

Educating the public about the county's future transportation plans will occur through mass communications as well as targeted messaging.

Internal

Metro Board of Directors
Board Staff
Metro Senior Leadership Team
Metro Staff (union and non-union)
Metro Contractors

External

Congressional Delegation
Governor's Office
State Legislature
Local Elected Officials
Local, State and Federal Staff
Public Agency Partners
Business Community
Chambers of Commerce
Environmental Coalitions
Small and Disadvantaged Business Community
Labor Unions
K-12 Schools
Community Colleges

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Universities
Local and National Media
Transit Advocates
Senior Organizations
Service Clubs and Organizations
Disabled Community
Neighborhood Groups
Social Service Organizations

STRATEGIC APPROACH

The Education Campaign Communications Plan will roll out through a two-phased approach, first showing the progress of Metro's programs, projects and services, then transitioning to the work still yet to accomplish to meet the region's future transportation needs.

Two-Phased Strategic Approach

Much Has Been Done

Over the past several years, Metro has been delivering a variety of mobility improvements across Los Angeles County. It is essential that the public is aware that their tax dollars are transforming the region through these improvements. Metro's Communications Team has implemented a campaign called, "In the Works", touting the infrastructure improvements spanning the county. Research shows that the campaign has resonated with the public, so the Communications Team will refresh this campaign and build on this already-effective theme.

There's Still More To Do

Despite the progress that has been made, more is necessary to position the county for future growth and transportation needs. The Communications Team will overlay the "In the Works" campaign with a new campaign to educate the public about the elements of the LRTP with the mission of moving Metro forward.

Much has been done

Strategies

- Educate the public about Metro's enhanced security program
- Show the progress of Metro's mobility improvements
- Share the benefits of past and current mobility improvements

There's still more to do

Strategies

- Frame the need to plan for the future growth of Los Angeles County
- Educate the public about how the proposed transportation plan will provide mobility options and quality of life
- Provide opportunities for the region to engage in future plans to transform transportation

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TACTICS

The Communications Team will utilize many tactics throughout the Education Program. A more detailed work plan will break down the activities with timeframes for deploying these tactics. Below is a summary of the tactical approach:

Outdoor Advertising – Billboards, bus shelters, bus ads, rail ads

Broadcast Media – Radio, TV, and podcasts that can be geographically targeted to audiences

Print Ads – Newspaper ads and inserts to tell Metro's story through print media

Earned Media – Proactive pitching to media outlets, including print, television, radio and online media

Key Stakeholder Outreach – Briefings and open dialogue with community leaders

Public Meetings – Meetings around the county to inform and engage the public

Telephone Town Halls – Live, large telephone town hall meetings for Board members and Metro leadership to educate and interact with the public

Web – Informational and interactive online elements to engage stakeholders in transportation priorities

Social Media – Engage the online audience to expand the influence of information

News Blogs – Metro's blogs The Source and El Pasajero to chronicle the agency's work and happenings, seeding coverage with other blogs and media outlets

Digital Outreach – Online advertising targeted geographically or demographically

Opinion Editorials/Guest Columns – Placement of opinion pieces in print and online publications

Email Communications – Email blasts and an e-newsletter to inform the public about agency news, milestones, progress and opportunities for engagement

Influencer Marketing – Engaging and building relationships with key influencers to flow down to others looking for opinion leadership

Messaging Toolkits – Information, graphics, pre-written social media posts and articles, and talking points to assist partner organizations in messaging the transportation plan

Community Events – Presence at community events to reach geographically segmented audiences

Speakers' Bureau – Presentations to community groups, schools, senior centers, business groups, employers, service organizations, neighborhood groups and others

Special and Promotional Events – Milestone and promotional events to increase awareness of Metro programs and services and celebrate major accomplishments and progress

Collateral Materials – Creative content including brochures, fact sheets, flyers, etc.

Educational Videos – Short informational and awareness videos about Metro's programs and projects

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Cable access programming – Quarterly news show, Metro Motion, produced and distributed to 80 cable television stations in Los Angeles County

School and Senior Outreach – Outreach to K-12 schools and seniors to educate about how to ride and be safe around the Metro system

Late Night Service Promotion – Let Metro drive when visiting sports and entertainment venues and major events to position Metro as an attractive choice for discretionary riders traveling to nighttime activities

Online Video Series – Rider videos educating on how to use the Metro system and "commute makeovers" featuring advice on how to be multi-modal, promoted through Metro's web and social media channels

Crowdsourcing – Community engagement through crowdsourcing – online efforts to tap into the collective intelligence of the public at large, enabling Metro to gain deeper insight into their wants and needs

Service and Data Sharing Partnerships – Forge new data sharing partnerships with known technology and consumer services such as Google, Microsoft Bing!, WAZE and more

Tap into New Tech – Promote Metro's technology assets such as the Go Metro app, taptogo.net website, etc. to enhance the customer experience

Metro Tours – Tours of Metro construction projects for senior groups, students and other community members

Active Transportation Ads – Awareness about bicycling and first/last mile connections

SCHEDULE

The Communications Plan will begin in November and run through June 2016 as the Expenditure Plan is finalized. The more detailed communications work plan will establish a schedule for the Education Program activities.

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File #: 2015-1545, **File Type:** Informational Report **Agenda Number:** 30.

PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 14, 2015
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2015

SUBJECT: LONG RANGE TRANSPORTATION PLAN - DRAFT POTENTIAL BALLOT MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE:

A. The draft **Long Range Transportation Plan (LRTP) Potential Ballot Measure Framework** in Attachment A and draft Assumptions in Attachment B;

B. Stakeholder Input in Attachment C, Attachment D, and Attachment E, as described below; and,

C. The Roadmap to a Potential Ballot Measure in Attachment F.

ISSUE

Since Fall 2012, Metro has explored the feasibility of pursuing a new potential ballot measure in conjunction with updating the 2009 LRTP. By participating in over 190 meetings, Metro staff has worked with subregional representatives and other stakeholders including, but not limited to, business, public health, labor, environmental groups, Active Transportation stakeholders, and numerous other groups. These various stakeholders were asked to submit their priorities and policy input by September 1, 2015.

While all projects submitted are anticipated to be included in the LRTP update, they must be categorized in one of two ways: financially constrained or financially unconstrained. These financial constraints are defined in federal planning regulations as revenues that can be reasonably expected to be available. The purpose of the LRTP draft Potential Ballot Measure Framework and Assumptions in Attachment A is to assess the performance metrics of major highway and transit projects for potential funding through the 2017 LRTP, which could include funding from a potential ballot initiative, if the Board decides to proceed with placing it on the November 2016 ballot and it is approved by the voters. Specifically, Attachment A describes the performance analysis for assessing highway and transit projects, including the major themes, goals, objectives, and performance

measures that will be used in assessing and scheduling major transportation projects. Attachment B describes staff assumptions used in the Stakeholder Input Process, and Attachment C describes the feedback received through the Stakeholder Input process. Attachment D summarizes the constrained subregional stakeholder priorities and Attachment E summarizes the unconstrained Regional Facilities Needs. The Roadmap in Attachment F describes the steps staff plans to take before the Metro Board considers agendizing a potential ballot measure. The Board is being asked to receive and file this information now. The draft Framework and Assumptions will be brought back for approval in December 2015.

DISCUSSION

Through various correspondences, meetings, and actions, the Metro Board directed that a proposed ballot measure follow a “bottoms-up” process that began with the Mobility Matrix process. The Mobility Matrices, as directed by the Board in February 2014, were completed in collaboration with the subregions and received by the Board in April 2015. This process identified over 2,300 projects totaling over $273 billion in 2015 dollars. In January 2015, the Metro Board also created a Regional Facilities category that includes Burbank Bob Hope Airport, Los Angeles World Airports (LAX), Long Beach Airport, Palmdale Airport, the Ports of Long Beach and Los Angeles, and Union Station. Concurrent with the work of the subregional and regional facilities groups, staff worked closely with other stakeholder groups described above to determine their priorities and policy considerations. Metro executives attended several productive meetings with coalitions of leadership representatives from environmental, active transportation, business, and disadvantaged community organizations. These leaders jointly expressed significant support for a potential ballot measure, if it properly balances their mobility, economic development, and environmental justice concerns.

Proposed LRTP Performance Metrics

To balance these stakeholder concerns, the process going forward should include an analysis of projects based on the recommended LRTP draft performance metrics found in Attachment A. The LRTP draft performance metrics enable Metro staff to provide a performance-based recommendation for a potential ballot measure ordinance and expenditure plan. The authorizing legislation for the LRTP potential ballot measure, SB 767 (de León), requires that an expenditure plan be developed using a transparent process to determine the most recent cost estimates for each project and program identified in the expenditure plan. Metro’s transparent, inclusive, and bottoms-up process to date provided high and low cost estimates to aid stakeholders in making their priority setting decisions. Staff will continue to refine these costs in that same transparent manner and plans to use the draft performance metrics to guide our ultimate recommendations.

Expenditure Plan Requirements in Authorizing Legislation

SB 767 (de León) was passed on September 15, 2015 and is on the Governor’s desk as of this writing. In addition to transparent process requirements, SB 767 (de León) requires that the expenditure plan include the following elements: the most recent cost estimates for each project and program; the identification of the accelerated cost, if applicable, for each project and program; the approximate schedule during which Metro anticipates funds will be available for each project and program; and, the expected completion dates for each project and program within a three-

year range. To meet these requirements and the bottoms-up process requirements originally directed by the Metro Board, a number of assumptions must be used in developing the expenditure plan, including a tax increase, tax extension, tax sunset, project cost inflation, revenue growth, subregional revenue targets, and population and employment data as described in Attachment B, the draft Framework Assumptions.

Potential Ballot Measure Process Characteristics and Results

The Potential Ballot Measure Funding Targets examined current (2017) and projected (2047) population and employment figures, which were given to each subregion to inform their ultimate funding target. As discussed in detail in Attachment B, if current population was the highest percentage figure for a specific subregion, that figure was used to develop that subregon's target. If another subregional percentage figure was higher, such as future employment, that figure was used instead. This funding allocation formula was deemed feasible because Metro staff anticipates additional revenue from other LRTP resources will be available to meet the relatively modest demand for supplemental funding. After establishing a consensus with all the subregional representatives on the Potential Ballot Measure Funding Targets earlier this year, Metro staff initiated the next steps in the process by requesting subregional priorities that were constrained to the Framework Funding Targets.

As of September 1, 2015, Metro received the project priority and policy input found in Attachment C to this report. Attachments D and E contain draft Stakeholder Input project lists that staff has attempted to synthesize in order to summarize the subregional and Regional Facilities priorities. Together, these attachments complete one phase of a multi-phase stakeholder and public input process summarized in the Roadmap in Attachment F. In addition to the input identified in Attachment C, many stakeholders also provided policies for Metro's consideration going forward. These are included in Attachment C as well.

Non-Project Needs and Contingencies: The Other Half of the Pie

Further defining the other funding priorities not captured in the input process to date must now begin. This was reiterated in some of the Stakeholder Input received as part of Attachments C. These needs include, but are not limited to, transit operating and state-of-good repair needs; countywide bus system, Metrolink and paratransit services; local return, including local streets and roads and local transit; highway innovation and operating needs such as ExpressLane system improvements, highway systems and operations management, and other transportation needs not captured in any other way.

In addition to non-capital project needs, a contingency strategy will be needed to handle fluctuations in project costs and revenue forecasts that will arise over a four decade planning horizon. A reliable strategy to make allowances for variations in revenue and cost uncertainties, contingencies, escalation and assumptions in debt service costs will be developed within the recommended sequencing plan and then incorporated as necessary in the recommended Expenditure Plan to support the potential ballot measure and LRTP update.

Public Opinion Research Background

Staff embarked on general public opinion research on the region's transportation priorities to supplement information gathered from stakeholders. In February 2015, four focus groups were conducted to help shape the survey questionnaire. Some of the main points expressed by participants included that traffic congestion is considered a serious problem and that it is getting worse due to the perceived increases in population and drivers on the road. They also believed that there is a need for new funding and that the public transportation system needs to be better connected.

In March 2015, a follow-up survey of 1,400 respondents was conducted with statistically significant sub-samples representing seven county sub-areas. This was not a traditional voter poll, but a sample representative of the general public. A sub-sample of self-reported likely November 2016 voters was also analyzed. Some of the key findings included: concern over the growth in the driver population and traffic congestion; and, the belief that a transportation plan must include a package of local roads, freeways and public transit projects. The transportation improvements that resonated with respondents most included traffic congestion relief, freeway improvements, keeping fares low for seniors the disabled and students, bridge and tunnel safety improvements, and pothole repair and repaving local streets. Finally, support for a transportation ballot measure appeared relatively strong among survey respondents, slightly above the two-thirds threshold.

NEXT STEPS

Consultant support for the LRTP process was secured and kicked-off on September 15, 2015 and staff is now working on travel demand modeling and other related tasks to enable the Potential Ballot Measure Framework in Attachment A and the subsequent Expenditure Plan and Ordinance processes to be completed by June 2016. Though staff proposes a final decision by the Metro Board of Directors on whether to support the agendizing of a November 2016 Ballot Measure in June 2016, the Metro Board must make a go/no go decision no later than the regularly scheduled meeting in July 2016 in order to ensure placement on the November 2016 ballot. The next steps in the LRTP and potential ballot measure framework are as follows:

1. Continue stakeholder outreach in October/November/December 2015;
2. Adopt Framework in December 2015;
3. Finalize non-project needs assessment and constraints in January 2016;
4. Conduct final needs and performance metrics and project scheduling analysis February 2016;
5. Release preliminary Expenditure Plan and Ordinance in March 2016;
6. Subregional and stakeholder outreach in April/May 2016;

7. Approve final Expenditure Plan and Ordinance in June 2016; and
8. Submit final Expenditure Plan and Ordinance to the County of Los Angeles Board of Supervisors in July/August 2016.

The LRTP update will be finalized and provided to the Board for adoption in 2017, after the results of the potential ballot measure process are known.

ATTACHMENTS

Attachment A: LRTP Potential Ballot Measure Framework Performance Metrics;
Attachment B: LRTP Potential Ballot Measure Framework Assumptions;
Attachment C: Stakeholder Process Input (through an On-Line Link);
Attachment D: Subregional Stakeholder Draft Project Priorities (Constrained);
Attachment E: Regional Facility Provider Draft Needs Lists (Unconstrained): and,
Attachment F: Roadmap for LRTP Potential Ballot Measure Process.
Attachment G: LRTP Potential Ballot Measure Framework Presentation

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Phillip A. Washington
Chief Executive Officer

Attachment A

2017 LRTP Update
Proposed Performance Metrics Framework

Metro Theme	Goals and Objectives	Performance Measures
Accessibility	• Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections	• Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	• Increase economic output • Support job creation & retention • Support goods movement	• Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	• Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders	• AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per $million • Annual hours of delay savings/mile • Annual hours saved per $million
Safety	• Reduce incidents • Improve personal safety	• Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	• Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation	• State of Good Repair condition ratings
Sustainability	• Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities	• Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Attachment B

Long Range Transportation Plan and Potential Ballot Measure Assumptions
October 1, 2015

Augment, Extend, and Sunset Assumptions

The 2017 LRTP is currently assumed to cover the time period from 2017 – 2057 (forty years) and incorporate projects funded by the Metro Board in the 2009 LRTP that sunsets in the year 2039 with Measure R. The three principle alternatives to this assumption revolve around these decisions: extend the existing tax or not; augment the existing tax or not; and, place a sunset on the new tax or not.

SB 767 (de León) provides the Metro Board maximum flexibility for all three of these alternatives. For example, the Metro Board could alternatively elect to propose an extension only, like Measure J, or it could elect to propose only an increase, without an extension, like Measure R. Finally, the Metro Board could change the sunset year of the tax (now tentatively assumed to be 2057) or eliminate it altogether, like Proposition A and Proposition C.

Three considerations led staff to the 2057 LRTP augment, extend, and sunset assumption, as follows:

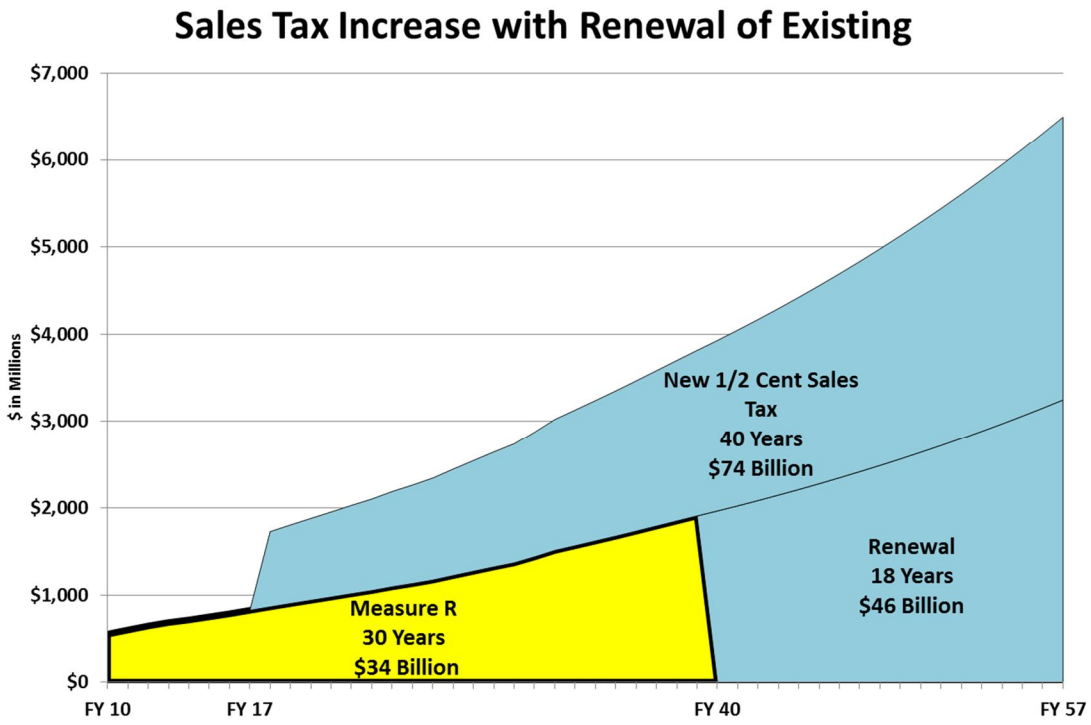
- Unmet transportation infrastructure improvement needs: The Mobility Matrix process concluded that the entire inventory of needs for transportation capital improvements countywide was between $157 and $273 billion (in 2015 dollars). Shorter sunsets did not provide enough resources to develop the necessary level of consensus given this need;

- Market research indicates public support for transportation improvements: Past statistically reliable quantitative surveys conducted found no significant advantage to including a sunset clause in a Los Angeles County transportation sales tax ballot measure; and,

- Alameda County super majority: In November 2014, 70% of voters in Alameda County approved a ballot measure that augmented an existing ½ cent transportation sales tax while at the same time extending the original ½ cent transportation sales tax when it expired.

As a result of these considerations, the LRTP Framework assumes an augment and extend approach similar to the Alameda County strategy, as shown in Table 1, below:

Potential Ballot Measure Structure



Augmenting Metro's existing transportation sales taxes for at least a 40 year period (through the year 2057) and also extending an existing sales tax (Measure R) expiring in 2039 will provide the best opportunity to secure the necessary resources to address the public's desire for transportation improvements. Prior to making a final decision next year, the results of further market research will be provided to the Metro Board.

Project Cost Inflation and Sales Tax Revenue Growth Assumptions

The SB 767 (de León) expenditure plan requirement to schedule projects and show approximate completion dates raises the need to assume the impact of inflation over time on project and program costs. The initial project costs were requested in 2015 dollars and our cost inflation assumption is 3% per year.

The sales tax revenue growth assumption is 3.8% per year through 2040 and 3% thereafter. The difference between inflation cost growth and revenue growth through 2040 is primarily economic growth from the UCLA Anderson School Forecast of taxable sales for Los Angeles County. Countywide Planning staff has found the UCLA Anderson School Forecast to be the best available for our long term planning needs.

Optimal Subregional Target Assumptions

The transparent process required by SB 767 (de León) and the bottoms-up process directed by the Metro Board required Countywide coordination of subregional revenue assumptions. To prioritize the enormous unmet transportation capital needs identified in the Mobility Matrix process, the subregions needed to know roughly what they could expect for capital improvements from the assumed augment and extend approach to the potential ballot measure.

Staff worked with the subregions to develop subregional revenue targets they could use for their priority setting process. To divide revenues into subregional targets, staff considered prior discussions with the subregions before developing a new approach. The purely current population and employment approach in Measure R led to later disagreements about extending that approach beyond 2039 in Measure J. Representatives from high population and/or employment growth areas felt the 2005 data used for Measure R was inequitable for taxes that would extend well beyond 2039, as proposed in Measure J.

To respond to these very valid concerns, staff interpolated Southern California Association of Governments 2008 population and 2035 employment information to establish 2017 and 2047 population and employment data points, as shown in Table 2:

Basis for Optimal Targets Vary by Subregion

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year

40 Years	12.11% =	$4.5 billion

Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

REVISION #3

As one can see from the data in Table 2, at least one subregion had a credible argument to use each of four differing basis for the targets. To avoid disagreements over the basis of the targets to be used, Metro staff offered a blended approach and an optimal approach. The blended approach added-up to 100%, but the optimal approach would not at 112%. This meant the optimal approach would require approximately $4.5 billion in non-measure funds from existing taxes beyond the 2009 LRTP planning horizon of 2039, but within the new LRTP planning horizon of 2057. The subregion's all preferred the optimal target approach and Metro staff found it to be workable and concurred, making the optimal basis the consensus choice for the initial subregional priority setting exercise.

Before calculating the subregional revenue targets, assumptions were also needed about how much of the anticipated revenue from the augment and extend approach might be dedicated to multi-modal capital improvement purposes. Measure R had 55% dedicated to these purposes. It should be emphasized that for discussion purposes, staff assumed that roughly half of the new tax, about $60 billion, could go for multi-modal capital improvement purposes, though we cautioned that this was ultimately a decision expressly reserved for the Metro Board when more information about all needs were known.

Roughly half the tax, about $60 billion, is on a year of expenditure basis while the project cost data identified in the Mobility Matrices is based on current year dollars instead. This required that the value of the $60 billion, again roughly half the tax, be deescalated before being made available to each subregion as a target on a current dollar basis. This enabled the subregions to directly compare their target to the project cost data they already possessed.

Table 3 shows the end result of the target setting consensus, subregional targets in deescalated dollars comparable to project cost data on the same basis:

Table 3, Consensus Subregional Targets:

Optimal Capital Improvement Targets

Year of Expenditure $'s (includes inflation) vs. Current $'s (excludes inflation)

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 $		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	$ 2,889	$ 1,772	$ 4,661	$ 1,125	$ 506	$ 1,631
Central Los Angeles	19.12%	$ 7,062	$ 4,332	$ 11,394	$ 2,750	$ 1,237	$ 3,987
Gateway Cities	19.84%	$ 7,328	$ 4,495	$ 11,823	$ 2,853	$ 1,284	$ 4,137
Las Virgenes/Malibu	1.42%	$ 525	$ 322	$ 842	$ 204	$ 92	$ 296
North LA County	9.40%	$ 3,472	$ 2,130	$ 5,602	$ 1,352	$ 608	$ 1,960
San Fernando Valley	14.66%	$ 5,415	$ 3,321	$ 8,736	$ 2,108	$ 949	$ 3,057
San Gabriel Valley	16.17%	$ 5,973	$ 3,663	$ 9,636	$ 2,325	$ 1,046	$ 3,371
South Bay Cities	10.62%	$ 3,923	$ 2,406	$ 6,329	$ 1,527	$ 687	$ 2,214
Westside	13.06%	$ 4,824	$ 2,959	$ 7,783	$ 1,878	$ 845	$ 2,723
Subregional Total	112.11%	$ 41,411	$ 25,399	$ 66,810	$ 16,123	$ 7,255	$ 23,378

1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
2) Dollars in millions.
3) YOE = Year of Expenditure.
4) Santa Clarita included in North LA County.
5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

ATTACHMENT C

Stakeholder Process Input

Document Available Online at:

http://media.metro.net/projects_studies/images/lrtp_stakeholder_input.pdf

Subregional Stakeholder Draft Project Priorities (Constrained)

ATTACHMENT D

(2015 $ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015$)	Difference
1	**Arroyo Verdugo**				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	$ 283,000	$ 283,000	$ -
3	Traffic Congestion Relief and Improvement Program	b	$ 1,348,000	$ 1,348,000	$ -
4	**Arroyo Verdugo Subtotal**		$ 1,631,000	$ 1,631,000	$ -
5	**San Fernando Valley**				
6	Active Transportation Program	c,d	$ 65,000	$ 65,000	$ -
7	Complete East Valley Transit Corridor Project as LRT		$ 1,000,000	$ 1,000,000	$ -
8	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	$ 230,000	$ 230,000	$ -
9	Orange Line BRT Improvements		$ 300,000	$ 300,000	$ -
10	Orange Line Conversion to Light Rail		$ 1,400,000	$ 62,000	$ 1,338,000
11	Sepulveda Pass Transit Corridor	e	$ 3,390,000	$ 1,400,000	$ 1,990,000
12	**San Fernando Valley Subtotal**		$ 6,385,000	$ 3,057,000	$ 3,328,000
13	**Westside**				
14	Active Transportation and First/Last Mile Connections Prog.	f	$ 700,000	$ 700,000	$ -
15	Crenshaw Line Extension to West Hollywood/Hollywood	g	$ 580,000	$ 300,000	$ 280,000
16	Lincoln Blvd BRT		$ 307,000	$ 307,000	$ -
17	Purple Line Extension to Santa Monica		$ 2,647,100	$ 16,000	$ 2,631,100
18	Sepulveda Pass Transit Corridor	e	$ 3,390,000	$ 1,400,000	$ 1,990,000
19	**Westside Subtotal**		$ 7,624,100	$ 2,723,000	$ 4,901,100
20	**Central Cities**				
21	Crenshaw Line Extension to West Hollywood/Hollywood	g	$ 1,750,000	$ 1,610,000	$ 140,000
22	DASH Program	c	$ 260,000	$ 260,000	$ -
23	Freeway Interchange and Operational Improvements	c	$ 205,000	$ 205,000	$ -
24	Historic Streetcar and Bus Rapid Transit Program	c	$ 147,000	$ 147,000	$ -
25	LA River Bikepath	c	$ 375,000	$ 375,000	$ -
26	Los Angeles Safe Routes to School Initiative	c	$ 250,000	$ 250,000	$ -
27	LA Streetscape Enhancements & Great Streets Program	c	$ 475,000	$ 475,000	$ -
28	Active Transportation, 1st/Last Mile, & Mobility Hubs	c	$ 215,000	$ 215,000	$ -
29	Public Transit State of Good Repair Program	c	$ 450,000	$ 450,000	$ -
30	**Central Cities Subtotal**		$ 4,127,000	$ 3,987,000	$ 140,000
31	**North County**				
32	Active Transportation Program	c	$ 264,000	$ 264,000	$ -
33	Arterial Program	c	$ 378,000	$ 378,000	$ -
34	Goods Movement Program	c	$ 104,000	$ 104,000	$ -
35	High Desert Corridor (HDC) Right-of-Way		$ 270,000	$ 270,000	$ -
36	Highway Efficiency Program	c	$ 349,000	$ 349,000	$ -
37	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		$ 785,000	$ 268,000	$ 517,000
38	Multimodal Connectivity Program	c	$ 239,000	$ 239,000	$ -
39	Transit Program	c	$ 88,000	$ 88,000	$ -
40	**North County Subtotal**		$ 2,477,000	$ 1,960,000	$ 517,000
41	**Las Virgenes-Malibu**				
42	Active Transportation, Transit, and Technology Program	c	$ 29,600	$ 29,600	$ -
43	Highway Efficiency Program	c	$ 177,600	$ 177,600	$ -
44	Modal Connectivity Program	c	$ 88,800	$ 88,800	$ -
45	**Las Virgenes-Malibu Subtotal**		$ 296,000	$ 296,000	$ -

Subregional Stakeholder Draft Project Priorities (Constrained)

ATTACHMENT D

(2015 $ in thousands)

	Project	Notes	Cost Assumption	Draft Subregional Target (2015$)	Difference
46	**Gateway Cities**				
47	Gold Line Eastside Extension Phase II - Washington Blvd.	h	$ 1,500,000	$ 543,000	$ 957,000
48	Green Line Eastern Extension (Norwalk)		$ 500,000	$ 500,000	$ -
49	I-5 Corridor Improvements (I-605 to I-710)		$ 1,100,000	$ 1,059,000	$ 41,000
50	I-605 Corridor "Hot Spot" Interchange Improvements		$ 850,000	$ 300,000	$ 550,000
51	I-710 South Corridor Project	i	$ 4,000,000	$ 500,000	$ 3,500,000
52	SR 60/I-605 Interchange HOV Direct Connectors	j	$ 260,000	$ 200,000	$ 60,000
53	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 1		$ 1,000,000	$ 535,000	$ 465,000
54	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 2		$ 1,000,000	$ 500,000	$ 500,000
55	**Gateway Cities Subtotal**		$ 10,210,000	$ 4,137,000	$ 6,073,000
56	**San Gabriel Valley**				
57	Active Transportation Program (Bicycle/Pedestrian Facilities)	c	$ 231,000	$ 231,000	$ -
58	Bus System Improvement Program	c	$ 55,000	$ 55,000	$ -
59	Goods Movement Program (Improvements & RR Xing Elim.)	c	$ 33,000	$ 33,000	$ -
60	Highway Demand Based Program (HOV Ext. & Connectors)	c	$ 231,000	$ 231,000	$ -
61	Highway Efficiency Program	c	$ 534,000	$ 534,000	$ -
62	I-605/I-10 Interchange		$ 126,000	$ 126,000	$ -
63	ITS/Technology Program (Advanced Signal Technology)	c	$ 66,000	$ 66,000	$ -
64	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	h	$ 1,500,000	$ 543,000	$ 957,000
65	Metro Gold Line Foothill Light Rail Extension - Phase 2B		$ 1,130,000	$ 1,019,000	$ 111,000
66	First/Last Mile and Complete Streets	c	$ 198,000	$ 198,000	$ -
67	SR 60/I-605 Interchange HOV Direct Connectors	j	$ 130,000	$ 130,000	$ -
68	SR-57/SR-60 Interchange Improvements		$ 205,000	$ 205,000	$ -
69	**San Gabriel Valley Subtotal**		$ 4,439,000	$ 3,371,000	$ 1,068,000
70	**South Bay**				
71	Green Line Extension to Crenshaw Blvd in Torrance		$ 607,500	$ 607,500	$ -
72	I-105 Hot Lane from I-405 to I-605		$ 350,000	$ 350,000	$ -
73	I-110 Express Lane Ext South to I-405/I-110		$ 81,500	$ 81,500	$ -
74	I-405 South Bay Curve Widening		$ 120,000	$ 120,000	$ -
75	I-405/I-110 Int. HOV Connector Ramps & Intrchng Improv		$ 355,000	$ 355,000	$ -
76	South Bay Highway Operational Improvements	c	$ 1,100,000	$ 350,000	$ 750,000
77	Transportation System and Mobility Improvements Program	c	$ 350,000	$ 350,000	$ -
78	**South Bay Subtotal**		$ 2,964,000	$ 2,214,000	$ 750,000
79	**GRAND TOTAL**		$ 40,153,100	$ 23,376,000	$ 16,777,100

for reference only - not priority order

a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.

b. Arroyo Verdugo Traffic Congestion Relief and Improvement Program includes projects in the following modal categories: Active Transportation, Arterials, Complete Streets, First and Last Mile Programs, Goods Movement, Highway Efficiency, ITS/Technology.

c. Cost Assumption equals Draft Subregional Target.

d. Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.

e. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.

f. Includes Active Transportation Networks and First/Last Mile Connections and I-10 Multimodal Circulation Improvement Project

g. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.

h. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% Gateway area and 50% San Gabriel Valley area.

i. At least $3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.

j. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.

Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 $ in thousands)

	Project		Cost Estimate
1	**Bob Hope Airport**		
2	Burbank/Glendale LRT	$	1,604,000
3	Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave	$	60,000
4	Hollywood Way/San Fernando Rd Metrolink station pedestrian bridge	$	8,350
5	I-5/Buena Vista Ave: Reconfigure ramps and connect with Winona Ave	$	30,000
6	Metro Red Line Extension: North Hollywood to Burbank Airport	$	1,800,000
7	North Hollywood to Bob Hope Airport to Pasadena Transit Corridor	$	2,550,000
8	**Subtotal**	**$**	**6,052,350**
9	**Long Beach Airport**		
10	3138-Bellflower Blvd./ Spring St. Improv.	$	5,000
11	9078-Lakewood Blvd./ Rosemead Blvd. (59) signals-San Gabriel Blvd. to Stearns St.	$	10,325
12	3137-Lakewood Blvd. / Spring St. Improv.	$	5,000
13	9659-LGB Bicycle access improvements	$	50,000
14	3082-Wardlow Rd. / Cherry Ave. Intersection Widening	$	5,000
15	9094-Willow St. (23) signals from I-710 to I-605	$	2,450
16	**Subtotal**	**$**	**77,775**
17	**Los Angeles Airport**		
18	Automated People Mover (APM) system	$	175,000
19	Connection: Manchester Square to I-405 southbound and I-105 eastbound ramp	$	450,000
20	Gateway LAXpress Employee Transport: capital cost of existing/new transit vehicles	$	50,000
21	Gateway LAXpress Employee Transport: Mobility Hubs at Regional Transit Centers	$	75,000
22	Gateway LAXpress Employee IT Platform Services	$	250
23	I-405: Construct LAX Expressway	$	1,120,000
24	Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX	$	135,000
25	Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard	$	90,000
26	Trench Cover (Crenshaw/LAX Transit Corridor)		TBD
27	**Subtotal**	**$**	**2,095,250**
28	**Palmdale Airport**		
29	Bicycle/Pedestrian Connector from the Palmdale Regional Airport	$	50,000
30	High Desert Corridor from SR 14 to 50th Street East	$	670,000
31	People Mover from PTC to the Palmdale Regional Airport	$	100,000
32	RVB Roadway Improvements from 15th Street East to 50th Street East	$	75,000
33	Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East	$	100,000
34	**Subtotal**	**$**	**995,000**

Regional Facility Provider Draft Needs List (Unconstrained)

ATTACHMENT E

(2015 $ in thousands)

	Project		Cost Estimate
35	**Port of Los Angeles**		
36	Alameda Corridor Terminus - Cerritos Channel Bridge (5004)	$	170,000
37	Alameda Corridor POLA/POLB Access Rail (Thenard Junction Connection)	$	20,000
38	Alameda Corridor Terminus/SR 47 Rail Crossing Advanced Warning System.	$	5,000
39	Alameda Corridor Terminus-West Basin Railyard Expansion (additional tracks)	$	45,000
40	Alameda Corridor Terminus - West Basin Track (West Basin 2nd Mainline Track)	$	5,000
41	Alameda Corridor Terminus/California Coastal Trail Extension Grade Separation	$	15,000
42	California Coastal Trail - Ports O' Call Promenade	$	29,000
43	Container Movement Efficiency Program	$	383,000
44	New Terminal Island On-dock railyard	$	150,000
45	Pier 300 On-Dock Railyard Expansion (2 additional loading tracks)	$	35,000
46	Pier 400 On-Dock Railyard Expansion (2 additional loading tracks)	$	75,000
47	Pier 400 Second Lead Track	$	12,000
48	San Pedro Waterfront Regional Access Improvement:	$	41,000
49	SR 47/V. Thomas Bridge/Harbor Blvd. Interchange	$	25,000
50	SR 47/Navy Way Interchange	$	50,000
51	Terminal Island Container Transfer Facility Expansion (additional loading track)	$	4,000
52	Terminal Island Rail Support Yard	$	50,000
53	West Basin Container Terminal Automated/Electrified On-Dock Railyard	$	86,000
54	**Subtotal**	**$**	**1,200,000**
55	**Port of Long Beach**		
56	Coastal Trail Gap Closure Projects (Regional Connectivity)	$	21,800
57	Gerald Desmond Bridge Replacement Project	$	200,000
58	Pico Avenue Freight Corridor Street Improvements	$	160,000
59	Port Area Advanced Transportation Management and Information System 2.0	$	6,000
60	Port Access Road Improvements	$	50,015
61	Rail Efficiency Improvement Project at Pier B	$	440,000
62	Rail Efficiency Improvement at Pier G South Rail Yard	$	66,000
63	Terminal Island On-Dock Rail Efficiency Improvements	$	173,710
64	**Subtotal**	**$**	**1,117,525**
65	**Union Station**		
66	Los Angeles Union Station-40 year component State of Good Repair Cost	$	106,260
67	Southern California Regional Interconnector Project (Metrolink Run-Through)	$	150,000
68	Union Station Linkages Program (Connect US Action Plan)	$	26,000
69	Union Station Master Plan (USMP) Stage 2A Multi Modal Passenger Concourse	$	300,000
70	USMP Enabling Development (Stage 2C)	$	12,000
71	USMP Enabling Development and Open Space Network (Stage 2E and 2F)	$	114,000
72	USMP Perimeter Improvements (Stage 1)	$	31,111
73	USMP Relocated Patsaouras Bus Plaza (Stage 2B)	$	770,000
74	**Subtotal**	**$**	**1,509,371**
75	**GRAND TOTAL**	**$**	**13,047,271**

Transportation Plan Roadmap

Attachment F

	OCTOBER 2015	NOVEMBER– DECEMBER 2015	JANUARY– MARCH 2016	APRIL– JUNE 2016	JULY– SEPTEMBER 2016	OCTOBER– DECEMBER 2016
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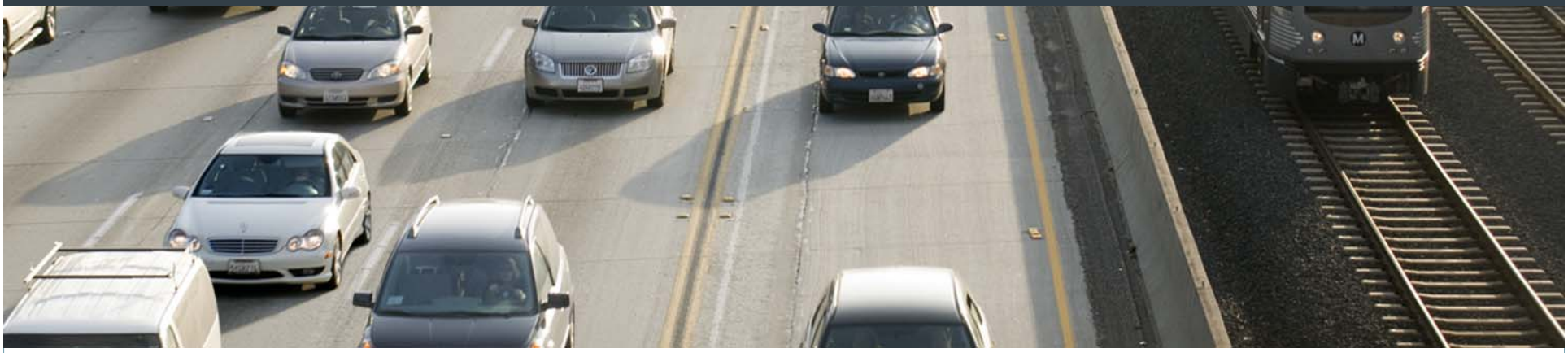
Metro

16-0629BC ©2015 LACMTA

Agenda Number: 30

Long Range Transportation Plan

DRAFT POTENTIAL BALLOT MEASURE FRAMEWORK, ASSUMPTIONS, AND INPUT



Metro

Metro Board Meeting
October 22, 2015

Progress to Date:

- Stakeholder Feedback Received
- Subregional Priorities Identified
- Regional Facilities Priorities Received
- Senate Bill 767 Signed by Governor Brown

Current Status:

- Performance Metrics Framework Proposed
- LRTP and Potential Ballot Measure Working Assumptions Presented
- Travel Demand Modeling Underway

Senate Bill 767 Expenditure Plan Requirements

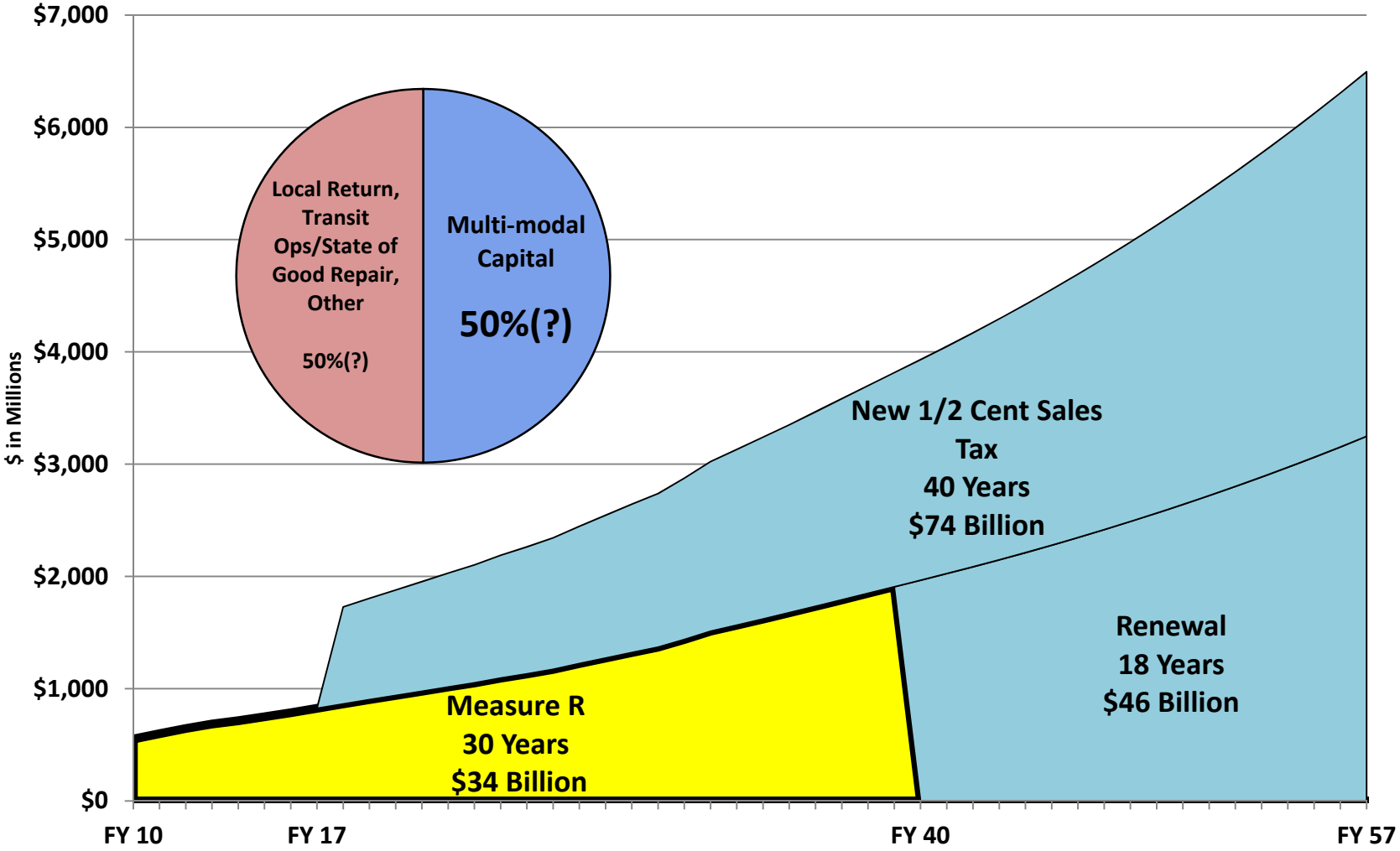
- The most recent cost estimates for each project and program;
- Identification of the accelerated cost, if applicable, for each project and program;
- The approximate schedule during which Metro anticipates funds will be available for each project and program; and
- Expected completion dates for each project and program within a three-year range.

Draft Proposed Performance Metrics Framework

Theme	Goals and Objectives	Performance Measures
Accessibility	• Increase population served by facility • Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities • Improve first-last mile connections	• Job accessibility by population subgroup • Mode choice by income quintile • SB 535 Disadvantaged Communities mapping (CalEnviroScreen)
Economy	• Increase economic output • Support job creation & retention • Support goods movement	• Linkages to major employment/activity centers • Number of jobs • REMI Model economic benefit results • Vehicle hours of delay for trucks
Mobility	• Increase travel by transit & active modes (such as bicycle & pedestrian travel) • Improve travel times • Improve system connectivity • Increase person throughput • Improve effectiveness & reliability for core riders	• AM peak period speeds • Mobility index (throughput measure) • Annual boardings per mile • Annual boardings per $million • Annual hours of delay savings/mile • Annual hours saved per $million
Safety	• Reduce incidents • Improve personal safety	• Fatalities per miles traveled • Injuries per miles traveled
State of Good Repair	• Operating and life cycle costs • Extend life of facility or equipment • Balance maintenance & rehabilitation	• State of Good Repair condition ratings
Sustainability	• Reduce Green House Gases (GHG) • Reduce Vehicle Miles Travelled (VMT) • Improve quality of life: address high rates of air pollution and public health disparities	• Vehicle hours of delay • Criteria pollutants tracked by EPA for air quality conformity • VMT (best available proxy for GHG)

Potential Ballot Measure Structure

Sales Tax Increase with Renewal of Existing



Optimizing Subregional Targets

Population and/or Employment?

- High employ. areas: "Employment"
- High population areas: "Population"

Current or Future?

- Low growth areas: "Current"
- High growth areas: "Future"

Solution: Provide optimum percentage using regional funds

Optimization Will Require Supplemental Non-Measure Funds by the LRTP Horizon Year

40 Years — 12.11% = — $4.5 billion

Subregion	Population		Employment		Pop/Emp, 2017/2047 Blend	Optimal Sub-Regional Share %	Δ%
	2017	2047	2017	2047			
Arroyo Verdugo	4.99%	4.79%	7.54%	7.82%	6.28%	7.82%	1.53%
Central Los Angeles	18.98%	19.12%	18.05%	18.01%	18.54%	19.12%	0.58%
Gateway Cities	19.84%	19.27%	16.63%	16.15%	17.97%	19.84%	1.87%
Las Virgenes/Malibu	0.85%	0.81%	1.38%	1.42%	1.12%	1.42%	0.30%
North Los Angeles County	7.42%	9.40%	5.42%	6.84%	7.27%	9.40%	2.13%
San Fernando Valley	14.66%	14.19%	14.21%	14.09%	14.29%	14.66%	0.37%
San Gabriel Valley	16.17%	16.14%	13.10%	12.76%	14.54%	16.17%	1.63%
South Bay	10.62%	10.13%	10.60%	10.16%	10.38%	10.62%	0.24%
Westside Cities	6.46%	6.14%	13.06%	12.75%	9.60%	13.06%	3.46%
Grand Total	100.00%	100.00%	100.00%	100.00%	100.00%	112.11%	12.11%

- Source Data: SCAG RTP12 Socio-economic Data (SED)
- 2017 and 2047 year data interpolated/extrapolated from SCAG 2008 and 2035 Projections. Back-up data available on request.
- In this version, Arroyo Verdugo consists of Burbank, La Crescenta-Montrose, La Canada Flintridge, Glendale, Pasadena and South Pasadena. That means both Pasadena and South Pasadena have been taken out of San Gabriel Valley to be included in Arroyo Verdugo subregion.

Subregion	Optimal Sub-regional Share %	Pay-Go (YOE, No Bonds)			De-escalated to Current 2014 $		
		Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total	Tier 1 - New 1/2 Cent 40 Years (FY 18-57)	Tier 2 - 1/2 Cent Renewal 18 Years (FY 39-57)	Total
Arroyo Verdugo	7.82%	$ 2,889	$ 1,772	$ 4,661	$ 1,125	$ 506	$ 1,631
Central Los Angeles	19.12%	$ 7,062	$ 4,332	$ 11,394	$ 2,750	$ 1,237	$ 3,987
Gateway Cities	19.84%	$ 7,328	$ 4,495	$ 11,823	$ 2,853	$ 1,284	$ 4,137
Las Virgenes/Malibu	1.42%	$ 525	$ 322	$ 842	$ 204	$ 92	$ 296
North LA County	9.40%	$ 3,472	$ 2,130	$ 5,602	$ 1,352	$ 608	$ 1,960
San Fernando Valley	14.66%	$ 5,415	$ 3,321	$ 8,736	$ 2,108	$ 949	$ 3,057
San Gabriel Valley	16.17%	$ 5,973	$ 3,663	$ 9,636	$ 2,325	$ 1,046	$ 3,371
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1) Optimal targets are each subregion's share of the proposed revenues based on the greatest percentage of four possible measures: i) current population; ii) future population; iii) current employment; or, iv) future employment. The following table has more information.
2) Dollars in millions.
3) YOE = Year of Expenditure.
4) Santa Clarita included in North LA County.
5) Arroyo Verdugo includes Burbank, Glendale, Pasadena, So. Pasadena and La Canada-Flintridge, and La Crescenta-Montrose.

Year of Expenditure versus Current Dollars

Optimal shares had to be consistent with Project cost

- Current dollars are to be used until schedules are known
- Year of Expenditure dollars include inflation
- Confusion between the two needs to be avoided

Transportation Plan Roadmap

	OCTOBER 2015	NOVEMBER– DECEMBER 2015	JANUARY– MARCH 2016	APRIL– JUNE 2016	JULY– SEPTEMBER 2016	OCTOBER– DECEMBER 2016
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Metro